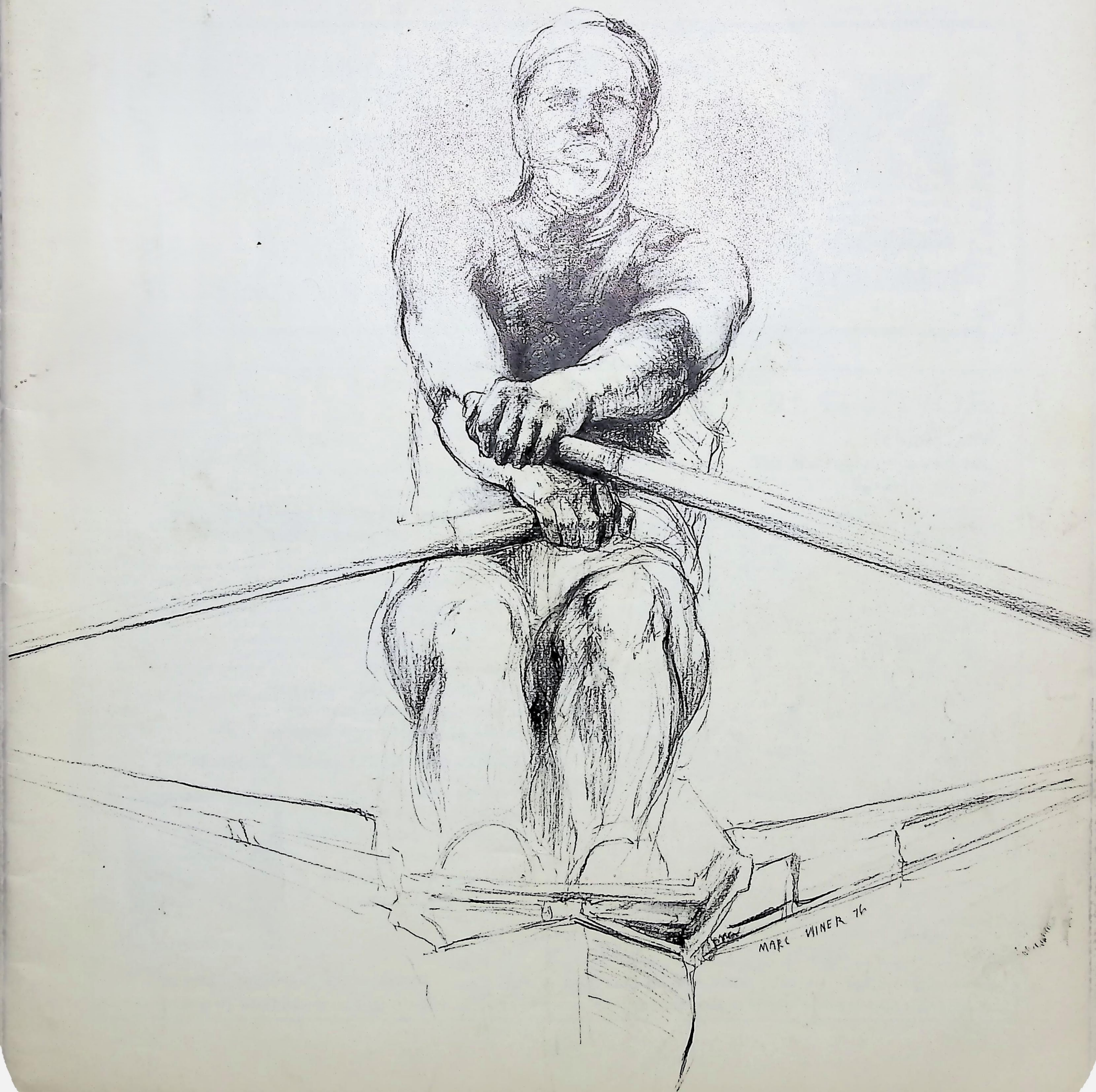


THE

OARSMAN

Official publication of The National Association of Amateur Oarsmen

January/February, 1977



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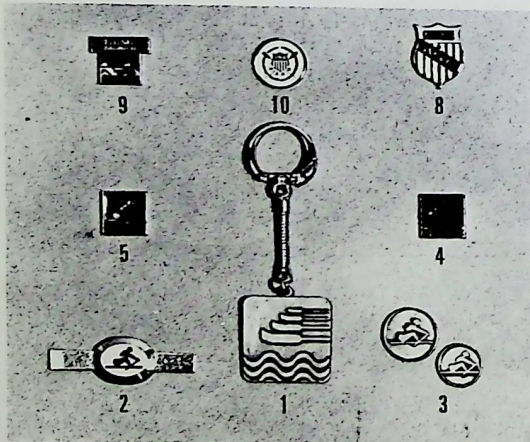
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THE OARSMAN

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Cover—THE OARSMAN by Marc Winer

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

THE OARSMAN®

Volume 9, Number 1

January/February, 1977

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The conclusion of Bob Jaugstetter's review of the 1976 Olympic men's rowing effort will appear in the next issue.

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

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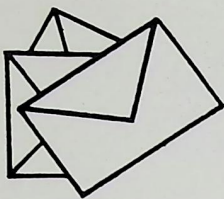
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Letters To The Editor

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

I find it pathetic that some women *choose* to feel excluded by the last syllable of the title, "Oarsman." Would these same suggest Saint Peter should have been arrested because he was "stoned in public"?

Unquestionably, the name precludes those who speak no English, do not row, or cannot read. Nevertheless, rather than resort to selectively perceptible hieroglyphics, I suggest maintaining the current appellation. Then donate the money saved to the U.S. Men's Olympic Rowing Team in order that they may do as well as the women in the next Olympiad.

Very sincerely,
Jane Rogers Clark
Cambridge, MA 02138
January 3, 1977

February 7, 1977

This letter is in regard to Mr. Fred Darvill's letter printed in the November/December 1976 issue of *The Oarsman*. Mr. Darvill's concern for the survival of Lightweight Crew on the West Coast is quite valid. I too am aghast at the removal of the Lightweight "4" race from the Western Sprint Regatta, and more recently at the elimination of the Western Sprint Regatta. In its place will be a Pacific Eight Regatta made up of only five events. The reasons given are that the Western Sprints was, with its 18 or more events, getting out of hand and taking up too much time. The five events in this Pacific Eight Regatta will be a Henley style elimination running for two days. It should be noted that the Western Sprints usually took up a day and a half. It also should be noted that the Lightweight "4" is not one of these five races.

I am sure there is not an oarsman or coach on the West Coast who is not aware of the accomplishments and growth of Lightweight Crew in the past few years. I am also sure that everyone is aware of their common economic situation in that the crews are mostly self-supporting and cannot afford the luxuries of the funded programs. Despite

these obstacles, lightweight crews continue to function because of the intense desire to win and love of the sport on the part of the oarsmen. Lightweight rowing is finally old enough to start developing the needed alumni support, and is finally starting to earn the respect it deserves.

I can see no reason why the "4" race would be removed other than that a group of coaches, mainly concerned with heavyweight crew, decided that there is no longer time to stage a Lightweight "4" race. If this is not checked now, soon there will not be time to stage a Lightweight "8" race either.

The NAAO has always recognized Lightweight Crew and should not allow this division of our sport to be snuffed out because some fail to see its importance. In regard to the elimination of the Western Sprints, we must ask ourselves, "Who is our sport for, oarsmen or coaches?" As it stands, I have four excellent oarsmen to whom I have to say, "You no longer have a place to race." Evidently for some coaches this is easy to say, but not for me. Our sport will definitely suffer a great loss as we eliminate participants and also the smaller programs.

The rowing experience produces men of an excellent caliber, regardless of their weight and regardless of the event in which they compete. After all isn't that what collegiate athletics is all about?

Sincerely,
Jon Gilwee
Coach, UCLA Var. Lt. Wt. Crew
7742 Redlands St., Apt. H103
Playa del Ray, Ca. 90291

February 4, 1977

I commend Bob Jaugstetter for the article attempting to explain what happened to our Olympic effort. I'm especially pleased with the attempt to demystify the problems of the camp for the eight directed by Allen Rosenberg. I've always considered Allen to be the most knowledgeable coach, foreign or domestic, although I must admit I don't know Harry Parker or a few others on a personal basis.

I feel the rowing community needs to know all the facts in order to make intelligent judgements about how our program needs to be changed in order to maximize benefits for our competitive athletes.

I'd like to suggest a reorganization of our efforts. We must recognize that in our society very few athletes can continue successfully after they leave the college atmosphere. Our efforts have been predicated on the thesis that we couldn't win without a team of seasoned veterans on the order of the New Zealand eight. There is no question that experience is important but it seems that the tremendous stress

(Cont'd on p. 35)

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A Biographical Sketch of the

NAAO's New President

JACK FRAILEY



(Ed. Note: At the NAAO Board of Directors' meeting in Madison, Wisconsin on January 22, 1977, Jack Frailey was elected President. We shall begin to print a regular series of his presidential messages with our next issue. For now, to feel it is appropriate to provide our readers with the following "introduction" to our new President.)

Jack began his rowing career as a lightweight oarsman at the Massachusetts Institute of Technology in 1941. An undistinguished racing career followed, capped by the only race he ever won, his last, as a member of MIT's second varsity heavyweights, over Cornell and Harvard.

Trained as an Aeronautical Engineer, upon graduation and commissioning in the Navy, Jack served as a fleet Engineering officer in Hawaii and later as a Crash Boat Skipper. He returned to MIT in 1946 to earn two graduate degrees and rejoined the rowing scene in 1954 when he was asked to coach the MIT lightweights. His varsity was EARC champion that year, and in both 1954 and 1955 won the Thames Challenge Cup at the Henley Royal Regatta.

After spending three years in California with the Lockheed Aircraft Corporation, Jack returned to Cambridge and to coaching the MIT heavyweights in 1959. His 1961, '62 and '63 crews were among the most competitive in MIT's rowing history, beating Harvard for the Compton Cup in 1963 (the only MIT win in this Trophy Regatta in its forty year history) and placing third at the IRA in 1961 and 1963. Foreseeing the importance of colleges and clubs working more closely together, his entry in the American Henley Regatta at Saratoga Springs in 1963 set a pattern that was to be followed thereafter by many other colleges. Later that summer, he coached the National Champion four-with-cox from Riverside Boat Club.

Jack conceived and managed the "Laconia Plan" in 1964,

the forerunner of the composite crews used in subsequent years and the model after which were patterned the Litchfield Rowing Association for Schoolboy composites, the Eastern and Western Development Clinics of 1968, and the National Eight Camp used since 1972. The EDC in 1968 provided the Olympic Trials-winning straight four and coxed pair, leading to his selection as the Small Boats Coach at Mexico City.

As MIT's overall rowing program expanded to the point where a full-time coach became necessary, Jack returned to the lightweights in 1971, during the summer of which he co-coached the Cambridge Boat Club lightweight eight which represented the U.S. at the World Championships at Copenhagen and the National Champion lightweight four. Jack resigned his position at MIT the following year.

Jack has served as President of the Rowing Coaches Organization of America (1961 and 1962), and the Eastern Association of Rowing Coaches (1967, '68 and '69). It was during these terms of office that: a) the intercollegiate race distances were uniformly changed to 2000 meters; b) the first small boat event was added to the IRA; and c) the IRA became more "open," leading to the current format.

He has served as NAAO Vice-president for six years and as a Director for fourteen. Under his chairmanship of the Legislation Committee, extensive beneficial change to the Constitution and By-laws resulted, one of the more significant being the abandonment of the "guaranteed" seats on the Board for certain organization members. While Vice-president, he conceived, and along with Larry Hough, organized and managed the "Princeton Summit Conference" of 1971, regarded by all who attended as one of the most significant events of its kind.

In the next issue, *The Oarsman* will present an interview with the new president in which we shall solicit his views on the primary needs and future development of the NAAO.

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N A A O



1977 National Rowing Weekend Madison, Wisconsin January 21-23

The NAAO met for its Annual Rowing Weekend at the Edge-water Hotel, warm and pleasant refuge from Madison's frigid winter. (The calm Saturday temperature of -12° was an unappreciated Godsend in comparison to the following week's -60° wind chill.) As it was, enthusiastic nordic skimeister and 1977 men's heavyweight eight coach Peter Gardner fetched cross-country skis for NAAO committeeitis patients and prompted expeditions across the hotel's beautiful view of Lake Mendota where, in the distance, steam pouring from towering stacks suggested the midwestern doggedness that was honored and mentioned so often during the weekend.

From 8 a.m. Friday until Sunday noon the rowing community reviewed 1976 and determined policies for 1977 through elections and debate, but Saturday evening paid tribute to its examples of exceptional service and achievement at the Rowing Awards Dinner.

AWARDS DINNER

Master of Ceremonies Emory Clark, as is his wont, won as many frowns as grins in guiding a large gathering through an evening of sirloin, speeches and awards. Introducing the University of Wisconsin Director of Athletics Elroy L. Hirsch, Clark needled the former football great for the Wisconsin crew's budgeting difficulties of the late sixties, and to the cheers of the frowners, evoked from Mr. Hirsch a delightfully Clark-crunching reply and a serious promise of support for the future of Wisconsin rowing.

National Rowing Foundation Chairman Horace Davenport, good friend of U.S. international competitors, introduced as inductees to the Citizens Savings Hall of Fame the 1946 Wisconsin varsity, a crew of war veterans who won the Intercollegiate Championships in Annapolis after training in early spring on a local river that flooded on command — Coach Allan W. Walz, also honored, claimed that the crew's winning cadence of 38 was developed during necessarily frantic upstream returns to the boathouse. The group of businessmen, scientists, and professionals honored their former assistant coach Roy Rome, boattrigger Kurt Drewes, manager Wayne Sanderholl, the present Wisconsin crews, and their coach Randy Jablonic.

Seymour Cromwell, naval architect and winner of more FISA and Olympic medals than any other U.S. competitor, was also inducted. After graduating from Princeton University, Cromwell won the bronze as a single sculler in 1962, a 1963 Pan American and FISA gold in the double, the silver in Tokyo's Olympics, the Henley Diamond Sculls, and the silver in 1966.

The Vesper Cup Award, given each year to an outstanding crew by the 1964 Olympic Gold Medal Eight, was awarded to the straight pair of Calvin Coffey and Michael Staines who won the silver medal in Montreal. Bill Knecht of the '64 Vesper crew presented the cup to Charles Colgan in the absence of the two competitors.

Jackie Zoch Backman and Anita DeFrantz of the 1976 Bronze Medal Eight gave Coach Harry Parker an Olympic flag decorated with the names of their crew, then treated the

By Peter Raymond

gathering to a candid film of Parker's reaction to a workout, narrated at his woeful expense by DeFrantz.

His successor as coach of the woman's camp eight, Jay Mimier of Wisconsin, was announced by Peter Lippett. Three women coached by Mimier won Olympic medals, members of the Wisconsin varsity heavyweight crew that won the Eastern Sprints in 1976.

Syracuse's Bill Sanford presented the Rusty Callow Award to the 1976 Cornell J.V. Heavyweight crew, a team that surmounted a poor regular season to place third and nearly win the IRA.

W. Hart Perry, Jr., President of the NAAO since 1973 received the John Carlin Service Award from Fred Emerson, Wisconsin '36, in an exchange so brief that it seemed to misrepresent the gratitude of the NAAO to Mr. Perry for his indefatigable efforts in a demanding, often extremely difficult position. Perry — teacher, coach, and Dean of Students at Kent School — confessed that "rowing is a way of life" as he received his handsome plaque and stepped from the podium.

Due to the unforeseen length of the program to this point, guest speaker Professor Donald Petersen, Associate Dean of Agriculture of the University of Wisconsin, curbed his address to touch only briefly on his gratitude to friends of Wisconsin rowing in its above-mentioned time of stress, his appreciation and respect for Randy Jablonic, and his view of the burgeoning rowing scene in the midwest. While expressing a personal pride in rowing alone, he warned that all involved in athletics must recognize the need for joint responsibility and mutual support among all sports in face of the challenge of rising costs and necessary departmental cutbacks. For the future, he warned, the role of the NAAO will increase in responsibility and significance, and its members should look forward to that challenge with confidence.

photos: Raymond



Hart Perry, Dr. Irving Dardik, Larry Gluckman, Dick Dunham, Boyce Budd.

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Cambridge, Mass. 02138

SELECTION PLANS, TRIALS AND CAMPS

MADISON, Wis. — Selection plans for the 1977 U.S. women's rowing team include an open camp for the eight, a camp for the quad with entrance through trials in singles, and trials for all other boats.

This will be the first year in which women will have to choose their events in the sweeps, as trials for the four and the pair, as well as the single and double, will be held the weekend of June 24-26 in the Philadelphia area. Those persons selected in the trials will be committed to compete in those boats, and will not have the option to later try for the eight.

The camp for the eight, under the direction of Wisconsin coach Jay Mimier, will begin after the small boat trials. Mimier is charged with determining the dates and location of the camp.

For the scullers, a regatta will be held within 48 hours of the trials' conclusion to select the six participants in the quad camp for the quad and the sculling spares. Those 21 scullers eligible for these trials include 2-12 place in the single and 2-6 place in the double. The coach of the quad camp will be Pete Cortes.

The chronology for the rowing week in Philadelphia is as follows: NWRA Nationals June 16-19 on the Schuylkill River. June 20 a rowing/coaching clinic starts. The weekend of the 24th the four small boats trials will be held, either on the Schuylkill, in Camden or at Princeton. Further details will be announced. These will be followed by the quad camp selection trials and the eight camp, which is open.

Reprinted courtesy of the *NWRA Bulletin*.

WOMEN'S ROWING/COACHING CLINIC

PHILADELPHIA — The NWRA rowing/coaching clinic will be held here June 20-24, the week following the Nationals. The clinic will provide women's coaches with on- and off-the-water instruction and offers oarswomen an opportunity to row under prominent coaches, according to Dan Bakinowski, who is organizing the clinic. Workshops will include such topics as style basics, rigging and how to find support for rowing programs. Low cost housing will be arranged through the National Regatta Committee. Clinic participants will be assessed a nominal fee.

Much of the actual content and form of the clinic will depend on the participants. Those persons with suggestions on the clinic should write Dan Bakinowski, 323 E. St., NE, Washington, D.C. 20002.

One criticism of women's as well as men's and youth, rowing is the scarceness of coaches whose technical knowledge is sound on various levels of rowing achievement. Although the men have been running very small camps with hand picked oarsmen and coaches, this may well be the first large scale effort of its kind, and all are encouraged to take advantage of the opportunity.

Reprinted courtesy of the *NWRA Bulletin*.

**NWRA INTERNATIONAL LIGHTWEIGHT COMMITTEE
Summary**

Created in June 1976, the committee's purpose is to promote women's lightweight rowing on the international level. No response has yet been received from the countries to which we wrote regarding the matter. The committee has determined to organize and run, perhaps in conjunction with the Independence Day Regatta in Philadelphia, the "First (hopefully) Annual Women's Invitational Lightweight International Regatta" hopefully including teams from North America (Canada, Mexico, Cuba) and maybe crews from Europe.

