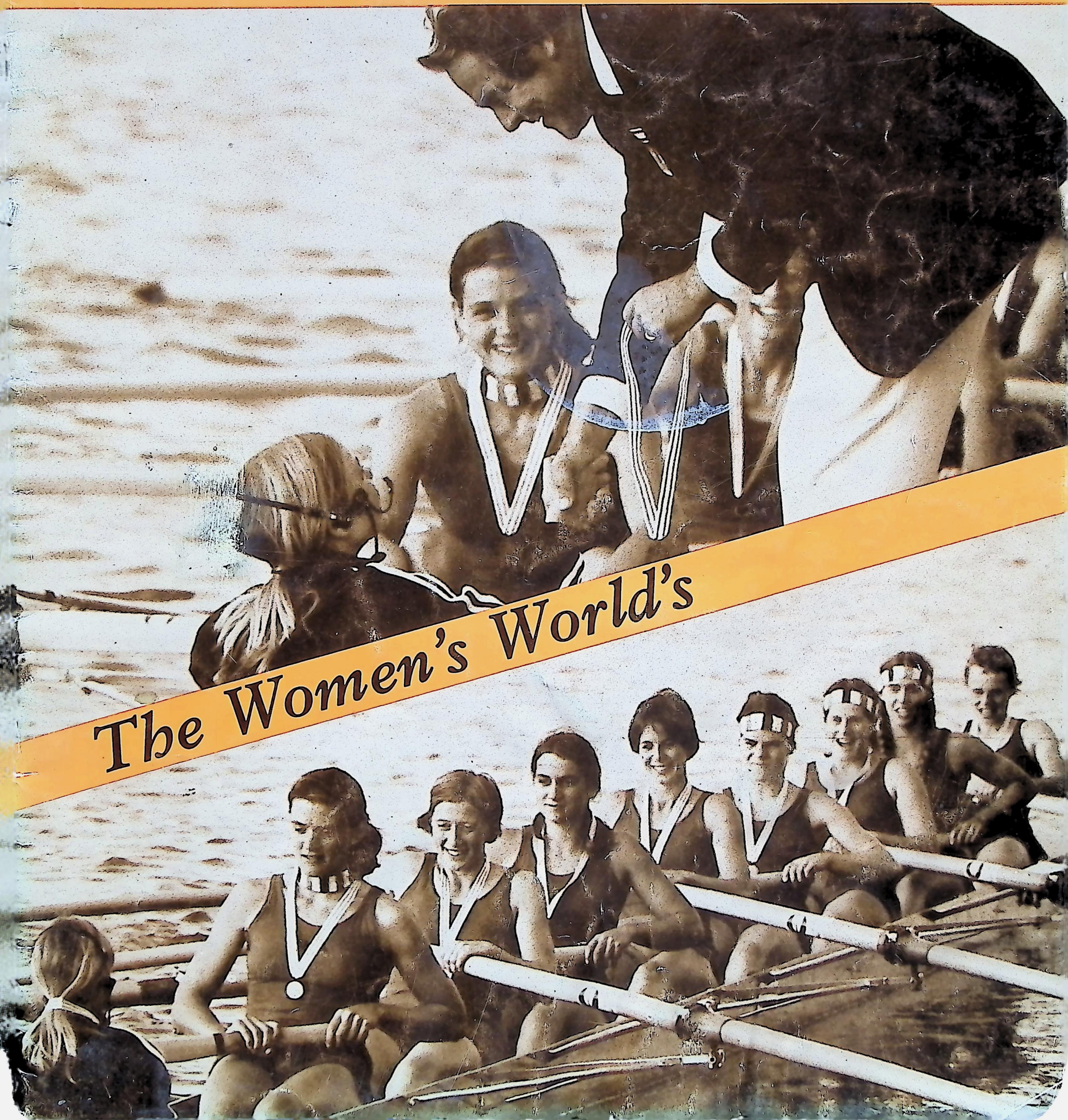


THE OARSMAN

Official publication of The National Association of Amateur Oarsmen

September/October, 1975



The Women's World's

It's a great art, is rowing
 It's the finest art there is.
 It's a symphony of motion.
 And when you're rowing well
 Why it's nearing perfection.
 And when you reach perfection
 You're touching the divine.
 It touches the you of you's
 Which is your soul.
 George Pocock

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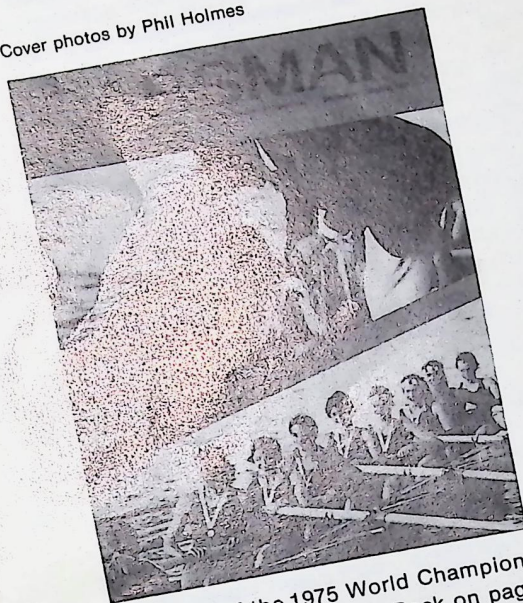
Volume 7, Number 4

September/October, 1975

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Cover photos by Phil Holmes



The story of the 1975 World Championships begins on page 10. Back on page 45, an opportunity is presented to tell us what you think of the way that story and others have been presented. We hope you turn your attention to all herein, including the questionnaire, with vigor.

The Editors

THE OARSMAN magazine is the official publication of the National Association of Amateur Oarsmen, an incorporated association founded in 1872. THE OARSMAN is published five times yearly (March/April, May/June, July/August, September/October, November/December) at Philadelphia, Pa. 19130 and is mailed to all NAAO members as part of their membership benefits.

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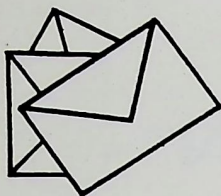
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Letters To The Editor

Your comments on any issue related to rowing are welcome. Address all correspondence to Pete Raymond, Editor, *The Oarsman*.

July 31, 1975

Dear Editor:

I would like to make a request for lightweight women's rowing competition on an International basis. It seems quite absurd not to include women's lightweights, since at the last NWRA Championships