Events for this proposed regatta would include all save the quad. Weight limits would be the same as those currently in effect in this country, i.e. no individual rower weighing over 130 lbs, with the boat averaging 125 lbs. on the morning of the race.

In 1978 a privately funded tour of major summer European Regattas is planned for several boats. The trip will be arranged through the National Organizations of the European countries, and through the cities and clubs sponsoring the races.

Our eventual goal is the inclusion of women's lightweight events at the World Championships.

Bill Stowe of the U.S. Coast Guard Academy and Tony Johnson of Yale University are working on proposed legislation which will make coaches liable for the safety of their athletes, and so force coaches to abide by standard water safety rules. The major rules Stowe and others have established for the New London area are in poster form on page 20.

* * *

W. Hart Perry, Jr., as President of the NAAO, awarded certificates of appreciation to the following:

- to the NWRA for its successful National Championships and efforts leading to the excellent Olympic showing at Montreal.
- to Dartmouth College and Peter Gardner for hosting numerous U.S. National Camps since 1972, and for providing training facilities for U.S. oarsmen.
- to Jack Franklin for his tireless work in upgrading, licensing, examining and overseeing the judges and referees of the NAAO.
- to Al Walklann for his enormous contributions in installing the Albano buoy system in Philadelphia for the National Championships.
- to Pat Ferguson of Philadelphia as the first woman on our continent to be licensed as a F.I.S.A. official.

* * *



Jack Franklin, Evelyn Bergman, Tully Vaughan

Mr. Craig Swayze, President of the Canadian Amateur Rowing Association, principal at the NAAO Awards Banquet, Canadian Editor to the Oarsman, and long-time friend of the NAAO, expressed his thanks to Hart Perry for assistance through the year of Canada's magnificent Olympiad. Mr. Perry in turn thanked Mr. Swayze for Canada's exemplary contribution to rowing, not only in 1976, but in past years.

* * *



Peter Huntsman, Anita DeFrantz, (partially hidden), Carol Brown, Jim Dietz, Nat Case, Jay Mimier, Fritz and Topper Hagerman, Tim Mickelson.

Charles Colgan reported that the **Junior Committee** met five times last year and with the 1976 racing in Villach, Austria, celebrated the best U.S. Youth Rowing team in history. He chastised *The Oarsman* for poor Junior and Schoolboy coverage and assigned Ken Dreyfuss as liaison with the editor. Efforts in 1977 will center on increasing the opportunities for Junior competition, and increasing the knowledge and abilities of Junior coaches.

JUNIOR CREWS AT FISA CHAMPIONSHIPS AT VILLACH, AUSTRIA — AUGUST 1976

- | | |
|--------------------------------------|-------------------------|
| 4W B. Mitcha Tamkin | D B. John Daley |
| 2. Matthew Arrott | 2. Joe Geibler |
| 3. Charles Altekruze | 8 B. Mark Bergin |
| 4. Joan MacEachron | 2. John Snedden |
| C. Oswald Street | 3. Robert Mudge |
| P- B. Paul Horvat | 4. Charles Lowrey |
| 2. Bryan Colgan | 5. Robert Wenger |
| S Gregg Montesi | 6. Philip Mead |
| 4- B. Donald Bradshaw | 7. David Lowden |
| 2. Arthur Demoulas | 8. Stephen Barsinyak |
| 3. Peter Le Viness | C. Michael Mullolland |
| 4. Douglas McCaig | Q B. John Whalen |
| Spares — Sweep: Liam Brickley | 2. Charles Bracken |
| Paul Stanton | 3. John Sholl |
| Sculls: Frank McGillan | 4. Gerard Putnam |
| PW B. Ridgely Johnson | |
| 2. Tom Kiefer | |
| C. Hugh Matson | |

* * *

The Lightweight Committee selected Todd Jesdale, former oarsman and coach at Cornell, as coach of the U.S. Lightweight National Eight, to be selected by a camp *after* the open coxless fours trials at the National Championships. The 1977 events will be as before, the eight, coxless four and single. While there will be no lightweight competition at the 1980 Olympics, there is a possibility of it in 1984, depending on participation in World Championships. The U.S. Lightweight Committee did not adopt F.I.S.A. lightweight standards for NAAO regattas.

LIGHTWEIGHT CREWS AT FISA CHAMPIONSHIPS AT VILLACH, AUSTRIA — AUGUST 1976

- | | |
|-------------------------|---------------------------|
| 8 B. Bruce Stone | C. Joe O'Connor |
| 2. Andy Washburn | Spares: Gil Gamble |
| 3. Craig Drake | Francis Neczypor |
| 4. Tom Cook | 4- B. Frank Pisani |
| 5. John Dunn | 2. Theodore Bonanno |
| 6. Ralph Nauman | 3. Allen Good |
| 7. Scott Roop | 4. Robert Lynch |
| 8. Sean Colgan | S Larry Klecatsky |

* * *

Dr. Fritz Hagerman gave a brief summary of the data he and his associates have collected on the rowing athletes since 1968 and described his treadmill testing of the Olympics fours and pairs and the eight, which he compared with New Zealand, West German and East German data.

* * *

Dr. David Gundy described the dangers of overheating and defined *heat exhaustion* and *heat stroke*.

Heat exhaustion is the weakness, inefficiency, and muscular cramping that results from excessive fluid loss through sweating (as much as 4-5% of bodyweight). Signs

1977 NAAO JUNIOR OARSMEN

The results of the U.S. junior crews at the F.I.S.A. World Championships at Villach were very encouraging after many years of disappointment.

A comment on the lightweight junior article on pages 4-5 of Nov.-Dec. *Oarsman*: The juniors **have already** won 2 golds — Jim Dietz in the single in Ratzeburg in 1967 and Oyster Bay's double in Holland in 1968.

The 1977 F.I.S.A. Junior World Championships will be held at Tampere, Finland on August 3 to 7. Since funds to support all overseas trips are very limited and impossible to predict, we must assume that the trip to Tampere will cost each oarsman about \$1000. We hope, however, that funds can be found to help this situation. High costs on this scale may preclude our participation. Time standards for all teams are being tightened to

qualify for funding. Time standards are still under study and will be finalized as soon as possible. The NAAO junior committee has proposed the following time standards:

Event	Time	
2+	5:45	If these time standards are changed all interested parties will be notified. Junior trials and F.I.S.A. championships are 1500 meter races.
1x	5:40	
2-	5:23	
2x	5:10	
4+	5:05	
4-	4:57	
4x	4:45	
8	4:32	

Charlie Butt

The 1977 Jr. Regatta schedule is as follows:

June 25-26, Washington, D.C. — Junior National Championships

July 1, Philadelphia, P.A. — Junior Single Trials (Prior to Independence Day Regatta)

July 7-8, Camden, N.J. — Junior 4x, 4+, 2- Trials (Prior to Nat'l Champs—same time as Lightweight 4- Trials)

July 15, 16, 17, Princeton, N.J. — Junior 2x, 4-, 2+, 8 Trials (Concurrent with Men's Elite Trials for 5, 4- 2+, 2- and Lightweight Single)

July 26 — Junior Crews leave for Finland

Aug. 3-7 — F.I.S.A. Junior Championships at Tampere, Finland

Aug. 8 — Return from Finland

All junior crews to meet time standards at Princeton on July 15-17. Junior crews must have F.I.S.A. Junior licenses for all junior trial races. Good crews winning trials who do not meet time standards can go to take F.I.S.A. Junior Championships at their own expense but must be under the direction of the team manager.

Recent successful crews have most often come from composite groups. The Junior Committee hopes that West Coast composite crews can be organized. We expect that 1977 composite crews will be organized by: Fairmount Rowing Association, Bill Mastalski, 877 N. Judson St., Phila., Pa. 19130

New England Composite, Murray Beech, St. Mark's School, Southborough, Mass. 01772

Potomac Boat Club, Charlie Butt, 977 Spencer Rd., McLean, Va. 22101

Vesper Boat Club, Jim Glavin, Boathouse Row, Phila., Pa. 19130

These are some of the organizations who raced composite crews in 1976. If other groups plan to form composite crews, please notify the junior committee so we can publish information in *The Oarsman*.

All male oarsmen whose 18th birthday is on or after Jan. 1, 1959 are eligible for F.I.S.A. Junior competition. If interested, please apply to one of the organizations shown for further information.

A 35 day rowing odyssey for young men and women.

1977 Rowing Tour of England

June 10 to July 14, 1977



The tour combines international travel, rowing, racing and educational enrichment.

The Rowing Tour of England will broaden your rowing and educational experiences as you travel throughout England witnessing the world's great rowing events like the Royal Henley and Nottingham International Regattas; as you race in several town regattas; and as you see England's greatest sights. In addition to rowing and racing, ample time will be provided for sightseeing.

Your tour will be conducted by Mike Vespoli and staff. Mike, an experienced teacher, coach and many-time international competitor, will coach the crews and lead the tour.

For more information write: **Mike Vespoli, 616 North Bluff, Wichita, KS 67208**

are weakness, dizziness, and sweating.

Heat stroke is the total failure of the body to regulate its own temperature, and is a critical medical emergency, signified by hot *dry* flushed skin and unconsciousness. The high risk of mortality or permanent brain damage demands immediate cooling through immersion in cold water.

Physical training itself is a preventive measure, but changes in climate demand 8-10 days for physiological adjustment. Athletes training in a hot climate should drink beyond slaking their thirst since thirst is not an accurate indicator of fluid balance. Prepared drinks such as Bikade and Braketime are better than salt tablets which can induce nausea and tend to overload the body with salt.

Dr. Gundy spoke of the possibility of permanent damage from dehydration among pubescent or pre-pubescent athletes.

Dr. Gundy also described his observation of growing cases of chondromalacia, or deterioration of cartilage, in the patella (kneecap), seen most frequently among women athletes. He warns that continued running is ineffective and even aggravating, and prescribes strengthening of the quadriceps (thighs) through isometric exercise, half-squats, and leg presses.

* * *

Dr. William Morgan described his physiological research among athletes and warned that coaches cannot hope or expect to select through physiological testing the oarsmen best suited for competition. He explained that the personality profile of the average successful elite rower shows an individual more extroverted and energetic than the average, and less prone toward "unhealthy" characteristics such as anger, anxiety, and neurosis.

He also discussed the problem of staleness as a psychological phenomenon, and its marked physiological effects; a more complete discussion of this topic will appear in the March/April issue of *The Oarsman*.

Dr. Morgan revealed, in addition, his findings that travellers require one day for every time zone of travel for re-adjustment to their new schedules, and said that west-to-east travel is more disorienting than east-to-west.*

* * *

Curt Drewes, retired Wisconsin rigger, gave a clinic on boat care and lent the following tips:

- each day, the cox should wipe down his shell and inspect it for checks.
- to repair check, dry the wood, open and cement with Weld-Wood, etc., and tighten check down to original contour with a cord.
- on seats, check for wear of axels, metal plates and wood. Metal plates should be 1/32" narrower than wood.
- to check for pitch in oars, rest the oar face-down on two sawhorses, and compare parallelism of straight-edges placed on the button and blade tip. Pitch in the oar can be removed either by planing down wood under the button or with shims.
- broken oar tips should be shaved off to a straight-line and fitted (glued) with a 1 1/8" soft grain pine, to be reshaped to the original contour after the glue has set.
- broken shafts are usually caused by wood fibre damage from crabs, backing the shell improperly, or over-tightening the buttons.
- to refinish a boat, fix all checks, then sand to a dull

**Ed, note: Explains tendency of National Championships to be voted to East Coast.*

finish with 120-gauge paper, and varnish with Marine Spar Varnish, thinned slightly to flow easily.

- before winter storage, clean boat, seats, tracks and riggers, and oil all metal parts to prevent rust. Before spring use, tighten bolts, and oil tracks lightly.
- leaks under decking can sometimes be solved with a heavy coat of varnish on the inside, to seal dry wood or hairline cracks.

* * *

Report of the Chairman of the Masters Committee For the Year 1977 — Chairman Charles Colgan

While officiating in Villach, Austria the chairman was appointed a correspondant to the F.I.S.A. Veterans Committee. We hope, therefore, to be able to disseminate much more information regarding foreign veterans regattas and races.

For 1977 I am proposing the following objectives to be established for the Masters Committee: 1. That we get regatta chairman to list on the order of events at least two Masters Singles races (age 30 to 46 and 47 and over).

2. That committee members encourage regatta chairman to add Masters Scratch Eight races to the regatta programs.

3. That at least one Masters Tour Weekend be established in 1977.

4. That the U.S.A. be represented at the 1977 F.I.S.A. Veterans Regatta in Amsterdam, Holland.

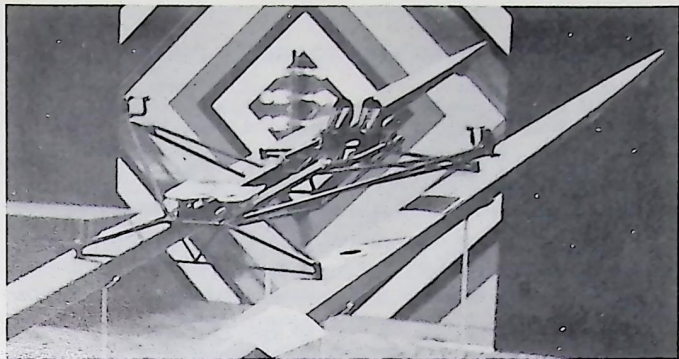
Respectfully submitted,
Charles P. Colgan

Jack T. Franklin, Chairman of Judge-Referee Committee

1. At the start of the year, 34 officials were dropped from the roster because of lack of performance and/or communication. Exams conducted in Detroit, Philadelphia, Virginia, New Jersey and Florida qualified 19 new Associate Officials. Nine Associates, having demonstrated outstanding ability, were given fully-licensed status. We now have 93 fully licensed Officials and 35 Associates. Of the licensed Officials, 20 are licensed by FISA, including Peter Lippet and Martha "Pat" Ferguson, who successfully attacked the FISA exam in Montreal this past year. Pat is the first woman to be licensed on this continent and the fourth or fifth worldwide.
2. Ed Singer and Tom Kudzma helped officiate the pre-Olympics in Montreal and Singer officiated in the Olympic Regatta. Jack Franklin was the U.S. Official at the FISA Junior Regatta in Villach, and Hart Perry, Ted Hoag and Chuck Colgan also drew assignments there.
3. One of our continuing problems is the large number of officials who will only work one or two specified regattas each year. It is hoped a little persuasion will broaden their scope in the coming years.

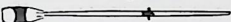
4. GEOGRAPHICAL LOCATION OF OFFICIALS:

Phila.-N.J.-Del.	36	Washington, D.C.-Va.	9
New England	20	New York City	8
S. California	17	West New York State	7
Mid-West	13	Seattle	4
N. California	10	Florida-Georgia	4



Double-hulled single designed by Buckminster Fuller, built by Wayne Hunnicutt.

Special thanks for the rowing weekend should go to Neil Halteen who organized the dinner, Richard E. Tipple of the Wisconsin '46 crew, and the Greater Madison Convention Bureau whose enthusiasm for the venture brought the NACG's meeting to the Midwest.

Randy Jablonic refused to let me thank him for all his work and energy, so I won't, but I will thank him for introducing me to Ted Odell and Wisco's famed Gorilla Cookies. If you haven't bitten one, order from Ted at 301 S. Bedford St., Madison, Wisconsin 53703. Like the meeting, like Madison itself, Gorilla Cookies are great. 

MACCABIAH GAMES

Notice: Athletes interested in competing in the MACCABIAH GAMES contact Dick Grossman, Department of Athletics, Dartmouth College, Hanover, N.H.

To: National Sport Governing Bodies (Action)

RE: Squaw Valley Training Center

The U.S. Olympic Committee, at its Executive Committee meeting held in New York, December 4-5, 1976, unanimously approved the concept of establishing year round training centers. The initial training center will be located in Squaw Valley, California. It is envisioned that other training centers will be developed in the East and Midwest, the sites to be determined at a later date.

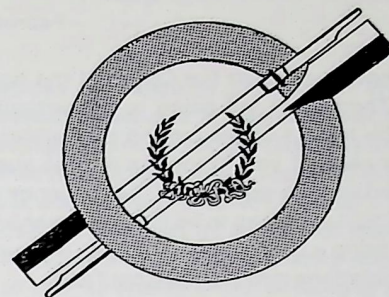
The United States Olympic Committee is prepared to make available at no cost to the National Governing Bodies, the use of the Squaw Valley Training Center, to include training facilities, medical services, room and board and ground transportation. The USOC will also assist in securing educational and vocational endeavors for those athletes who desire to continue their present pursuits.

The present time schedule would call for occupancy by athletes of the National Governing Bodies in early spring 1977. A meeting will be planned at the Squaw Valley site for a representative from each of the National Governing Bodies sometime after the first of the year.

Needless to say, we are very enthused about the introduction of this training center concept and will look forward to working with you in the development of this very important program. Should you have any questions, please feel free to contact me.

With all good wishes I remain,

Sincerely,
F. Don Miller



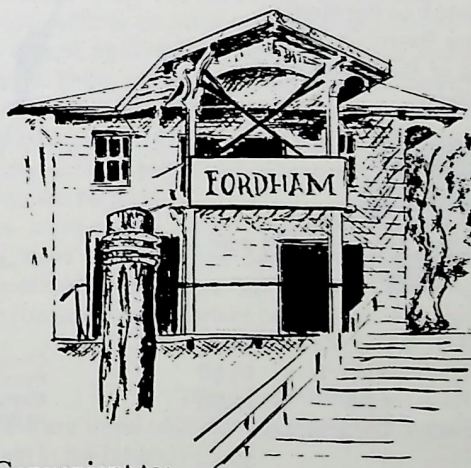
OTTAWA HEAD OF THE RIDEAU CANAL UNITED WAY REGATTA

**SUNDAY,
SEPTEMBER 25,
1977**

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NATIONAL CAMP

February 3, 1977

Dear Oarsmen:

I have been named as the Coach of the National "8" for 1977. Therefore I am going to be particularly interested in the results of the testing this winter. I wish to encourage each of you to look upon this summer as a great opportunity to experience the challenge of international rowing. I am going to be looking especially for new people to bring a fresh approach, fresh enthusiasm, and great expectations into the National Team.

The camp will begin on July 17th following the trials for the pair with, pair without, and four without events. The location and all further details will be sent to all NAAO Organizations during the winter and early spring. If you wish you may contact me at:

Peter Gardner
Rm 115, Alumni Gymnasium
Dartmouth College
Hanover, NH 03755

Telephone

Home: 603-643-3915

Office: 603-646-2450

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Stormville, N.Y. 12582

Mr. William Jurgens
105 Woodland Drive
Melbourne, FL 32901

(Cont'd on p. 30)

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



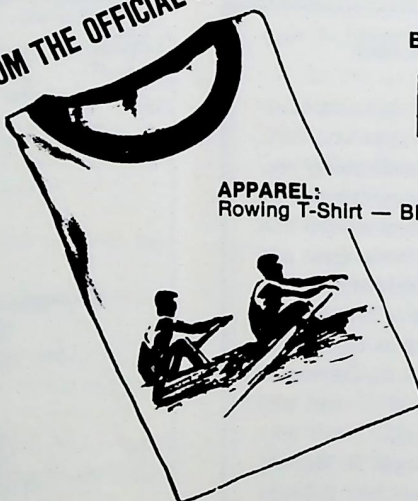
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POSTERS — \$3.00

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GO ~~4/2~~ ROW!

MISCELLANEOUS ITEMS:

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- NAAO Decal \$1.20
- Sculler Decal \$.90
- Oarsmen Decal
(P&S at the catch) \$1.70

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- Centennial Ashtray \$1.50
- Centennial Money Clip \$3.25
- NAAO Paperweight \$5.75
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Make check or Money Order payable
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NAAO Clearing House
Executive Secretary
No. 4 Boat House Row
Philadelphia, Pa. 19130

Name _____

Street _____

City/State/Zip _____



The purpose of the F.I.S.A. Championship Regattas is to establish the best crews of the year. In any sport, there is always the possibility that the best are not in fact the winners of the competition. Luck plays a role, what golfers call "the rub of the green." But luck comes in two forms: the first is random, such as an isolated puff of wind; the second is systematic, such as consistent differences in wind and water between lanes. It is the responsibility of F.I.S.A. to eliminate systematic advantage. In no sport should a competitor begin the competition knowing that he is handicapped through no fault of his

conditions across the lanes of the course. We have all observed differences measured in seconds, not tenths of seconds. This problem has not been satisfactorily dealt with.

I believe that quite a few people feel strongly that lane unfairness exists and yet are reluctant to take a stand on it or even to discuss it. There may be a fear that change now is an admission of past errors. Or the reluctance may stem from a false notion of sportsmanship — not wishing to appear to have "sour grapes" over the outcomes of races. Some countries may even feel that chance evens out for them over a period of years, or more extremely, that the only way they can win is if

A Proposal for **MATCH RACING** in F.I.S.A. Championship Regattas

by Sy Cromwell

Nearly every Olympic sport has taken extraordinary steps to make its competition as fair as possible. In alpine skiing, there are frequently differences in condition of the course at different times due to wear and weather changes. A combination of seeding and reverse starting orders in the second run are used to minimize these differences. In sailing, luck often determines the winner of a single race, but by having seven races with one discard the final order of finish is more likely a true indication of sailing ability.

Rowing is a consistent enough sport so that one fair race is a legitimate determinant of a champion, but it is essential that it be a fair race. F.I.S.A. has acknowledged its responsibility for fair competition in its Rules of Racing: "It shall be the duty of the race committee to ensure that each competitor races under the same conditions and has the same chance of being placed" (Article 34). It also has taken positive action towards this. It has done everything possible to ensure accurate and precise starting and finishing with aligners, speakers at each station, photo finish cameras, following-launches manned by experienced referees, etc. However, these changes may eliminate differences of tenths of seconds in racing conditions, and while they are important, the greatest potential for unfairness comes from the possibility of unequal wind and water

the conditions are unfair! All of these attitudes are unfair to the individual oarsmen, who have pointed their entire season to the one race, and who may be at the only true peak of their career. It is essential to give them a fair opportunity to compete. We must rise above all reasons for reluctance and act now for better racing in the future.

The present system relies on the race committee to observe the conditions and postpone races if they suspect unfairness. It has not worked very well. Race committees are understandably reluctant to postpone races unless conditions are extremely unfair. With lanes assigned in advance, it is particularly difficult to postpone races as participants know who benefits and who doesn't. The representatives of a given country may even disagree with each other because they may wish to favor one of their crews over another, and thus may sacrifice one crew in the bad lane to have another crew in the favored lane. Outside interests frequently are interjected; organizing committees want the races run on schedule. In Tokyo, for example, efforts to postpone the finals to the following day were fought by both the regatta officials and the television interests. There have been some extreme cases of lane unfairness — I could cite the regattas held in Tokyo, Moscow (1973), and Nottingham (1975, women and lightweights). Now every year the oarsmen are in fear of lane unfairness; they know that nothing will be done.

The multi-million dollar courses, in spite of their advantages, have increased the possibility of lane unfairness because of their narrowness. Courses like Copenhagen and Bled, while rowable under certain conditions, are less likely to be unfair.

Three Possibilities

There are three possible courses of action to deal with the problem in the future.

(1) Proceed much as we have, using the modern man-made courses and scheduling rest days to allow for postponements. More careful judgments regarding conditions will have to be made. It is not sufficient to test for unfairness by measuring wind velocity in each lane. Even if the wind is the same, water conditions frequently will vary. In a cross headwind, for example, the water will be rougher on the downwind side of the course as the waves build up. Most important, lanes should not be drawn until immediately prior to the race *after* the decision

(Cont'd on next page)

is made to run the race. Objections to running the race should be heard prior to the lane draw so that unbiased views will be presented. Other than inconvenience to spectators and officials, the biggest disadvantage to this plan is that the competitors will have planned their diet and rest towards racing at a given hour.

(2) A second solution is to abandon racing on these narrow courses and return to wider lakes. The disadvantages to this are many. The narrow courses provide good rowing conditions because they eliminate severe cross-chop and are good for coaches and spectators in providing a close view. It would also be difficult to explain to those countries which have made such large capital expenditures on their courses that they cannot be used.

(3) I favor a third solution, which is to change from six boat races and adopt a match race system similar to that used by pursuit cyclists. This format could be adopted either altogether, or only for those sites where there may be problems.

These match races would be run in lanes 3 and 4 of the international courses. The major difficulty of a match race system

would be in seeding the crews so that the fastest three do not meet one another before the semifinals. F.I.S.A. has always avoided the problem of seeding because of the political and practical difficulties. Using past performance as the basis for the seeding assumes that crews are consistent in quality from year to year, and while this is not totally unreasonable, it is not the only method that might be used. I propose that seeding be based on time trials to be held the first day of the race week.

These time trials must be run closely together, for each event, to avoid changes in conditions while they are in progress. Each crew would row alone, without a following launch to disturb the water, and crews would be started as quickly as feasible, such as at one-minute intervals (alternating two lanes).

I propose 1000 meters as the distance for the time trials, rather than 2000 meters, for several reasons. There is strong correlation between performance over 1000 meters and 2000 meters. It is difficult, however, for crews to race 2000 meters without competition, so the 1000 meter distance might be a better indicator of true merit.

Eight or Fewer Crews

Quarterfinals

Race I.	Seed 1	vs. 8
II.	2	7
III.	3	6
IV.	4	5

Semifinals

1. (I.)¹ vs. (IV.)¹
2. (II.)¹ vs. (III.)¹

Finals

1. winner (1) vs. winner (2)
2. loser (1) vs. loser (2)

9-12 Crews

Eighthfinals

Race A.	Seed 5	vs. 12
B.	6	11
C.	7	10
D.	8	9

Quarterfinals

Race I.	Seed 1	vs. (D.) ¹
II.	2	(C.) ¹
III.	3	(B.) ¹
IV.	4	(A.) ¹

Semifinals & Finals

same as above

13-16 Crews

Eighthfinals

Race A.	Seed 1	vs. 16
B.	2	15
C.	3	14
D.	4	13
E.	5	12
F.	6	11
G.	7	10
H.	8	9

Quarterfinals

Race I.	(A.) ¹	vs. (H.) ¹
II.	(B.) ¹	(G.) ¹
III.	(C.) ¹	(F.) ¹
IV.	(D.) ¹	(E.) ¹

Semifinals & Finals

same as above

17-20 Crews

Sixteenthfinals

Race a.	Seed 13	vs. 20
b.	14	19
c.	15	18
d.	16	17

Eighthfinals

Race A.	Seed 1	vs. (d.) ¹
B.	2	(c.) ¹
C.	3	(b.) ¹
D.	4	(a.) ¹
E.	5	vs. Seed 12
F.	6	11
G.	7	10
H.	8	9

Quarterfinals, Semifinals & Finals

same as above

21-24 Crews

Sixteenthfinals

Race a.	Seed 9	vs. 24
b.	10	23
c.	11	22
d.	12	21
e.	13	20
f.	14	19
g.	15	18
h.	16	17

Eighthfinals

Race A.	Seed 1	vs. (h.) ¹
B.	2	(g.) ¹
C.	3	(f.) ¹
D.	4	(e.) ¹
E.	5	(d.) ¹
F.	6	(c.) ¹
G.	7	(b.) ¹
H.	8	(a.) ¹

Quarterfinals, Semifinals & Finals

same as above

There are several ways to help ensure honest time trial racing. It can be regarded as a minor competition itself with medals or certificates awarded, so that the desire to win will provide a strong incentive. Second, in the subsequent match racing, the crew with the better time trial performance would have the choice of lane for its match, declared one hour before each race. Finally, if byes are needed, they will go to the fastest time trial crews.

The possible difficulties with the time trials will be breakdowns in the timing devices or in competitors equipment. A backup timing system will have to be ready for use to handle the first problem. The second is more difficult. The crew might be seeded last, or arbitrarily placed higher by the officials, based on its previous performance, but in no case higher than the first four. It would be desirable to avoid delays in the time trials due to recalling crews for false starts. This could be achieved by timing the crews from their actual departure, which would have to be within 1 or 2 seconds of the official command.

The match races should be set up so that in the early rounds the fastest crews are matched against the slowest, and those in the middle race each other. Examples of the scheduling of races are presented below for different numbers of entries.

The crews are designated by their seed number, based on the time trials. Races are designated by letters and numbers [for example, races (a.), (A.), (I.), and (1.) are the first races in the sixteenthfinals, eighthfinals, quarterfinals, and semifinals] and the winner of each race is designated by a prime mark [for example, (a.)', (A.)', (I.)', and (1.)'].

For an entry list of 24 crews (or even 32), which is more than customary for the championships, an event would have a maximum of six days of racing, including the time trial. A possible schedule would be:

Monday — Time Trials
 Tuesday — Sixteenthfinals
 Wednesday — Eighthfinals
 Thursday — rest day
 Friday — Quarterfinals
 Saturday — Semifinals
 Sunday — Finals

The time required to run the races would be greatest on the day of the sixteenthfinals. If there are 24 crews entered in each of 8 events, 96 races will be required for the day. These can be scheduled in 8 hours, allowing 5 minutes between starts and necessitating two races on the course at once, as is done at Henley. No-wake launches would have to be used.

The actual 1975 entry list at Nottingham would have required the following:

	No. of entries	16-finals	8-finals	quarter- finals
Coxed four	14	0	6	4
Double	14	0	6	4
Coxless pair	15	0	7	4
Single	17	1	8	4
Coxed pair	16	0	8	4
Coxless four	16	0	8	4
Quad	13	0	5	4
Eight	11	0	8	4
	116	1 race	51 races	32 races

With only one sixteenthfinal to be run, the eighthfinals for some of the events could be scheduled on the same day to make the racing schedule more easily handled. The semifinal

day requires only 16 races, so additional consolation races could be added at the discretion of the regatta officials.

After more than fifty years of six lane racing, it may seem an extreme move to change the basic format of the championships. However, the situation is a serious one. I hope that F.I.S.A. will give consideration to the match racing system.

Appendix

Relevant Statutes and Regulations of F.I.S.A., 1974 Edition

Statutes

Article 50. The Board of Management shall control the whole organization of F.I.S.A. Championship regattas, including preparations therefor. It may call for detailed plans and all information which it may deem relevant.

Rules of Racing

Article 4 (a) List of requirements for courses for F.I.S.A. Championship regattas.

Article 10. A race committee shall be appointed for all F.I.S.A. Championship regattas and for all international regattas; its members shall all hold valid international umpires' licenses, with the exception of the members of the inspecting committee and judges other than the senior judge.

Trainers, instructors and coaches teaching sport for gain or profit, direct or indirect, can in no circumstances be members of the race committee.

The race committee and its President shall be appointed by the organizing committee who shall be responsible for all matters dealing with the racing. The race committee shall consist of umpires, starters, aligners, judges, and the inspecting committee.

Before each regatta, the race committee shall inspect the course and ensure that all installations and equipment conform to requirements.

The umpire for each race shall be in charge of the other members of the race committee and may act as starter.

Article 11. The race committee shall officiate throughout the regatta. Its decisions shall be announced within two hours after the last race of the day.

Article 23. Any decision to suspend racing at a regatta shall be taken by the race committee. The race committee shall, with the agreement of the organizing committee, fix the day and time when any postponed race is to take place.

Article 34. **Umpiring.** It shall be the duty of the race committee to ensure that each competitor races under the same conditions and has the same chance of being placed.

The inspecting committee shall be stationed at the crews' embarking and disembarking points. It shall be responsible for checking the correctness of the crews, the boats and oars and that all regulations are complied with, including the deadweight, if any, to be carried by coxswains.

The inspecting committee shall designate those oarsmen selected for doping tests.

Regulations for F.I.S.A. Championship Regattas

Article 20. The Umpires' Commission shall appoint the race committee for F.I.S.A. Championship regattas and shall supervise it in the execution of its duties.

Article 23. The method of allotting crews to eliminating heats at F.I.S.A. Championship regattas shall be governed by the special regulations drawn up by the Board of Management.

The Head of the Connecticut Regatta

by David G. Sparks

Coordinator, Head of the Connecticut Regatta

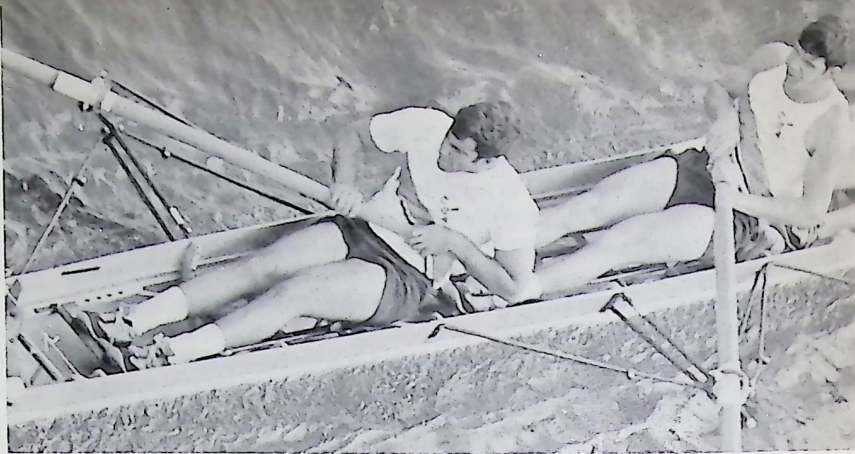
Over 1,000 oarsmen and women, nearly double last year's number, rowed in Middletown's second annual Columbus Day Head of the Connecticut Regatta on Sunday, October 10th, 1976.

The Regatta, which had been threatened by a raging storm just twenty-four hours earlier, was held under clear skies with plenty of sunshine in contrast to the fog and rain for the inaugural event in 1975. The crisp autumn day attracted many spectators who enjoyed themselves as much as the competitors.

The Connecticut River, however, had been churned up by the storm, and made upstream navigation a bit difficult, with buoys disappearing and consequently leading to a few course violations. Launching sites were hard pressed by the large number of boats but most of the fifteen events went off on schedule under Starter Ed Singer and his able body of NAAO officials — including Ted Hoag, Martha (Pat) Ferguson, Walt Schwannhauser and Frank Barrett. Hart Perry, President, NAAO, and Coach, Kent School, also participated both with his "8" women's crew and his excellent counsel.



St. John's High School lightweight crew preparing for launching.



U.S. Coast Guard powering a heavy entry.

photos: Stekl

Crews from more than fifty colleges, high schools and rowing clubs representing over 250 entries competed against the clock over the 2.7 mile course, winding from the eastern to the western channel of the river through a number of challenging turns. Timing was provided by the Heuer Time and Electronic Company.

Seventeen major trophies and plaques and nearly 300 gold and silver medals were awarded at the conclusion of the regatta.

Conducted by the Head of the Connecticut Committee on behalf of the City of Middletown and Wesleyan University, the Regatta was run with the technical coordination of Coaches Jack Smith and Jim Joy of Middletown and Wesleyan and Don Russell, Director of Athletics for the university. Ralph Shaw, Chairman of the Committee, concluded, "This was a community effort and its success is the result of the generous support of volunteers, City agencies and area businessmen. It was a tremendous event for Middletown and rowing."

Plans for the 1977 HEAD are already being formed, both with an eye to responding to specific needs and to making this an event of growing importance on the Fall rowing calendar.

1976 HEAD OF THE CONNECTICUT REGATTA SUMMARY OF WINNERS BY CLASS

Master singles, Craig Shealy, New Haven Rowing Club and second, Gus Ignas, Vesper Boat Club. **Veterans/Masters-Second**, Ben Sylvester, Choate. **Intermediate and Junior Singles**, Art Post, Undine and Ed Smith, Cambridge; **Juniors**, David Barden, New York A.C. and James Gordon, Blood Street Sculls. **Elite Pairs**, J. Wright and G. White, Fairmount and second, Plumb and Jordan; **Intermediate**, J. Cowdery and W. Bolster, Hartford Barge, second, P. and J. Brock, Wesleyan and Harvard; **Senior**, D. Griffin and T. McGraw, Yale, second, J. Probolus and J. Hughes, Union Boat Club. **Lightweight Fours**, **Elite**, Yale and New York A.C., **senior**, Yale, **Intermediate**, Worcester Poly Technical, second, Yale and Ithaca College, **Junior**, Governor Simcoe High School and Simsbury. **Women's Eights**, **Intermediate**, Yale (Governor's Plate), second, Trinity, **Junior**, St. Catherine's High School and Simsbury. **Lightweight Singles**, **Elite**, Ted Van Dusen, Riverside Boat Club, **Intermediate**, H.B. Hodgson, Cambridge and Henry Hamilton, Northfield, Mt. Hermon, **Junior**, John Slemmon, Choate, Rosemary Hall and Greg Torelli, New York A.C. **Senior Fours**, Coast Guard and Yale A. Boat. **Eights**, **Intermediate**, Yale, **Junior**, West Park Secondary, Canada, St. John's. **Senior Singles**, **Elite**, James Dietz, New York A.C., Gregg Stone, Harvard, **Senior**, Ted Van Dusen, Riverside, Ed Good, New York A.C. **Women's Singles**, **Intermediate**, Ann Warner, Yale and Susan Hochgraf, Smith, **Junior**, Rosemarie Flynn, Philadelphia Girls Rowing Club, Diane LeBlanc, Canada. **Women's Fours**, **Intermediate**, University of New Hampshire, Yale, **Junior**, Simsbury High and Choate, Rosemary Hall. **Lightweight Eight**, **Elite**, Coast Guard and University of Rhode Island, **Senior**, Yale and Spuyten Duyvil, **Intermediate** Williams and Ithaca, **Junior**, West Park Secondary and St. Catherine's. **Doubles**, **Elite**, James Dietz and Larry Klecatsky, New York A.C., Bryn Euensen and Tom Martin, Cambridge, **Seniors**, Robert Barden and James Landis, New York A.C., **Intermediate**, Jeff Baker and Art Post, Undine, Greg Torelli and David Barden, New York A.C. **Men's Eight**, **Elite**, Yale, Spuyten Duyvil, **Seniors**, Syracuse Chargers (Mayor's Trophy for fastest time) and Coast Guard. **Fours**, **Intermediate**, Yale and Coast Guard, **Juniors**, Niagara District High School and Upper Merion High School.

Final Report of the President's Commission on Olympic Sports, 1975-1977

Excerpted and Condensed for *The Oarsman*

The President's Commission on Olympic Sports was established in June of 1975 by Executive order to determine what factors impede or tend to impede the United States from fielding its best teams in international competition.

The commission concludes in its final report that lack of organization and lack of adequate funding are the two most important factors impeding U.S. performance in international competition.

It's major recommendation is the formation of a Central Sports Organization, for the United States. It urges Congress to amend Public Law 805, the USOC Charter, to create an essentially new body, composed only of representatives of the National governing bodies for particular sports (such as the NAAO). It wants to offer this organization new sizeable financial opportunities but to require of the National governing bodies better organization and responsiveness to all sports interest.

The commission sees this CSO filling five primary needs:

1. A means to settle organizational disputes over the right to be the recognized national governing body in a sport.
2. A means to induce all organizations with significant national programs in a sport to belong to the national governing body of that sport. (These two needs relate to the NCAA and AAU disputes of recent years.)
3. A means to guarantee an athlete's right to compete.
4. A means to finance amateur sports more effectively, and
5. A central policy-making forum to identify U.S. Sports problems and effect solutions.

The commission discusses, in separate chapters: Athlete's Rights, Financing Amateur Athletics, Amateurism, Development of World Class Athletes, Potential Role of U.S. Military in Amateur Athletics, Women in Sports, the Handicapped in Sports, Sports Medicine and makes some recommendations in each of these areas.

It's major recommendation, however, is in the area of finances. It states "If this country wishes to continue to broaden its participation base and to compete effectively internationally, amateur sports must be better funded across the board, not just in the school/college community..." The commission has found that "...unless U.S. amateur sports organizations become better organized and managed, there is little hope for additional financial support from the private sector."

The report examines the potential of a number of fund raising measures, including: commemorative coins, commemorative medals and stamps, excise taxes, federal programs, a National sports lottery, and private sector/corporate programs. It goes on to argue for a large-scale, one-time infusion of 215 million dollars into U.S. Sports at the national level. It then argues

for a continuing need for approximately 83 million dollars annually to support and promote sports nationally.

Some of its arguments: "The most visible needs in U.S. Amateur Athletics occur at the national level. Financial requirements to support international competition, build regional sports centers, pay professional administrators, mount training programs for elite athletes and the like are painfully manifest. However a larger more pressing need exists below the national level. Major efforts must be mounted to build or reinforce the participation and competition base essential to eventual development of the country's best athletes. While the U.S. school/college system has no equal in the world, even its most ardent advocate would concede that greater financial resources are needed to support expanded programs in some of the lesser known sports as well as programs and opportunities for the post school athlete. The network of sports clubs whose existence is threatened by financial difficulties is also in need of increased support."

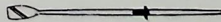
Volume II of the report provides a rough but fairly comprehensive analysis of the present situation in each of the Olympic Sports. It gives a fairly accurate summary of the rowing scene in the United States, including some historical background, a description of the NAAO, and analysis of the international competitive situation.

Its conclusions: Rowing in the U.S. is a part of tradition facing the challenge of scientifically trained East Europeans. At present, American rowing lacks the comprehensive development program as well as the manpower, financing and technical knowledge necessary to compete effectively internationally. Although the sport is growing, the number of elite athletes that filter to the top has not changed significantly over the years and most of them still come from traditional (East Coast) rowing powers. Choices for international crews remain limited.

The same can be said of coaches: the few who have produced elite athletes continue to be selected for camps and international trips. Coaches in beginning programs lack training in technical aspects of rowing and there is no system to train and certify them. "The NAAO functions on an administrative level but — due to financial limitations — its efforts do not extend into development."

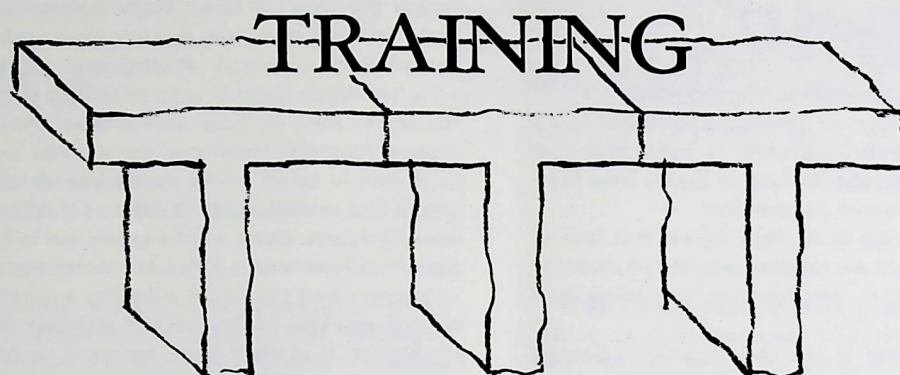
"The key to solving many of these problems is the coordination and implementation of a permanent, nationwide fund raising effort."

"In all of this, serious consideration must be given to the NWRA's role. United States women proved in Montreal that they can compete successfully at the international level. However, U.S. men rowers have a century headstart, so women's needs for coaching and facilities more often than not take a second place in this traditionally male sport. NWRA as it now exists cannot by itself support an adequate program for women and must reconsider its options. Although it gives women rowers a special identity and is better able to understand their needs, NAAO is the franchise holder for the sport and will receive all USOC development funds for rowing. NAAO is also more powerful organizationally. With an expanded role for NRF, the women would best be served financially by becoming a full partner in NAAO. NAAO, in turn, must be reorganized to give women equal votes, equal participation at both the executive level and the committee level, and equal access to funds."

"Future NAAO reorganization should encourage greater involvement on the part of coaches and athletes from areas outside the East Coast. Election of the Board of Directors by region instead of from the membership at large could accomplish this aim." 

The Three T's of Rowing's Foundation: Part III

TECHNOLOGY, TECHNIQUE,



by Thomas C. Mendenhall

Almost six months ago appeared the first installment of this historical survey of competitive rowing. Over time, training has usually followed developments in technology and technique. Over the last 15 years, however, important changes have happened almost simultaneously in all three areas: tulip oars, fiberglass (lighter shells), adjustable riggers and buttons reintroduced experimentation to technology, while the late Karl Adam and Ratzeburg began the development of a new orthodoxy in technique or style, and both the physiology and psychology of the competitive oarsman have come under intensive study. Training includes both how one learns to row and how one is conditioned physically and psychologically to perform.

First there is the oarsman himself, physically a total product of his times, including every facet of society from doctors and diet to discipline and diversions. He is bigger than a century ago. The means for adding strength to his size, whether internally by body chemistry or externally by machines, are more numerous and more sophisticated. For instance, the Harvard crew of 1976 averaged 186 pounds in weight and well over 6 feet in height, a good 20 pounds and 2 inches more than the first Harvard eight to row four miles against Yale a century earlier. Though I am sure that oarsmen regularly reported light in 1876 and suspect that many still do today, the difference is most significant. Though all Americans were smaller on the average a century ago due to things such as diet and a greater prevalence of children's diseases, a major influence on the oarsmen was the training routine, perfected for boxers and jockeys, and all too carelessly adapted to the oarsmen's needs. J.H. Walsh, an energetic English doctor and sportsman who wrote under the pseudonym of Stonehenge, published his famous *Encyclopedia of Rural Sports* in 1855. Proceeding through sixteen editions in the next twenty years, the book soon appeared in America where it acquired such imitators as Charles Pererally's *Book of American Pastimes* (1866). As with boats and styles, the first generation of American oarsmen was very much under the influence of this English model.

By modern standards, Walsh's recommendations for conditioning a crew border on the sadistic. Since both jockeys and boxers needed to keep their weight down, their arch-enemy was seen in excess weight, especially internal fat. The latter,

as the English theory held, was to be contrasted with 'superfluous' fat. 'Internal' fat was found in the area of the heart and lungs where it cut down the athlete's wind. Since it was liquids of all sorts which produced 'internal' fat, "men in training should be stinted in the quantity of fluid they drink. The Harvard crew's diet in 1858 — no vegetables but rice, no fish, only undercooked beef, mutton, stale bread, a cup of oatmeal gruel ("the iron prince of health and strength") and only a pint and a half of milk or water — was worse than Spartan for men who were probably losing at least five pints of liquid each day. The day's outing included a three-mile run before breakfast, a morning row, another long walk before lunch and a second row in the afternoon. Walsh had recommended a time trial over the distance twice a day for at least a week before the race. Fortunately for them, the Harvard crew of '58 settled for a three mile course every day for three days before. The early English trainers also disapproved of any other form of exercise except running and walking for the oarsman. "Gymnastics and dumbbells...strengthen the muscles of the arms and shoulders; now the former ought to be used but little and the latter but little also. The pulling will in itself strengthen the muscles required in rowing."

Fortunately, American oarsmen, with the exception of the professional scullers, soon emancipated themselves from this painful mixture of ignorance, superstition, and irrelevance. William Blaikie, captain of Harvard in 1866, proved that "when men are working so hard, they can eat a large amount and a great variety of food without injury... the year before we used to feel wolfish and half-starved and thirsty most of the time, but in 1866 we felt well, even gained in weight with all our work and won the race easily." Although restrictions on liquids continued in many cases throughout the rest of the century, American crews ate sensibly. Unfortunately, the English practice of drinking beer in moderation, a glass of port after dinner, and Black Velvet (stout and champagne) after a hard trial were never generally accepted in this country.

For several reasons American oarsmen also soon abandoned the irrational English aversion to physical training outside the boat. They were able to take advantage of the remarkable progress being made in both the understanding of muscle development and the technical equipment for building them

up. William Blaikie had become a most articulate advocate of physical fitness with his *How to Get Strong and Stay So*, published in 1879. That same year, Dudley Sargent was called to Harvard to be the first Director of the new Hemenway Gym. A graduate of Bowdoin and the Yale Medical School (where he had organized a crew out of a student body of 35), Sargent developed special exercises and special equipment for different muscles and sports. Although weight and two sets of hydraulic rowing machines gave Harvard oarsmen a most useful array of land-based exercise, Sargent finally became impatient with the oarsman's single-minded concentration on style, form, equipment, and competition to the exclusion of a broader concern for physical conditioning and exercise.

Another reason for the growing American concern for off-the-water training derived from the climate. Unlike England where crews could row the entire year, most of America enjoyed no such good fortune; from November into March, running, work with weights, and some form of rowing machine offered the only alternative. In the 1860's the most primitive form of machine was nothing more than "rowing weights" attached to a pulley and a handle on which the oarsman pulled a thousand strokes daily. In 1872-73 a proper hydraulic machine was first introduced at Harvard, offering at least the semblance of a release and recovery. At Yale in 1887 an old barge was lashed in place in a small indoor swimming pool. Since the water was quite dead, at most ten strokes a minute could be achieved with shaved blades. In the new Yale gym of 1892 a similar indoor tank was installed, with some effort to guide the dead water away from the rowers and up the outside of the pool with baffle boards running lengthwise down the sides of the tank. Finally the tank in Harvard's Newell Boat House was equipped with propellers to keep the water moving. All of this must have been an awesome yet saddening sight to President Eliot who had rowed for Harvard in 1858 and helped to dedicate the new boathouse in 1900. Perhaps the tank was responsible for his fear on that occasion "that rowing was not as pure a pleasure as it once was" when he and his friends, with no training off the water, beat the Fort Hill Boys by a minute and a quarter over a six-mile course with three turns!

Although by the 20th century oarsmen had come far in replicating indoors the actual conditions on the water, future developments in training did not lie in that direction. Instead, oarsmen, rather following the lead of swimmers and runners, were eventually to profit more from the enormous advances in scientific, medical knowledge about what makes Sammy run (or row) fast and how to build up his circulation, muscles and endurance. Theory and practice moved hand in hand to the great advantage of the oarsman; technology followed close behind, providing him with the machines to carry out the exercises which the improved theory required. For the end result, see Tim Michelson's article in *The Oarsman* for September/October 1975. The demanding intensity of the eleven-month camp of this successful international oarsman (5 U.S. eights) is matched only by the range of exercise off the water which he had followed: distance-running, bike ergs, the ergometer, cross country skiing, cycling, and specific weight exercises, all carefully logged, monitored and scheduled. At Michelson's level, once a particular rowing technique has been mastered, the kind of training outlined above is intended to build up strength and stamina to match, three factors which the Ratzeburg School has made completely interdependent. The demands on the individual of such a program are awesome, and it is little wonder that Tim Michelson finds 'having fun' the most difficult part of his program.

For over a century the possibly dangerous effect of such intense effort on the oarsman's health, heart, and life-expectancy has been of general concern. Implicitly acknowledged here is the superiority of rowing as a team sport, especially in pairs, fours and eights where the oarsman may be led to over-extend himself under peer pressure when a single sculler would tend to ease off. As early as 1873, John Morgan, an English doctor, tried to bury the myth with a study of 294 oarsmen from Oxford and Cambridge. Discovering that their rowing had been usually helpful, their deaths usually due to "letting themselves go in after life," and their life expectancy well above the insurance tables, he ends up with neo-Darwinian warning of the perils which await an effete, urban England. The myth of the athlete's or oarsman's heart lived on despite facts summarized most recently by Dr. Curtis Prout in *The Oarsman* this last July/August.

The physical condition of oarsmen has of course varied with the prevailing medical knowledge and hygienic practice. The time when boils were their greatest single enemy lies not so far back; true understanding of germ theory and careful attention to the cleanliness of equipment and clothes have done even more than sulfa drugs virtually to eliminate this menace. A century ago impure water could also incapacitate a crew. At that time the Schuylkill, then the source of Philadelphia's drinking water, was notorious. Hardly a crew in the International Regatta of 1876 escaped diarrhea. In the 1890's American crews went after the Grand at Henley in increasing numbers, although victory would elude them until 1914. Often they brought over their own drinking water; the dread "Thames malaria" added another peril to the trip.

Another aspect of training — how and by whom one is taught to row — has an equally complicated past. Even though many different groups have participated, one must never forget the individual oarsman himself whose anatomy and psyche will always play a large part in helping him discover what is the most natural — and best — way for him to row. Thus, German sculler Walter Schoder would urge most persuasively that young children will find a single quicker, easier, and more effective than a tub pan. In the beginning crews coached themselves or rather were coached by their captain. Usually the latter was chosen for his experience, sometimes for his qualities of leadership; it was pure luck whether he had any skill at coaching. In 1872 at Yale, Bob Cook was chosen captain after less than six months rowing. Fortunately, he had sense enough to take off for England to learn to row. A century ago in this country the most available coaches were the professional scullers. Not until 1877 were launches fast enough to keep up with crews, so a coach either rowed in the boat or coached from a single. Although several of them would help the college crews for a few weeks, by 1873 the Association of Rowing Colleges voted for several reasons not to use professionals as trainers or coaches. Professional sculling was beginning to fall victim to the gamblers whose efforts to fix races gave the professionals an unhappy reputation for 'dirty tricks' which the amateur, club or college, sought to avoid. Also the professional sculler was suspected by many of teaching a bastard style — a short quick stroke mostly legs, slide, and arms, less suited to sweep racing over four miles than the long swing of English Orthodox.

Fortunately, another kind of coach then became available to the colleges — the interested alumnus-oarsman. Though again in the English tradition where the amateur coach of independent means would continue for almost a century, 19th century

(Cont'd on next page)

America produced all too few knowledgeable on rowing, effective in teaching it, and able to spare enough time from their business to coach. Harvard was able to find a few in and around Boston who were loyal and ready to give some time but weren't successful enough to gain continuous support of the undergraduates who still wished to keep control of the sport. Bob Cook at Yale was the most successful of this type. In 1884, after a brief experiment with the sculling style, the undergraduates were at last ready to accept Cook's heavy hand, and asked him back. After that, he ruled supreme. Directing the captain and crew through the early months from his newspaper office in Philadelphia, he spent almost the last month of each season with them at New Haven and New London, winning over Harvard 13 times in 15 years. As a last effort to secure the English ideal of the gentleman, amateur (unpaid) coach, several attempts were made to bring distinguished coaches from England to Harvard, Yale, and Pennsylvania in the years before WWI, unfortunately with no outstanding success.

The American answer in rowing, as with most other sports, became the paid professional. The earliest had been professional scullers: Courtney at Cornell, Ten Eyck at Syracuse, or Rice at Columbia. Hiram Connibear at Washington came out of another tradition — physical training and conditioning. When Ed Leader moved from Washington to Yale in 1924, succeeding the last of the English imports and leading a western invasion which would introduce Washington's western style to almost every college boathouse, the modern era in coaching had begun. Although rowing never fell so frequently as other sports into the simplistic thinking that an outstanding performer would automatically become an effective coach, most of these men had participated with distinction in college. Given the competitiveness of intercollegiate rowing, however, events would quickly show whether they possessed the required technical competence, managerial skills, character and personality to conduct a successful rowing program. Unfortunately for the long-term health of rowing in this country, the colleges, their oarsmen and coaches remained in only intermittent contact with the clubs, meeting every four years almost as strangers on the occasion of the Olympic trials. Geography and the Calvinist work ethic which expected the rowing graduate to put behind him such childish things as boating had always prevented the development of anything like the English continuity between college and club. Again only in the face of the international competition of the last 15 years is rowing at long last starting to acquire the broad base it needs.

Although the prevalence of Washington coaches in the years between the wars undoubtedly produced an almost national style, it perhaps discouraged an American counterpart to the experimentation that was taking place elsewhere. And the persistence of the traditional variety of races at the college level, from Henley to four miles at Poughkeepsie or New London, perpetuated an almost mystical belief that mileage was the best, if not the only way to produce a winning crew. Things had progressed only a little since the spring when the Yale crew of 1883 was made to row four miles against the clock every day for five weeks. (By race day the stroke was so overtrained that he could not raise the rating above 38 even though rowing a short stroke in practice, they had never dropped below 42 for four miles.) In England, the continuing popularity of small boats and the fact that all the races with the exception of Boat Race was essentially over the Henley distance meant that six races a day in a regatta for one individual was not unusual. They were on the way to interval training without realizing it! Meanwhile in the fifteen years after WWII, American rowing, confident in the superiority of its style and boasting the finest physical material in the world, remained comparatively oblivious to the revolutions in technology, technique, and training which intensified competition at the international level were bringing.

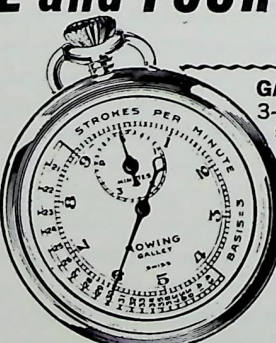
In keeping with the general acceleration of change in our time, these revolutions were happening almost concurrently, with little or no time to digest or adjust to the implications of any one. Perhaps technique and training have undergone the most profound changes, under the stimulus of the Ratzeburg system of interval training and the advances in physical conditioning which produced it: new ways to stimulate the circulatory system, and develop greater muscular endurance. Again as the late Karl Adam has written: the point is finally reached at which motivation becomes the limiting factor, to use the old phrase, "the weakest link in the chain." And while today's coach must go to school with the psychiatrist, sports medicine under the stimulus of international competition treats the athlete and his body more like a test tube than a human being. In the face of such an Orwellian, almost inhuman future, this chronicler must sign off, pleading for rowing as fun and the precious advantages of the middle road. The English coach, Jumbo Edwards once observed that "orthodoxy was the teaching of the pure art of rowing, while Fairbairnism was the application of that art to winning races." Or better still, rowing is both an art and a science. Long may it remain so. ★

THREE and FOUR STROKE ROWING TIMERS

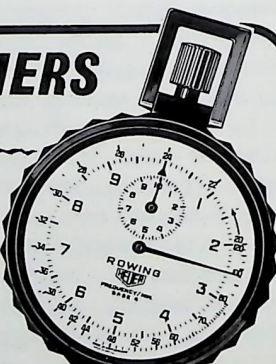
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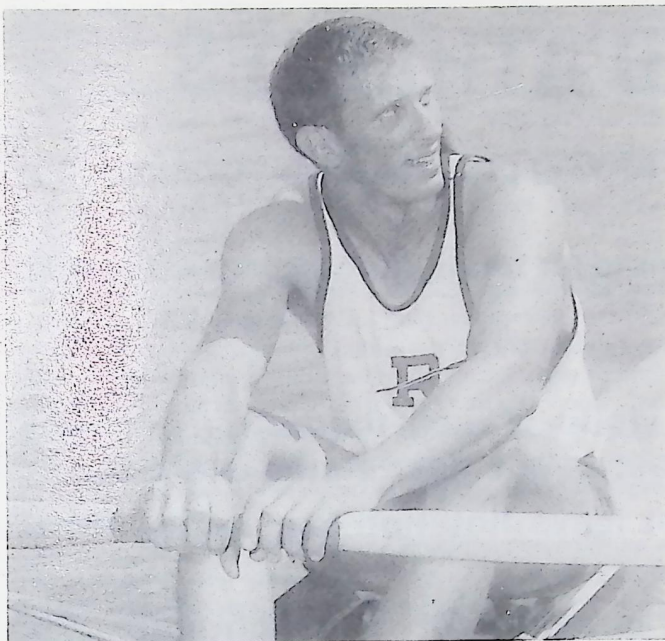
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Rowing Hall of Fame

Presentation of the Hall of Fame awards to Seymour Cromwell and members of the 1946 University of Wisconsin 8-oared crew, and coach Allen W. Walz, were made at the Edgewater Hotel in Madison, Wisconsin, at the Annual Rowing Awards Banquet, on Saturday evening, January 22, 1977.



SEYMOUR CROMWELL

Following his participation in rowing at Princeton, Cromwell devoted his interest to sculling, and in this he excelled. He won the bronze medal in the 1961 European Championships, and he won the bronze medal in the F.I.S.A. World Championship Regatta in 1962.

In 1963, Cromwell teamed with Don Spero to win the silver medal in Doubles at the F.I.S.A. European Championships. In 1964, he won the Diamond Sculls at Henley, establishing a course record.

With Jim Storm, Cromwell won the silver medal in

Doubles at the 1964 Olympic Games at Tokyo. This pair, Cromwell and Storm, won the silver medal in the F.I.S.A. World Championships in 1966.

A naval architect, Cromwell continued his interest in rowing as a coach as well as a competitor in Veterans' Singles. He was a member of the crew of the yacht Nefertitti, which was in United States competition in connection with the challenge for the America's Cup with Australia.

1946 UNIVERSITY OF WISCONSIN 8-OARED CREW

The Badgers were undefeated in Eastern competition in 1946, winning the Eastern Association Championships on Severn River, at Annapolis on May 11, covering the 1 3/4 mile distance over rough water, and with gusty cross winds, in a time of 9:12.4.

On May 26, the Wisconsin crew bested Pennsylvania in a spirited test, over a 1 5/16 mile course on the Schuylkill River, winning by barely a foot. On June 1 the Badgers downed Cornell, Pennsylvania and Princeton at Lake Cayuga, taking both the heat and the final. Wisconsin also beat Marietta by six lengths at Lake Onona at Madison.

Members of the 1946 University of Wisconsin Crew:

Bow	Chester T. Knight	(now a superintendent of schools)
2	Paul J. Klein	(recently deceased)
3	Ralph C. Falconer, Jr.	(now an attorney)
4	Gordon T. Grimstad	(now president of a high-way trailer company)
5	Fred R. Suchow	(now an engineer)
6	Richard E. Mueller	(president of a major Wisconsin insurance company)
7	Richard E. Tipple	(coordinator of planning and construction, University of Wisconsin)
Stroke	Carl Holtz	(now a beef farmer in agricultural business)
Coxswain ..	Carlyl W. Fay	(now manager of a large atomic energy plant)
Manager ...	Wayne Sanderholl	
Coach	Allen W. Walz	



ROWING SAFETY RULES FOR COACHES AND ATHLETES

- A. Hold annual safety meeting for all rowing personnel using same body of water.**
- B. Know distress signals: waving arms over head; holding oar upright in air; waving shirt overhead, etc.**
- C. Know waterway traffic patterns.**
- D. Know how to treat hypothermia victims: keep thorax warm in 100 degree water, or heat with other bodies; do not make victim exercise.**
- E. No rower or coxswain should ever leave flotation (oar, taken from oarlock) or boat, to swim for shore.**
- F. When air is below 40°F. or water is below 50°, a launch must stay within 100 yards of all shells.**
- G. Shells rowing at night must be accompanied by a beacon-carrying launch.**
- H. Coaches should know first aid drowning resuscitation techniques and location of all telephones near water.**
- I. Launches must be kept in working order.**
- J. Scullers and crews should report out and in questionable weather, use buddy system when not accompanied by launch.**
- K. Coaches should know swimming abilities of all rowers.**
- L. Coaches should know who is using equipment.**
- M. Unaccompanied shells should keep within reach of shore for swimming swamped boats or oars.**
- N. Maintain working safety of equipment.**
- O. Know weather forecasts and conditions.**

RESCUE PROCEDURE: Cox'n calls immediate "way 'nough", stroke removes and throws oar toward person overboard, crew backs to victim. Person in water should lie across the oar.

The Head of the Tennessee Regatta, cosponsored by the University of Tennessee Rowing Club and the Knoxville Rowing Association, was the largest rowing regatta ever held in Knoxville. 218 oarsmen from six states and twelve rowing organizations competed in eleven events. This was quite an increase over the 1975 regatta (25 scullers from three states). The events were spaced at twenty minute intervals with the crews leaving at fifteen second intervals. Also, the race committee unveiled a new course three miles in length with five bridges.

Though the weather was unfortunately cold (unusual for that time of year) and cloudy, the rain held off and the Tennessee River was its usual excellent self. The Tennessee Valley Authority kept the current to a minimum during the regatta. So, despite the cold, the river and free Strohs beer kept everyone cheerful.

The Florida crews adapted very well to the weather, winning every event they entered. F.T.U. won the Varsity 4, ending out the Engineers of F.I.T., but that was F.I.T.'s only problem as they put together eight victories, including a 1-2-3 sweep of the Varsity 8's. In the novice single, Dave Frick of the Citadel posted his team's only victory, and Tom Donohoe, of the Atlanta Rowing Club, rowed to his second veteran single victory in two years. We were pleased to see the increase in the women's competition this year; the largest event of the day was the women's single.

A reception was held for the competitors and coaches at the Holiday Inn after the regatta, sponsored again by Strohs. The Rodman Townsend Award was presented to F.I.T. as the team champions.

Everyone enjoyed themselves and hoped to come again to next year's regatta, which will hopefully see other regions of the country represented. The Third Annual Head of the Tennessee Regatta will be held on Sunday, October 30, 1977 — Y'all come.

RESULTS

Varsity Four: 1. FTU 17:44; 2. FIT "A" 17:49; 3. Citadel 18:21; 4. FIT "B" 19:01; 5. JAX 19:08 **Lightweight 8:** 1. FIT 16:26; 2. U.T. 20:00 **Women's Single:** 1. FIT (Billy Brown) 23:20; 2. Remem (Kris Negaard) 23:51; 3. Chat (Jan Hunt) 26:34; 4. Duke (Missy Duggins) 27:43; 5. Spuyten Duyvil (Sam Townsend) 30:26; 6. Chat (Jack Arnold) 31:55; 7. Sweet Briar (Aubrey Townsend) 34:00; 8. U.T. (Becky Blanton) 36:42. **Novice Single:** Ed Bower 25:30; Dave Frick 25:53; Don Cole 26:38; UT, Hugh Keegan 26:49; Steve Robinson 28:31; KRA, Bo Townsend 34:32 **Club Four:** 1. FIT Club "A" 17:40; 2. FTU 17:58; 3. FIT "B" 18:05; 4. Citadel 19:11; 5. KRA 20:11. **Women's Eight:** 1. FIT 19:10; 2. Duke 20:26 **Pairs Double:** 1. FIT 20:10; 2. JAX 21:31; 3. ARC 21:38; **Veteran's Singles:** 1. ARC (Tom Donohoe) 23:27; 2. CHAT (Terry Carney) 26:18; 3. KRA (Cliff Barbour) 26:40; 4. KRA (Rod Townsend) 31:16; **Women's Four:** 1. FIT 21:22; 2. UAH 25:14; 3. U.T. 26:40; **Open Singles:** 1. FIT (Casey Baker) 20:12; 2. Bob Albert 20:35; 3. (A. Miller) 22:47 4. (N. Sclacter) 22:50; **Varsity Eights:** 1. FIT A 16:47; 2. FIT B 17:13; 3. FIT C 17:27; 4. UAH 17:40 (Buoy 10 sec 17:50); 5. JAX 18:15; 6. UT 20:29.



F.I.T. Women's "8" winner.

The Head of the Tennessee Regatta, 1976

by Greg Maynard

F.I.T. Varsity Club "4" winner.



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THE BUDD-WOLF REPORT

The NAAO Board of Directors in August of 1976 asked Boyce Budd and Julian Wolf to do as comprehensive a review of what is right and wrong with our sport as time permitted and to deliver recommendations to the Board based on those findings at the NAAO Annual Convention in Madison, Wisconsin in January, 1977.

Three questionnaires were developed and sent to recent members of U.S. National Teams, to recent U.S. National Team Coaches, and to recent U.S. National Team Managers, Assistant Managers and Official Team Representatives.

Totals of 120, 15, and 23 questionnaires were sent to these three categories listed above, and a total of 31, 11, and 19 were completed and returned for a 68, 73, and 33 percentage response respectively. While the questionnaires could have been constructed more effectively and might have covered more areas of women's, lightweight and junior rowing, the overwhelming response indicated the concern of the respondents for the condition and future of our sport. There appears to be a broad consensus from both oarsmen and women, coaches and managers.

CONCLUSIONS AND RECOMMENDATIONS OF THE BUDD-WOLF REPORT A Study of the U.S. National Rowing Program With Recommendations for the Future Jan. 3, 1977

A. National Camps

- The National 8 must be selected from the camp and the National 4+ and Quad should also be camp boats although the 4+ perhaps should be challengeable.
- Camp selection process should be *decided* and *published* by NAAO Board by the beginning of the year and should be similar to the 1972 process involving early regional testing and evaluation weekends, regional selections until final camp complement is reached.
- Oarsmen trying for camp must at all times be aware of criteria for selection, training program layout, and selection schedule. Each camp must be evaluated comparing actual performance to plan and making appropriate reforms for future camp plans.
- National camp should be situated in major city where jobs are available to participants.
- Camp participants who fail to make camp boats must be allowed to participate in Trials.
- Camp crews should be together for six to eight weeks, and should do some racing in final months.
- A second-level camp is recommended by many for those who do not make camp boats.
- Camp participants who have been cut should always be given a briefing as to why they were cut by the camp boat coach.
- Serious consideration should be given to *having no camp in 1977 and no 1978 Worlds team*, allowing funded boat entries based on time standards, with NRF funds being used for club grassroots projects (see first paragraph in section H, below).

It was indicated that unclear or improper team chain of command was most lacking from an administration/managerial standpoint. Next was lack of funds, and next lack of equipment and clothing.

The following are notable areas of concern:

1. Lack of specific goals;
2. Lack of appreciation by the athletes of efforts expended, and ego problems of athletes and coaches;
3. Crisis in strong central leadership;
4. Not training together as a team (camp boats and other boats);
5. Leadership was given as a reward;
6. Many oarsmen were not encouraged to try out for the 1976 camp;
7. Unviable plan for team selection;
8. Team leader unwilling to make necessary decisions.

Other additional comments of merit were as follows:

1. There must be fairness to non-camp people as opposed to camp members.
2. The manager and assistant manager should be chosen at the January meetings. Trainer and physician should be chosen at the same time. All ultimate plans for that particular year should be announced at the annual meeting.
3. Any camp and non-camp teams must be joined together as soon as possible for harmony.
4. There must be a change in the secretiveness and possessiveness of college coaches.
5. There has been a definite lack of planning.
6. There must be voluntary cooperation and mutual

assistance among the various coaches.

7. The experienced coaches must share their knowledge with the inexperienced coaches. This can best be done through observation by young coaches at the National camps and their participation in clinics at the National camps.

B. National Team Coaches

- A coach is needed for each National team boat whether boats are camp or non-camp.
- Camp 8 coach should no longer be called National Team Coach.
- Organization and decision deadlines for camp must be made clear to all by National 8 coach and National 4+ coach.
- A National team coach, particularly a camp boat coach should not simultaneously be the National Technical Advisor.
- Camp boat coaches should not coach camp boats for more than two consecutive years, and preferably should be switched each year.

C. Manager and Management of National Teams

- The appointment of a competent National Team Manager and Assistant Manager are one key to success of teams, and selection should be made by beginning of year.
- Manager and Assistant must be responsible for and have absolute authority over all aspects of camp, assembly of team and world, Pan Am or Olympic travel and at-venue care and handling, *except* for direct coaching of boats. All budget and financial responsibility should belong to the Manager, who will be responsible to NAAO Board.
- Appointment of Manager must be apolitical and based on demonstrated competence and availability. Assistant must be chosen for demonstrated ability to become Manager in future. Clear, detailed job description must be prepared for both roles.
- Team chain of command will be from oarsmen to coaches to Manager to NAAO sub-committee in all matters other than technical rowing/coaching matters about which the Manager will have no say.

D. Selection of Non-Camp Boats for National Team

- Scrupulously fair use of time standards must be employed to determine whether or not a boat should be funded. Time standards for funding should be FISA-World Championships 6th place times or better.
- If a boat wins a trial race, but fails to meet its time standard, they must fund their own trip, but otherwise abide by all rules established by National Team Manager.
- Every oarsperson who makes the National Team in a funded boat, including camp boats, should contribute \$100 to \$200 toward the trip.

E. National Technical Advisor

- The NTA is much needed, and Rosenberg performed well in this role. There are many additional areas needing the concentration of the NTA.
- If the sport can support it, the missionary role of the NTA relative to high school, senior-level club programs is considered very important.
- NTA chaired regional coaching clinics are also much in need.
- The NTA role might be divided up into a committee of specialists in rigging, coaching, medical, etc., made

up of a panel of people who are available to travel and whose travel and expenses would be paid by NAAO/NRF, and who would be equipped with appropriate visual aids, etc.

F. Coaching

- Coaches clinic must be held in conjunction with any future National Camp.
- There has been an enormous outpouring of comments on the integrity of coaches, the ego-related problems of some coaches and the absence of cooperation between coaches who are purportedly working toward identical goals. There has been a massive loss of faith in the people who are presumably our top coaches by our top oarspeople.
- College coaches must be convinced of the need to *encourage* their best oarspeople to continue in summer rowing programs or future camps.
- An NAAO packet of information should be prepared for any new coach who is starting a new program.
- A National program for training coaches and possibly grading or classifying them is considered desirable by a solid majority of respondents.

G. Funding

- Many of the problems of our sport are financial. We rely on volunteers to do many jobs which should be full or part-time salaried positions. We rely on clubs to sustain most of our summer programs and our postcollegiate year-around programs, and what few clubs we have are strapped.
- The National Rowing Foundation, while conceptually ideal as a fund-raising body for our sport, has allowed its endowment to melt away and now relies on the annual support of one individual. This body must be rejuvenated and must raise funds in a professional manner with a multi-million dollar goal, and with a goal of having \$100,000 at an absolute minimum to contribute to the sport each year. *The NAAO/NRF must be prepared to place at least equal funding priorities on domestic/grassroots/developmental projects as are placed on elite/international team projects.*

H. Grassroots Programs

- Of all the rowing nations, the United States has one of the largest sources of oarspeople in the form of our college rowing programs. Because of the paucity and poverty of our clubs, there is little incentive for college (and high school) oarspeople to join clubs. The NAAO/NRF/USOC must set up a matching grant seed money program to help clubs to: hire coaches, buy equipment, sponsor more regattas.

The clubs should be allowed to concentrate on elite women or men or junior or senior level or lightweight sweep or sculling programs as they wish. Efforts must be made to distribute funds to existing and new clubs in each geographical area of the country where there is a concentration of oarspeople.

- Colleges should make rowing facilities and equipment available for summer club programs (e.g., University of Pennsylvania/College Boat Club, Yale University/New Haven Rowing Club, Syracuse University/Syracuse Chargers Program).
- College rowing programs should promote sculling and other small-boat rowing. Sculling boats should be placed in colleges and partially funded where necessary by NAAO/NRF/USOC. (Cont'd on p. 30)

THE OARSMAN INTERVIEW:

THE OARSMAN: When did you make plans and begin training for 1976?

COFFEY: I always take a year at a time; I know where I'm going, but I wouldn't start training tomorrow for 1980.

THE OARSMAN: How did you stay hooked on rowing?

COFFEY: When I started at college, I enjoyed the people involved in rowing and they became my peer group and friends. I also like to try and excel in it...there's something about racing that gets me psyched up. I think I'm ten to fifteen percent faster on race day than in any given practice.

THE OARSMAN: Was '76 in any way an attempt to vindicate yourself for being cut from the '72 camp?

COFFEY: When '72 came along, I was really psyched to make the team; I was a junior in school and it was a big thing; in 1973 the only reason I went out for the eight was to prove I could make it through the camp system. I don't really like the camp. But in 1976 I had none of those animosities. I just wanted to do well.

THE OARSMAN: Were you surprised by your success in Montreal?

COFFEY: Well, in the finals I knew we had the speed. I was more worried about the first heat because we had East Germany and some other crews that had medaled. We had a bad start, were out of our lane a little and missed a couple of strokes. But we stayed with them and came in second, about three seconds back, the same as in the finals.

THE OARSMAN: Do you think you could have done better?

COFFEY: No, I was satisfied with the race as it was happening; I don't think I could have gone any harder, but I think the thing that possibly stopped us from getting the gold was that the East Germans were the only crew that I really feared. I thought that it was possible to beat them, but I'd have to have the best race of my life. I felt handicapped rowing against them with only a short time in the boat; I felt that they had an edge on us and that they'd have to make a technical flaw for us to beat them, and a crew like that just doesn't do it. Also the race was quite a bit longer, about 50 seconds longer than the day before, and I felt that in a relatively short race like that we might have stayed within reach of them and caught them with a sprint or pushed them to make a mistake. We made a couple of big pushes in the race, one at 600m, another at 1100, and 1500 also, and it was less than half a length at each of those points, so they opened it up to a length only in the last twenty strokes.

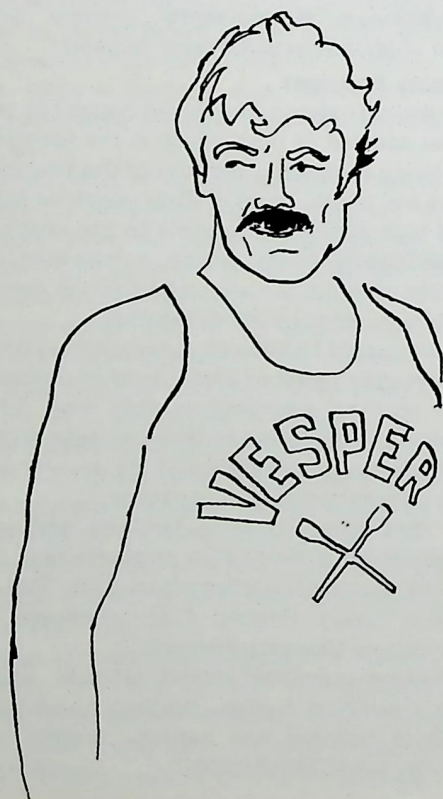
THE OARSMAN: How would you describe the facilities and racing at Montreal?

COFFEY: I think the whole set-up was excellent. The best rowing conditions I've ever raced in.

THE OARSMAN: How did you react to the Olympics in general?

COFFEY: I was amazed by the physical size of the different athletes and how conditioned they were. I saw Nadia Comaneci in the cafeteria, so tiny she'd eat a half a cup of yogurt and a couple of strawberries, while the shotputters would put away five or six steaks.

In general though, I think the Olympics has to be the culmination of anyone's athletic career — it's the most prestigious race I've ever been in. And from a social or political standpoint, I think the athletes get along excellently; I have friends in Russia and East Germany that I see on various trips; we exchange presents like with this fellow Anoush Mitushkin of the Russian straight four. I met him first in Henley, the first year that they beat us, and when we went to Moscow he gave me an



- 1976 Olympic Silver Medalist, Pairs Without Coxswain
- Stroke, Northeastern Freshmen, 1970
- No. 7, N.U. Varsity, 1971
- Stroked N.U. Varsity, Eastern Sprint Champion, Lost to Russians at Henley Grand Challenge Finals, 1972-1973
- Bronze Medal Four With, Pan American Games, 1971
- Fourth in Olympic Pair with Coxswain Trials, 1972
- U.S. National Eight at Moscow, 1973
- U.S. National Four Without Cox at Nottingham "Black Plastic,"* 1975
- Won Heidelberg Regatta, West Germany, 1975

*Coffey's term for winner of Petit Finals

Calvin Coffey

icon and I gave him a pair of dungarees — they really wanted western goods. We exchanged currency and now write letters back and forth; I know major boatbuilders from around the world just through conversing with them about their boats and my boat and so we're on very friendly terms, swap ideas and trade off stuff like that. I got a big first — this fellow wrote me from East Germany and asked for my autograph. It's got to be a first.

THE OARSMAN: Did you feel that the Third World situation at Montreal could have been handled differently?

COFFEY: I think the athletes can get along great by themselves, but politics drums up animosities like that, nations try to use the athletes as weapons to prove a point that the athletes probably don't fully understand. I had some feelings when it was possible that the U.S. might pull out, for a while there when we were in Plattsburg; I would have been pissed.

THE OARSMAN: Who do you feel most indebted to for your success?

COFFEY: Mike Staines. I wouldn't put it on any one coach or athlete other than Mike, because I received a lot of the drive from training at Vesper. Because of my competitiveness, I strived always to beat them and they're much the same way. It's this competitiveness that pushes athletes to the highest levels. It doesn't come from any one person, it comes from a group of people.

THE OARSMAN: Other than for keeping your bow straight, in what ways are you indebted to Mike?

COFFEY: Mike was in the last twelve when he was cut from Dietrich's [Rose's] camp, and though we'd trained all winter together, I didn't really know him personally as a friend. But I knew he was a very smooth oarsman, a considerate oarsman, and those were some of the main things I was looking for in a pair partner — also the fact that at 6'6", he had enough reach and length; if you look at him, he's not that physically overpowering, but he's smooth and consistent. When we'd get in the boat to go out for a practice, it wasn't like each guy was trying to pull the other around.

THE OARSMAN: So you weren't competitive within the boat?

COFFEY: No, we had one common goal, and that was to realize each other's faults and do what we could to compensate for them. We structured all our own practices, which could evolve on the water in the course of the workout, based on the difficulties we might be having, so between the two of us we knew enough of what we were doing that we *could* structure our own workouts.

THE OARSMAN: Was that true after the trials as well?

COFFEY: At the trials we asked Ted Nash to be our coach primarily because we weren't getting the assistance we needed from the Vesper crowd. All we asked Nash for was number and figures from the other crews. He gave us our own cadences and splits down the course, and from this we formulated our own race strategy. After the trials, we asked Nash to take a look at us from the outside whenever we felt we needed his expertise, but it was a very low-key group.

THE OARSMAN: So you people feel that you really did this on your own?

COFFEY: Yes, very much so.

THE OARSMAN: Would you say that you trained extremely hard, or do you feel some people train too hard?

COFFEY: I'm very aware of my own limits. The big thing down at Vesper was the East German weight workout, and I tried doing it and said this isn't for me.

THE OARSMAN: Because it was too hard?

COFFEY: Well, yeah, I thought it was tearing down more

muscle tissue than it was building up. I didn't think it was right for me. I think I'm physically strong enough, or as strong as anyone in rowing. If I go out there and all I'm going to take is five strokes, I could probably break the oar. But to be able to apply that power for 230 strokes, that's something else, so I structure my workouts around endurance.

THE OARSMAN: What sort of workouts did you do?

COFFEY: I did very little land work through the winter though on long runs I like to go three miles up and sprint every other telephone pole distance coming back. When we went on the water I didn't do any more land work; in the beginning of the year we'd do ten miles in the morning and ten more at night, with Dietrich. But I have to be physically comfortable in the boat, and I'd often vary the ten-mile in morning, ten-mile at night rule. I remember one Saturday morning we went out, in January, it was windy as hell and cold, and there was a big chop going through the bridges so we went out in an eight and just about got swamped going through one of the bridges. I hadn't even started and already I was soaking wet; icicles hanging off the oar, you know, so I just told the coxswain to stop... "Why don't you turn the boat around, I want to go in." You know, I got a lot of bad flack from some of the guys in the boat.

But I always was willing to change my workout depending on how I felt. If I wasn't rowing technically right, or was uncomfortable in the boat, or if I was freezing and didn't like being out there, well then I wasn't really benefiting from it. You know, instead of going forward, you were going backwards.

THE OARSMAN: Did you ever alter your workout in the other direction, and do more than you'd planned to?

COFFEY: No. I feel that when you're racing competitively everybody's in the same physical shape you are. The big difference is technique, how you apply yourself, and what you know you can do. Although I did a lot of hard workouts, I didn't feel that I couldn't take another stroke when I hit the dock. More races are won with technique than they are with bull strength.

THE OARSMAN: What's your favorite boat?

COFFEY: The Coffey boat. [Laughs.]

THE OARSMAN: I mean what sweep boat do you most enjoy?

COFFEY: I tried to row internationally every kind of boat there is with the exception of sculling boats. I rowed the four with, the eight, the straight four and the pair without internationally. I rowed the pair with, came in fourth in the trials...it's not one of my favorites. I really like a straight pair. I think it extracts the most from a sweep oarsman. You have to be in perfect synchronization, you have to be consistent, the oarsmen have to know each other.

THE OARSMAN: There's a myth or a story that two unexceptional oarsmen can click in a pair and beat two exceptional oarsmen who row well in an eight but not so well in the pair. How much luck do you think played a part in your pair's going so well?

COFFEY: Luck? I don't think there's any luck. You have to row technically correct to get the most out of the boat.

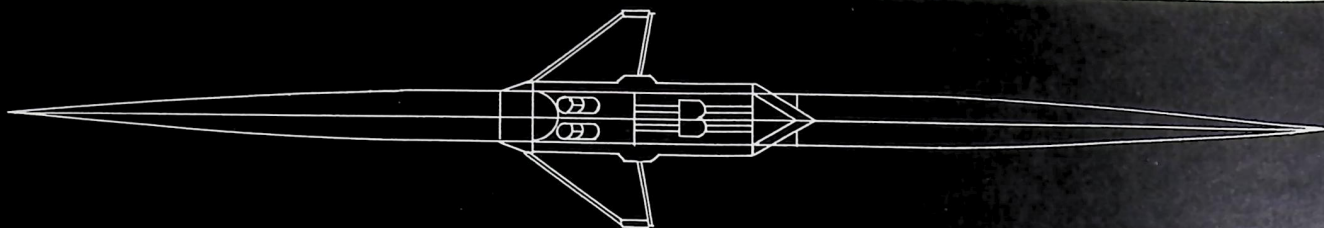
THE OARSMAN: Did you and Mike go well from the first moment you rowed together, or did you have to overcome technical difficulties?

COFFEY: No, we had good basic speed.

THE OARSMAN: Were you and Mike unusually suited, or do you think you would have had that speed with other starboard men?

COFFEY: Well my style went pretty well with a lot of oarsmen; Mark Borschelt and I rowed a pretty good pair, Pat Hayes, or

(Cont'd on next page)



FUJI SCULLS

L.S.A. PERRY, AGENT

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Newtown Square, Pa. 19073

[Hugh] Stevenson and I.

THE OARSMAN: How is it that you were cut from the straight four camp and went on to win a silver medal?

COFFEY: I don't want to go into that in depth. He [Dietrich Rose] was basing everything on performance in seat racing, and although the person who beat me had previously lost to me on a lot of occasions in the months prior to the camp selection, and though I thought I had more speed in the boat, on one given weekend I was working long hours in the shop and I came down with a bad head cold and a bad chest cold, and he beat me in a couple of pieces on that critical weekend. The overall picture wasn't taken into consideration, it was just a kind of cut and dry thing where you lost and now you're out. I feel there was personal conflict between the coach and myself that forced him to make that decision stick. You know, he could have made concessions and it wouldn't have upset anybody at that camp because everybody knew what was happening with my sickness. I'd lost sleep for a couple of nights in a row, with a lot of coughing and gagging.

THE OARSMAN: Would you rather have rowed the straight four?

COFFEY: No. No, not now. I'm glad it took this turn of events, and it might have motivated me to excel in the straight pair, to try to prove a point. I couldn't put any numerical values on anything like that.

THE OARSMAN: Did you feel vindicated, doing well in the pair after having been cut from the four?

COFFEY: Yeah, I think it helped us concentrate more on the point.

THE OARSMAN: How would you like to see the domestic scene changed?

COFFEY: I'd like to see all the camp contenders racing in small regattas throughout the spring. A lot of these people don't

show themselves all year and the next thing you know, they're in the eight. My way people would know who's who, and who's moving boats, and I definitely think it would make people row harder, and give guidelines as to how good the people who make the camp actually are.

THE OARSMAN: Rowing is a large part of your life; you've spent eight years training, rowed internationally five years, married a rower, and now you're making shells. Do you feel a debt to the sport, and what will your relationship be with rowing in the future?

COFFEY: No, I don't feel a debt, as such; I'll always be involved in rowing in some capacity primarily because I enjoy it, and if you can make a living at it, it's better yet. I'll always row for enjoyment and to stay in shape, do the summer circuit.

THE OARSMAN: Will you train for another international event?

COFFEY: Right now I have no specific goals and I'm real busy building shells and setting up the business, but it's possible.

THE OARSMAN: Do you have any thoughts for athletes aspiring to the elite level?

COFFEY: One of the biggest things is that you have to know your own ability, to know what you can accomplish. Not everyone can be an elite, international-calibre oarsman, but I think everybody should give themselves a shot at it, and find out just how far they can go.

THE OARSMAN: What experience or moment was most important in your development as an oarsman?

COFFEY: I think it just slowly came about through summer rowing, primarily. You have to have a lot of international races to know what to expect. I think a lot of people train for one big race without a lot of background racing, and feel panicky at the start, and don't really know what to anticipate because they haven't been through it enough times. You have to race a lot to know yourself.

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DIARY OF A MAD COACH'S WIFE



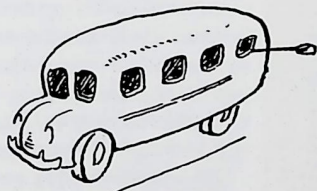
We stepped off an EgyptAir 707 into one of the desert specialties: a starry night, in glorious 3D, with every star so perfectly in focus as to be almost touchable. "We" consisted of a composite Harvard crew plus coach John Higginson, the Trinity College Dublin crew plus coach Nick Tinny, and Oxford's crew plus player/coach Daniel Topalski, all contestants in the 6th annual Nile Festival Regatta. Also travelling with us were Professor and Mrs. Flannery, special guests of the Rowing Federation of Egypt and a reporter from BBC Radio. Though an airport is an airport is an airport, it wasn't so in Cairo. Kholed and be-captained ladies in blue floated about us. Our passports disappeared and just as mysteriously reappeared. Slowly and imperceptibly a smothering Egyptian mantle settled over our airport struggles, and finally we ceased to struggle at all. It took the combined effort of four determined people to get us out of the airport and into our bus: Miss Fawzia El Nashar, who had

and begin again. The rooms at last having been assigned (more or less) to everyone's satisfaction, many congregated in the bar. Meanwhile Ed Timmins, Harvard's #3 man for the Ismailia race, was leading a spirited charge to the nearest casino where a well-upholstered belly dancer shared center stage with several Harvard oarsmen.

IF IT'S TUESDAY THIS MUST BE ISMAILIA

Tuesday morning at 10:00 A.M. Harvard, Oxford, and Trinity College Dublin were herded into a bus by General Yakkan, Roushdy, and Mohammed. The French crew had very sensibly preceded us. We headed due East for Ismailia, our base for the next four days and scene of the first race for the University of Cairo, the Suez Canal crew, the University of Paris, Harvard, Oxford and TCD. The Nile being to the West of Cairo, to head East is to go directly into the desert. We saw our first camel and some magnificent dunes of three to

Travels with Harvard in Egypt



by Wendy Higginson

accompanied us from London, General Fayez Yakkan, operating with characteristic panache and precision, Mr. Mohammed Ismail and Mr. Roushdy El Sherif. Without the gallant cooperation and perpetual good humor of Roushdy and Mohammed, both of whom work for the Ministry of Tourism, we would never have made it about our appointed rounds. As it was, it was close. The best laid plans crack like egg shells in Egypt. It isn't the fault of the Egyptians. They are as eager to shape events as anyone. It's just that the air simply teems with tiny, obstructionist djinns, and sneaking one past them is no mean feat. But Roushdy and Mohammed bore it all stoically, and actually seemed to enjoy being our guides and mentors.

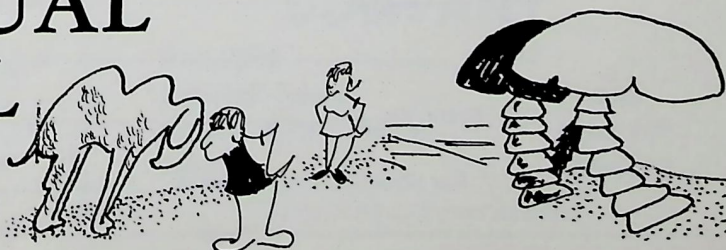
Midnight at the Atlas Hotel. The front desk was a mob scene. Unruly Americans, vociferous English, and the irrepressible Irish milled uncontrollably as a desk clerk with the patience of Job tried to repossess unauthorized room keys

four hundred feet which the wind had carved into a scalpel's hard-edged perfection. Ismailia itself was heralded by a green welcome mat of oasis-like areas, laid out more or less in squares and lined with palm trees, powerful testimony to the wonders of irrigation. The line of demarcation between desert and field was another knife's edge.

At Ismailia Harvard, Oxford, and TCD checked into the Hotel des Voyageurs, then repaired to the Suez Canal Club boathouse. 'Repair' is a good word for it since, as far as Harvard was concerned, that's about all that happened there. TCD, Oxford, and Harvard drew lots for an immaculate Donoratico and two reconditioned Egyptian craft (d'un certain age and of uncertain rig) sporting short slides, huge rigger bolts, marked outward lean to the pins, steep stretcher angles, and, last but not least, two straps suitable for holding in hiking boots. The choice from twenty Egyptian oars added to the variables. Oxford, in the person of #7 man

(Cont'd on next page)

SIXTH ANNUAL NILE FESTIVAL REGATTA



Daniel Topolski, drew both the Donoratico and the only set of new oars. (Topolski is a five year veteran of the Nile Regatta, and he's learned a thing or two.)

Harvard launched amid the vigorous calisthenics of a grinning Egyptian crew, casting glances of grudging admiration for the way of Harvard man Carlan Yates with a Frisbee. Within half an hour, just as it was getting dark, Harvard had returned to rereg. Back to the hotel for a dinner replete with all the things we had been told to avoid at all costs: gorgeous fresh salad with the crispest cucumbers and the reddest, juiciest tomatoes. Sullenly we stuffed with bread and bottled water, eating our collective hearts out for those tomatoes. We were awakened at seven A.M. and those who weren't already awake rose for an early practice, the first in a series of seven-men workouts. Riggers had been raised, seats cleaned and the prehistoric leathers on the oars greased into resurrection. Out went the Harvard crew, and in they came again a half an hour later to rereg. Out they went again. This time Jon Adams' back stay broke on the first three quarter power stroke, and the workout continued with seven men rowing and one smiling.

After a tug boat excursion part way up the Suez Canal the crews returned to the hotel for lunch and later an afternoon workout. During the Suez tour Mohammed looked meaningfully at me and repeated an Arab proverb which said that anyone who drinks of the Nile will come back again and again. I cast wildly for a way out of that one. It was not for nothing that I had been regaled with tales of the Nile snail which carries the incurable parasite. I knew the little buggers were lying in wait for me and expected them to appear at any moment, in tight military formation, carrying their parasites in tiny carpet bags. And now here was dear Mohammed asking that I sacrifice myself like Iphigenia to the vile Nile Snail. Luckily the moment blew over, and I beat it to the back of the boat before he could think of another proverb to kill me with.

LAKE TIMSHA RACE

Thursday the 23rd. The crew rose at seven for a workout. This time the same small spread-retaining pin that had broken earlier with Jon Adams gave way on Carlan Yates' rigger. Thus began the second seven-men workout, followed by a bus tour of scenic Ismailia. The race itself took place on Lake Timsha at the juncture of the lake and the Suez Canal with the finish at the Suez Club's boathouse. Race time was set for four P.M., the concluding race of a local regatta. The lanes seemed good: TCD, Harvard, Oxford, Cairo, France, and Suez with Harvard between the two crews which seemed the most threatening. Eager to get a good start Harvard jumped it twice before realizing that the starter asked each

crew individually 'Etes-vous Prets?' and wasn't officially starting the race.

Back at the finish line a large tug was backing slowly and majestically out onto the course at 250 to go. Heated Arabic blared over the loudspeaker and was hotly returned by the tug. Finally she eased off the course, only to be followed by a smaller craft which headed out and up the lake, parallel to the course and leaving a fine wake. Meanwhile at the start the crews were poised at the catch with muscles and nerves screaming. When they got off, Harvard had a good start with half a length lead after 20 strokes. Oxford got a bad start, the stroke missing water completely. Harvard pushed at 490 and by the 500 meter mark was 7 seats ahead. Then Oxford made their move and successfully held off Harvard for the rest of the race. By the 1000 meter mark the water was extremely rough. Crabs (at least it wasn't the snail) and swells took their toll, and Harvard, using mostly backs and arms, lost control. At 400 to go the crews were even. Then Oxford moved ahead to win by 3 seconds (6:21) with Harvard 2nd (6:24), TCD third (6:30), Paris (6:35), Cairo (6:36), and Suez (6:50).

Next morning we bused back to Cairo and checked again into the Atlas Hotel. Oh the heaven of a room with a lot in Ismailia we had all shared two over-worked, under-equipped, thoroughly unsavory ones, one of which overflowed under a locked door and, kittenishly skirting two drains en route, came to rest in a pool on our bedroom floor. Girl scout to the end, I climbed onto the bed with my suitcase and screamed to go home.

After lunch the great boat bug-a-boo continued as crews and coaches went to the Arab Contractors Club to draw for boats and lanes under the guidance of General Hassan El Khordi, Secretary General of the Rowing Federation of Egypt. Available boats included the same three Egyptian craft plus two new Donoraticos. The French drew the recently added Donoratico. Harvard rigged and rowed with seven men for the third straight time after four man Gus Stuart's seat broke.

On Christmas day we set off for our first legitimate sight-seeing under the stern tutelage of a lady guide from the Ministry of Tourism. She sensed mutinous stirrings in the bus after having whisked us through the Cairo museum in a ridiculously inadequate 45 minutes. After that, to maintain any semblance of control, she adopted the honeyed threats and insinuating tactics of the late great Tokyo Rose.

After the Museum, which we left with regret and frustration, it was off to the pyramids at Giza. The pyramids of Cheops, Cephren, and Menkaura appear to rise directly out of the city. It was at Giza that we rode our first camels. The Oxford crew led by spareman Davis Thompson latched

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

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on to a particularly billious beast who produced really murderous gargles when approached. His rage at being ridden knew no bounds. He went into fast reverse, tripping over rocks behind him and threatening his driver who beat futilely at the camel's knobby knees. His rider's face was always a study in extreme apprehension. My camel, by contrast, was a perfect lady with the longest eyelashes and nostrils that she could batten down at will to keep out sand. Her feet were like beanbags with toes, so malleable that no terrain could startle her into looking down; its effect was absorbed before making it as far as her ankles.

A drowsy Harvard crew went back to the hotel and then to the Greek boathouse for a workout. In the dark, naturally. Workouts were either in the dark, or with seven men, and sometimes both conditions prevailed. The great boat bug-a-boo had resolved itself by the Egyptians suddenly procuring two more *Donoraticos* so that five crews were rowing in Dons, everyone but the Cairo Police.

THE NILE RACE

Sunday the 26th, day of the Nile Festival Regatta, the second and more important race. We spent the morning roaming through the Khan El Khalili bazaar area with the faithful Roushdy acting as guide, interpreter, and companion.

The Under Secretary of Tourism, Mr. Adel Taher, had arranged lunch for coaches and press at a private club overlooking the 1000 meter mark on the race course, which is in a narrow stretch behind an island in the Nile. The lanes for the race were as follows: Lane 1 TCD, 2 Cairo University, 3 Cairo Police, 4 Paris, 5 Oxford, and 6 Harvard. The Harvard boat was: Louchs bow, Rechtenwald, Timmons, Wood, Stuart, Perkins, Porter, McGee (stroke). We had been told that the middle lanes were the speedy ones. Harvard and TCD being the outside crews were to take the outside arches of the bridge at the 800 meter mark. The other four crews would go under the middle arch. Thus it appeared that Harvard, in order to make up for a rather poor lane, would have to steer a tight and aggressive course. The crew welcomed the challenge and felt the new Don with its proper slides would put the race well within their capabilities.

There was some confusion at the start as to the whereabouts of the starter. Harvard thought he was on shore when actually he was in a nearby boat and busy starting the race as they puzzled about it. At the 500 it was the French, Oxford, and Harvard just as it would be at the finish. Harvard was in some difficulty already with cox Rothstein unsuccessfully trying to take down the cadence. The bridge at the 800 meter mark saw Harvard going wide under its outer arch and losing more ground. By the 1000 the French had a half length lead with Oxford second, 2/3 of a length ahead of Harvard.

Between 1500 and 1700 meters into the race Oxford drew level with the French, then lost a rudder at about the 1800 meter mark, and, with 10 or 15 to go, veered in front of Harvard. So, it was France 5:38, Oxford 5:38.3, and Harvard 5:41.3 with TCD fourth, the Cairo Police fifth, and Cairo University sixth. The times were so fast as to be rather hard to credit, but apparently the current was responsible. The French were surprised and delighted with their victory. Were they that good, or was it the lane? A very polished crew with several National Team members, they were probably buffaloed by their first boat. A decent boat and a good lane was all it took. That leaves the question of whether Oxford would have taken them if their rudder had held. That's up for grabs.

That night we were again banqueted and kudo-ed. This time

in a discotheque on the top floor of the Atlas Hotel. We watched psychedelic bubbles meander over the walls and listened to an Egyptian rock star croon 'Bye-bye, Baby, bye-bye' for hours. Then the speech marathon went on until 1:30 A.M. In the end we could no longer distinguish between speeches in Arabic and those in English. At 2 A.M. we staggered down to pack, having just been told we had to rise at 5 A.M. to catch a 7:30 plane. In mid-packing the lights suddenly went out, and we stumbled about with matches looking for the stray sock, alternately laughing hysterically and cursing the djinns.

WHITE KNUCKLES ON THE SUE-APE

Monday morning, after a truly kafka-esque check-in procedure, we were finally aboard an EgyptAir 707 bound for London. The plane had Sue-ape emblazoned on her side, and though this conjured up rather disconcerting visions of a flying female gorilla, we boarded in good faith. Almost as soon as the seat belt sign had gone off, it was put back on and something announced in Arabic gobbledegook and then in English gobbledegook. Due to a technical difficulty we were going back to Cairo for some sort of emergency landing. At this point we noticed vapor trails streaming from all four engines. (Never, never fly a gorilla.) For the next forty-five minutes the plane circled Cairo and Alexandria, dumping enough fuel to make a three engine landing safely. Privately we agonized on our different levels of anxiety which ranged from relative calm to abject terror (me). Our pilot made a nice one wheel landing which was acknowledged by loud cheers, applause, and audible sighs of relief. Back in the airport we played bridge, savored being alive, and girded our frayed nerves for a second attempt at leaving Egypt. This time we made it. 

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BUDD-WOLF REPORT

(Cont'd from p. 23)

- Colleges should allow clubs to compete in traditional college regattas to broaden college/club contacts and improve competition.
- Programs such as the Sculling Development Program expand toward promising junior scullers and sculling centers.
- It is essential that the National championships and the annual National meeting sites change every year; regional championships might spread the base of rowing and encourage better rowing throughout the country. It is essential that the center of rowing be spread from the East to the mid-West, South, and West.

I. Leadership and Planning

- "We tend to lurch along from year to year without learning from previous experience, or benefiting from our previous mistakes."

There is a need for a detailed plan, approved by the NAAO, which spells out at least the National Team selection program for the year. There is a need for

leadership throughout the sport, clearer definitions of jobs and responsibilities, and better follow-up and assessment of how well key roles were filled. The leaders must recognize that they are dealing with and sometimes controlling the hard-sought ideals and ambitions of young people who contribute huge amounts of time and energy. The leaders may often be volunteers, but we cannot afford to allow incompetent volunteers to fill critical leadership roles.

- Unfairness in judging, arbitrariness by officials, inequities in the running of regattas at all levels is a theme that is repeated by oarsmen. The NAAO must continue to upgrade the standards of judging and regatta rules, and sanctions must be considered for those who fail to perform by the rules.
- When a National team boat states a clear preference for a certain coach, it is hard to imagine circumstances in which a committee of the NAAO or USOC would not honor the wishes of that boat. *Those in leadership positions must constantly remind themselves or be reminded that the reason for this sport is the enjoyment and fulfillment of those who row—and nothing more.*

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THE OARSMAN

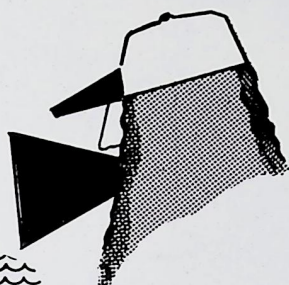
NATIONAL WEATHER REPORT



Peter Raymond and Mike Vespoll in the

COACHES'

CORNER



ERRATUM: Coach's Corner

The by-line in November/December, attributing a college workout program to Randy Jablonic should have read "U.S. Olympic Men's Rowing Committee, Eastern Development Clinic."

full-power rowing.

One reason for thick handles might be the anticipation of wear on the part of boatbuilders, especially through "roughing" the oar handles with a saw or rasp, which is a silly waste of wood. If the oar handle is thin enough to be properly grasped, the outside hand could row with a greased oar, while traction for the feathering hand can be maintained with conscientious washing away of human oils and dirt that make a wet handle slippery. Washing might also help prevent infections in blisters.

Fifthly, oarsmen who have rowed with thin handles and become accustomed to them cannot believe that they ever rowed with thick handles, and make awful faces when asked to do so again, which suggests, even beyond the natural reactionary nature of the oarsman, that thin handles are better. There is also a tendency among oarsmen returning to thicker handles to develop tendonitis on top of the wrist of the outside hand.

Finally, handle tips should be protected from rot — some vertical racks have floor holes for the handles, and these holes collect water draining down the oar after practice. The oar rack should allow proper drying for the only unvarnished part of the oar.

HANDS AND HANDLES by Peter Raymond

Open fingers are considerably weaker than closed fingers. If we compare the thickness of the average oar handle in American use with the thickness of other handles — broom poles, gymnasts' high bars and rings, tow handles for water skiers, baseball bats, hockey sticks, golf clubs — we must admit that oarsmen are not only holding something cumbersome, but many of them are barely holding it at all. The opened fingers, the tenuous grip of the outside hand (hand away from the rigger) at the catch, is one of the signs of the unschooled oarsman who meets the initial resistance of the catch with his inside arm and brings the handle into a firmer grasp in the outside hand *after* water contact is made.

A thick handle actually necessitates this weak grip of the outside hand at the catch by acting as a lever on the fingers with the inside surface of the thumb as fulcrum (see fig. A). Two solutions are: to shave down the handles until the oar can be grasped so that the second knuckle of the middle finger is on the leading (blade) tangent of the handle (see Fig. B); or the thumb can rest atop the oar as in East Germany, and so do away with the prying effect of the handle at the catch, since the thumb can no longer act as a fulcrum. This latter solution decreases the oarsman's control over the handle, especially in rough water . . . but that doesn't seem to stop the East Germans.

When shaving down a handle, keep a number of things in mind. For one, most oars carry their hollowness at least to the edge of the varnish, if not further into the handle.

Secondly, because a larger handle diameter increases feathering leverage, the feathering hand position should be thick, but bear in mind that *too* large a handle requires too great a feathering motion, over-flexing the inside wrist, which is just as undesirable as an oar which resists feathering. A 6 1/2" diameter at the feathering hand position is not too small for a very large hand, but is pretty unwieldy for a small lightweight woman. The same is true of a 4 3/4" diameter at the outside hand's position, which is a little larger than a scull handle. It has never been clear to me why the end of a sweep handle should be larger than a scull handle.

Thirdly, overshaping can weaken the oar handle to the breaking point, so, as the above dimensions suggest, careful tapering must maintain the sturdiness needed to withstand

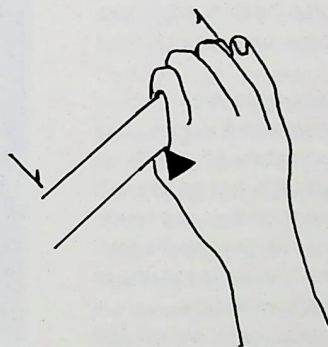


Figure A: Top view, starboard outside hand at catch.

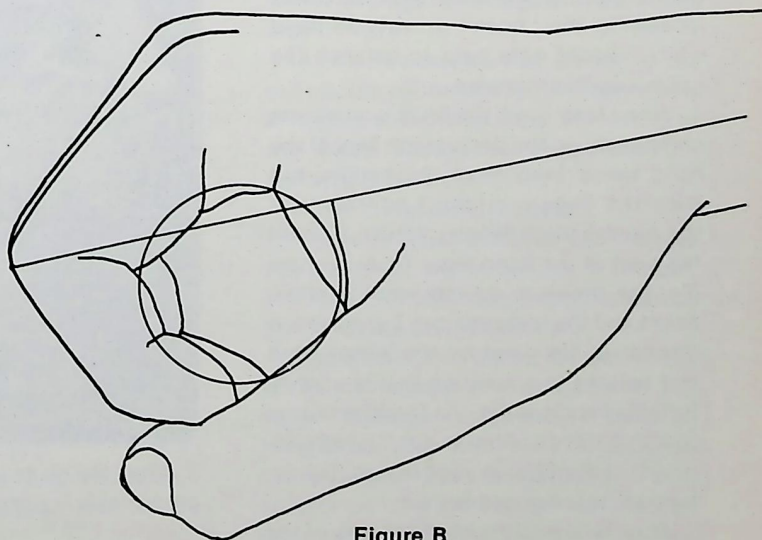


Figure B

"Number five, you're late. You're sky-ing, three. Your roll up is off, bow," and so on. All of these coaching comments and most others are directed to the blade end of the oar. To eliminate these mistakes, take a look, a good, long look, at the other end of the oar. Observe closely the oarsman's hands on the oar handle. Many technical errors can be erased by providing the oarsmen with a clear understanding of the correct positions of the feathering and hook hands on the oar. Holding an oar correctly is not easily mastered. It requires a heightened sense of touch and deftness of control in the fingers and hands. Correction and elimination of an incorrect grip will take time.

Feathering and squaring is achieved by the pressure applied by rotating the fingers, not the *wrist* of the feathering hand. The wrist will bend as the fingers roll the handle square or feathered, but the wrist does not supply the force to turn the handle. The area of the fingers from under the knuckles to the tips of the fingers squares and feathers the blade. White knuckles, a contorted wrist, and saw dust sifting through the fingers because of a vise-like "death grip" can be eliminated if finger pressure control is learned.

Finger Pressure Control

Place the oar square in the lock. Lay both hands (approximately 6" apart) on the oar so that wrists are flat or smooth (picture 1). Place the thumb of the feathering hand on top of the oar handle (picture 2). Note that the handle is resting in the fingers from knuckles to tips.

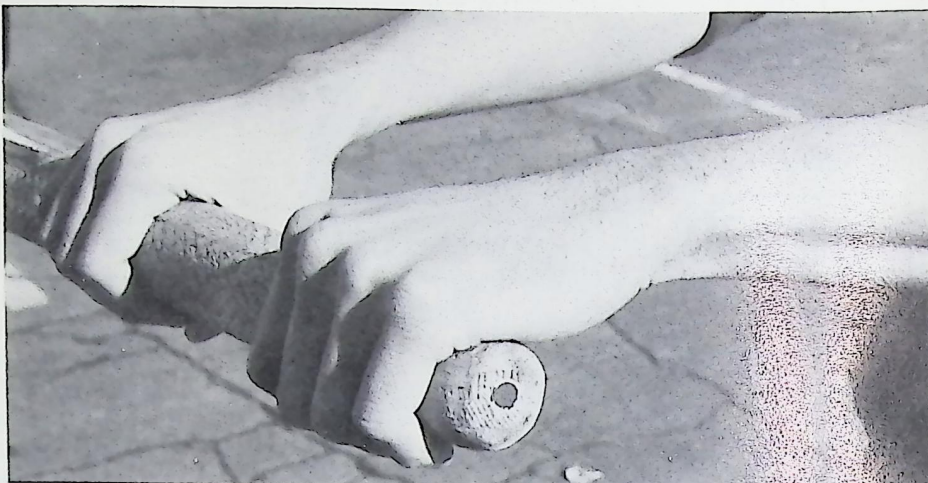
Now with the blade held out of the water, repeatedly feather and square the oar using the *fingers* of the feathering hand *only*. With the thumb on top of the handle, the fingers are forced to do the feathering. The oar will "pivot" or rotate loosely in the "hook" or outside hand which should only help to balance the oar during this exercise.

When feathered, the fingers must rest completely on the oar. Let the heel of the hand come away from the handle, but keep the fingers in direct contact with the handle at all times (picture 3). With the heel of the hand away from the handle, the pressure on the wrist is eliminated and the forearms can be relaxed. If the oar is clenched by the whole hand and twisted to a position that is uncomfortable for the wrist, the forearm begins to tighten and control is diminished (picture 4). If the wrist is used to turn the oar, tendonitis is a possible injury.

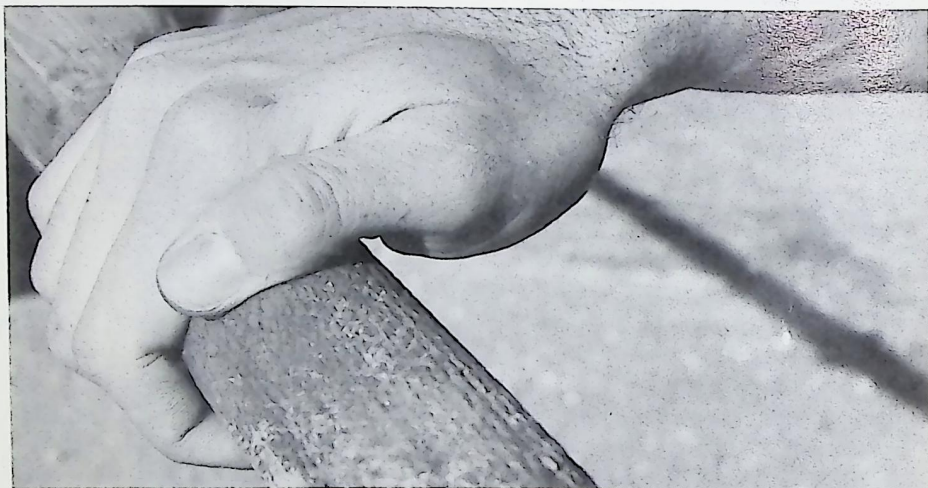
Row for a while with the thumb of the

COACHES' CORNER CONTINUED

Hold on to Your Oar —



1. Both hands and wrists correctly positioned on oar handle during pull-through. Wrists are flat and fingers of both hands are wrapped fully around the oar handle.



2. Thumb of feathering hand placed on top of oar handle with blade square.



3. When the blade is feathered, the heel of the hand is away from the handle. The fingers remain in full contact with handle at all times.

Correctly by Mike Vespoli

Photos by Jim Fry,
Wichita State University



4. The wrist turns the oar. Note difference of wrist position shown here and in picture 3.



5. Finger pressure control. The fingers have feathered the oar; the heel of the hand is away from the handle; the wrist and forearms are relaxed; the handle rests lightly in the fingers and top half of the thumb.



6. Fingers of outside hand slipping off the handle before, during or after the catch. Losing hold of the handle by the outside hand reduces control and power.

feathering hand on top of the oar handle. Once finger pressure control is achieved, put the thumb back under the oar. Don't grip or squeeze the handle. Wrap the thumb around the oar lightly. The thumb acts as a guide, allowing the handle to rest in the fingers and on the top half of the thumb when the blade is feathered (picture 5). On the square-up, the thumb will again slide around the handle and eliminate the "air pocket" that is created during the feathering. Whenever control diminishes or forearms tighten (usually at the same time), place the thumb back on top of the handle to reinforce finger pressure control.

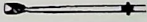
The Outside or "Hook" Hand

The fingers and thumb of the outside hand must be firmly wrapped around the oar throughout the stroke. To develop control and increase use of the outside hand, a sequential drill is useful: try rowing with the blade square and the fingers of the feathering hand extended throughout the stroke; now the control of the oar is in the outside hand which must make the catch and pull through. If this drill is easily mastered, remove the feathering hand completely from the oar and place it on the hip. In addition to setting the blade in the water and pulling it through, the outside hand now has total control of the oar and boat balance. The advantages of this exercise are obvious: 1) It requires the fingers of the hook hand to be fully around the oar — the oar can't "slip off" the fingers (picture 6). If, when rowing with both hands, the outside hand continually slips off the oar at the catch, bend the arm of the feathering hand at the elbow or turn outside shoulder toward rigger. 2) It necessitates use of the outside arm in pull-through. Use of the outside hand is absolutely necessary because it is a greater source of power with a leverage advantage over the inside arm.

At the release, as well as during the roll up, the oar handle must rotate freely in fingers of the hook hand. All turning of the blade should be done with the feathering hand.

Handle Thickness

The size (diameter) of the handle plays a major role in control of the oar. The length of the fingers and the size of the hands are also important.

The thinner the handle, the easier it is to maintain finger pressure control because the fingers wrap around more of the handle. Also it is more difficult for the fingers of the outside hand to slip completely off a thin handle than a larger more cumbersome handle. 



"If it hurts, it must be fun . . ."

Rowers? Runners!

by Pattie Pinkerton

January seventh was another fine San Diego day. Most of the nation was wrapped in a blanket of snow, but the sun sparkled on the waters of Mission Bay. A light breeze danced along the water, ruffling the colorful reflection of the spectators lining the banks of the bay.

Rowers from Mission Bay Rowing Association, ZLAC Rowing Club, University of California at San Diego and San Diego State University readied themselves as the official explained the starting commands. Competitors properly aligned, motionless, the starter's gun set off an explosion of movement. There were no coxwains shouting, no splashing, no straining at oars, but the spectators fell back before the onslaught of nearly 1500 runners. The Annual Mission Bay Marathon had begun.

Joining collegians, octogenarians, toddlers, men and women of all ages, colors and shapes, including one obviously expectant mother, about thirty rowers changed competitive mediums and entered the marathon and half-marathon at the urging of Mission Bay rowing co-ordinator Peter Mallory.

Rowers everywhere are familiar with weight training, distance and hill running and ergometers. San Diego oarswomen and men have six-mile team runs, ten-minute ergos and a local version of Agony Hill, but Mallory adds a little zip to land training. Always on the lookout for fun, he encourages team members to enter any competition that may remotely increase fitness. For example, before once again winning the team trophy at the Head of the Harbor regatta last November, his ZLAC/MBRA crews successfully defended their team title in San Diego's annual World Championship Rubber Raft Races.

Although not quite as awesome on land, the rowers-turned-runners did well, led by MBRA's Kevin Heaton. Running his first marathon, Heaton finished 20th with a time of 2:42, only eleven minutes behind the leader.

At the finish line, everyone seemed eager to get back to the business of rowing, but oddly enough, marathon entry blanks have cropped up on the boathouse bulletin board and discussions comparing regatta and marathon dates mingle with ergo scores and seat racing results. 

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LETTERS

(Cont'd from p. 2)

of training after college with virtually zero support or comfort from our society eventually might cause the athlete to lose in diminished motivation what he gains from experience.

We should try to identify and develop the collegiate superstars at an earlier stage at a camp immediately after the IRA to identify the top six college Frosh. Competition would be open to schoolboy and club oarsmen of comparable age and ability. This group would receive extensive coaching and training for approximately six weeks in the summer, culminating in racing at a major domestic regatta.

This program could be started this year independent of the already available body of elite oarsmen and then the two groups could merge in 1979 and function on the prescribed basis thereafter. This program would then be unchallengeable in the 8 only, and would go to major international regattas annually with 12 oarsmen, thereby insuring a continuum of

elite rowing experience.

In my opinion all other crews should be chosen in more extensive trials perhaps lasting almost a week at Princeton or some other still water course. Decent housing and meals should be provided so all competitors have a fair chance to row at their best under the best of conditions. The trial standards should then be raised so that we aren't spending such a phenomenal amount of money on foreign excursions.

I think this system would maintain the integrity of the college and club programs and would provide a developmental program suited to the real societal situation with which we are confronted. Oarsmen from the less developed programs could be identified early and encouraged so that they don't fall hopelessly behind. The experience of the oarsmen at the tryout camp will also tend to foster higher goals and expectations within the various college programs to which they return, thus elevating the quality of American rowing at its widest base, the college level. Late bloomers and athletes unable to com-

pete for the camp would not be irrevocably eliminated because of the larger number of open trials available.

Sincerely,
John R. Bodine
Head Coach, Rowing
Purdue University

January 24, 1977

I really think official mention of the mysterious "mixed entry" in the women's eights at the Head of the Charles should be made. These women were 38th and finished a remarkable 6th, having to pass seven boats along the way. Yet no one knows who they were!

Let it be known that we are the Boston University Women's Alumnae Crew and are in the process of forming our own club so that in the future we can row with the recognition due us and Boston University. All interested B.U. women's crew alums should write to: Jeanne Friedman, 126 Chestnut St., Cambridge, Ma. 02139.

Thank you,
Jeanne Friedman

Classified Advertising

WANTED: National sales distributor for THE OARSMAN magazine; commission of 15% of return to NAAO. Sell at regattas, newstands and college bookstores. Write or call Peter Raymond, Department of Athletics, Harvard University, 60 Boylston St., Cambridge, Ma. 02138 (Tel. 617-495-2226 or 661-3815).

WANTED: Circulation Manager for THE OARSMAN magazine. Sell subscriptions to college, high school alumni, to non-NAAO rowers and parents of rowers. Terms to be arranged. Write or call Peter Raymond, Department of Athletics, Harvard University, 60 Boylston St., Cambridge, Ma. 02138 (Tel. 617-495-2226 or 661-3815).

FOR SALE: Pockock cedar speeder, 8-oared shell. Unique features: Stamphli riggers, seats and tracks, lightweight hull, used for less than 4 months total. Condition: like new, hull unmarked. Price: \$4,500. Contact: Director of Purchasing, Princeton Univ., Princeton, N.J. 08540 (609-452-3412) or Gary Kilpatrick, Princeton Univ. Crew, Dept. of Athletics, Princeton, N.J. 08540 (609-452-3520/3550).

WANTED: Lightweight single for training and competition in the \$600.00 range. Jeff Brooks, Starr Ridge Rd., Brewster, N.Y. 10509.

POSITION SOUGHT: Former College, U.S. and Olympic Team oarswoman seeks job starting fall 1977. Secondary school or college level, north-east location preferred. Contact Carol Brown, 2015 24th Ave. E., Seattle, Wash. 98112. 206/325-7558

WANTED TO BUY: Fiberglass single, any make. Contact John Quinn, RD#2, Box 94K, Englishtown, N.J. 07726 Tel. 201-446-6217 (evenings).

COACH: Best available — still an amateur and will serve for expenses. Want to coach for 1980 Olympics. Walter M. Hoover, Sr., Box 331, Lone Pine, Ca. 93545. Tel. (714) 876-5690

FOR SALE: Reasonable. 2-man Lapstrake Jamestown rowing shell, good condition. Write to: George E. Haak, Jr., 503 Highland Ave., Clarks Summit, Pa. 18411.

WANTED: Investor, partner, buyer, merchandiser. Have designed and patented beautiful one-man scull of vacuum-formed ABS plastic. George Meese of Annapolis Marine Architect. Manufacturer ready to produce complete in quantity at cost of under \$300.00 each, less outriggers and oars. Reply to W. D. Würzberger, 922 Tyson St., Baltimore Md. 21201. (301)332-1219.

FOR SALE: 1 pr. Donoratico sculls. Allen Rosenberg, 415 Cobbs Hill Drive, Rochester, N.Y. 14610

JOB OPPORTUNITIES PROGRAM FOR U.S. ATHLETES

The United States Olympic Committee, in collaboration with Howard C. Miller, President of the Canteen Corporation and the National Governing Bodies, is implementing a nationwide Job Opportunities Program for U.S. athletes. This program will seek employment opportunities for athletes with potential to participate in international competition. This program is designed to allow the athlete to continue his training and competition while pursuing his vocational endeavor.

Athletes interested in pursuing and obtaining additional information about this program should write:

Job Opportunities Program
U.S. Olympic Committee
Olympic House
57 Park Avenue
New York, N.Y. 10016

At the Montreal Olympic Games several regrettable events took place which I feel are best reported by one of the team captains. The names involved are not important, but the lessons are.

Imagine, if you will, four Olympic athletes on the way to the Adidas warehouse. Two had legitimate letters from their manager asking that gear ordered by the USOMRC be given them. The other two went along to see what they could get. While the first two occupied the lone attendant with their problems, the third athlete tossed gear out the window to a nervous fourth below.

What one of the four forgot in subsequent bragging was that the act not only did not impress the other oarsmen, but it was also clearly wrong and illegal. The theme of his boasting was how easy it was to make money at the Olympics. One wonders what he was there for.

The four are not really to blame. This was just the way they took the lead in what became the freebies game, in which everyone kept score. In the hollow left by our disappointing racing, the collecting of free athletic gear filled our time. One spare was looked on as crazy when he declined to take Tiger for a free pair of shoes, a tee shirt and a bag. He explained that he didn't need all that stuff and was very pleased with what he had already received. Meanwhile the rumors of how much money the track men were making from Adidas, Tiger, and Puma only spurred us on. If they were given sweatsuits and money, surely we should get a couple pairs of shoes. The game grew. But could it have helped the sport of rowing when a coach threw a temper tantrum for a pair of Adidas shoes?

Most of the freebies game was legal, although humiliating to look back on. But the Adidas affair was not the only illegal incident. Extra sweatsuits and shoes were stolen as we staged in Plattsburg, where Converse was taken for many pairs of shoes by more than one person. God damn if at the Olympics we didn't steal more flags than any other sport. And that's not to mention the ticket scalping.

To be fair, there are several things to say in the athletes' defense regarding tickets. The Olympic Committee has a policy of giving each competitor one free ticket a day, and allowing him to buy another at face value. He turns in his preference and Olympic House tries to buy him the ticket. Unfortunately, the rowing preference sheets were lost, and the ticket distribution became a mess. Oarsmen were given tickets to be used on the same day as the event, often to an event they had no interest in seeing. These tickets were worthless; or were they? There were crowds of people outside the gate willing to buy anything at more than face value. An athlete had only to hold a ticket over his head to walk away a winner. The ticket was worthless to Olympic House since they couldn't get their money back. Given these circumstances, an athlete was considered a fool if he threw money away and did not sell a ticket he wasn't going to use. This sort of thing was widespread and might be construed as excusable. The temptation was too great.

Again, unfortunately, there were some who saw a "good" thing and dove in. It was possible to hang out around the ticket office and pick up any tickets that had not been given out. With a friend among the military liaison, for instance,

such tickets could be easily had. The sight of hundreds of unused tickets down there (and there were hundreds of tickets wasted) would sooth one's conscience. A person could also steal a packet of tickets containing four or five tickets and sell those, or arrange to buy tickets to popular events to resell at a profit. These were all done and are absolutely inexcusable.

There are several lessons that should be learned from our actions.

1. Competitors have a responsibility to the sport of rowing. Any repercussions from our actions at Montreal will affect future oarsmen, both in terms of companies willing to support us and in money received from the Olympic Committee. Last year was the fat year, and this year is going to be real slim.

2. Competitors must be accountable for their own actions if they expect to hold team officials and the U.S. Olympic Committee to their responsibilities.

3. The Olympic Men's Rowing Committee, but more importantly, the oarsmen, should make it clear they will not tolerate this sort of behavior.

4. Olympic House must run a responsible ticket program which minimizes the possibilities of abuse. Tickets must be distributed well in advance of an event, and perhaps ticket stubs should be turned in after an event.

5. Someone who can play the game should be in charge of corporate donations of equipment. The oarsmen and coaches should not have to run around themselves.

In conclusion, I can only apologize for our behavior, especially to Hart Perry who spent a lot of time getting us tickets from Olympic House. In the future I trust the oarsmen will have learned from our mistakes, and have a clearer sense of responsibility to our sport.

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The Oarsman regretfully draws your attention to an erroneous date included in the "Rowing Tour" advertisement in the November/December issue. The correct dates for the tour are: **June 10 to July 14, 1977**

Please review the advertisement as it appears on page 7 for additional information regarding the tour itself.



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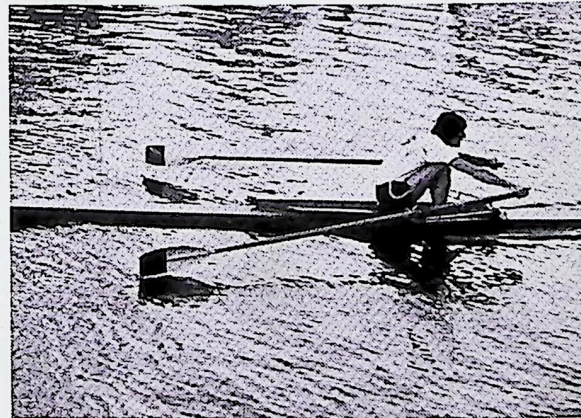
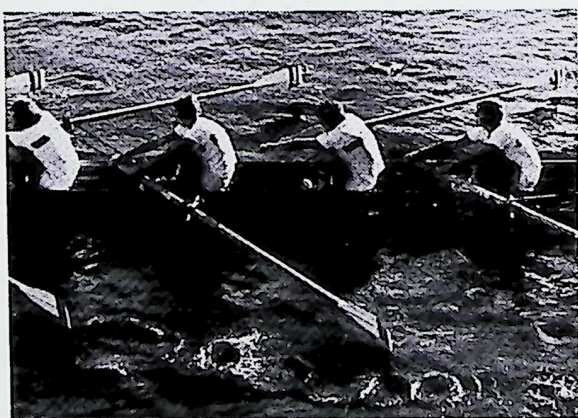
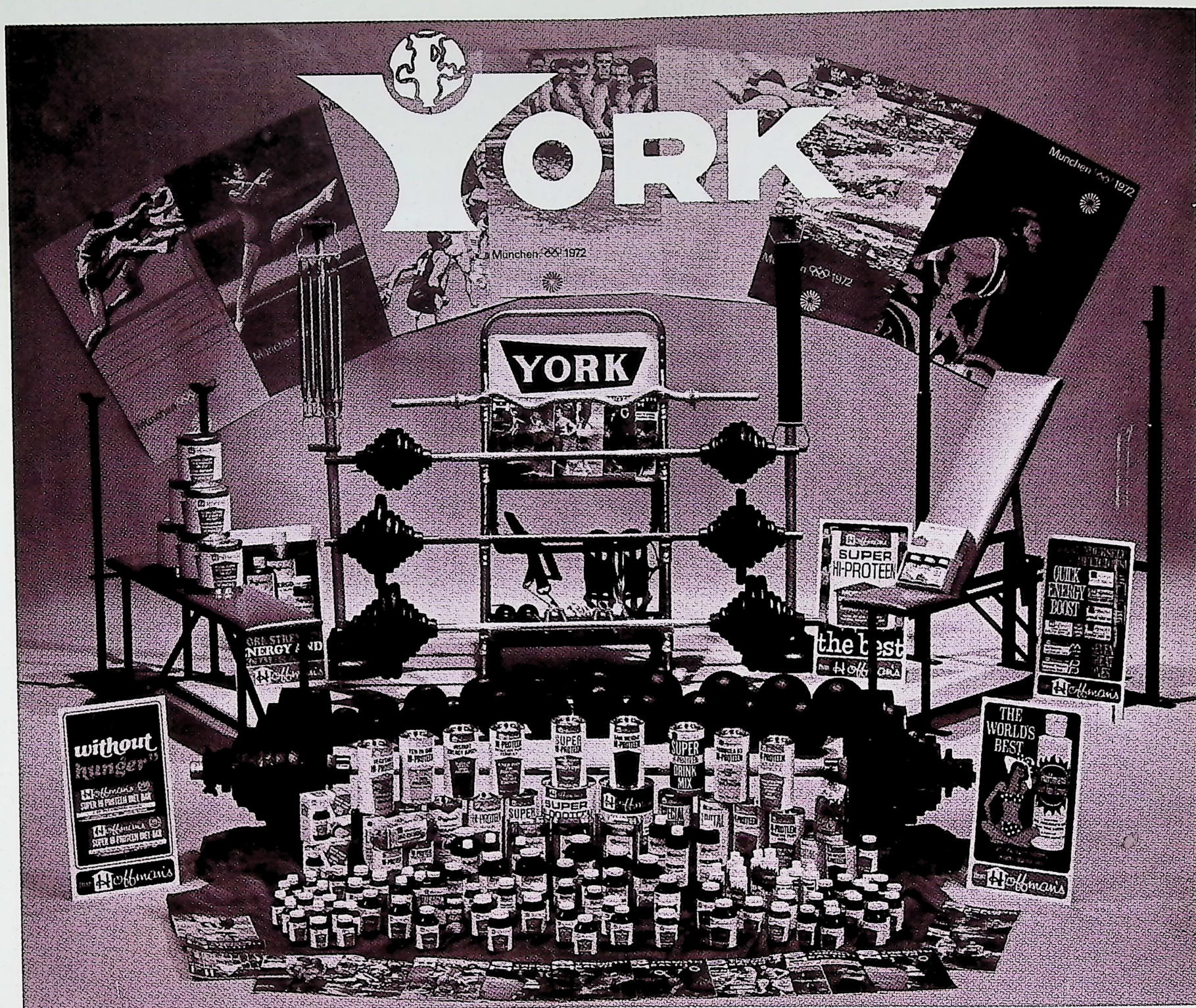
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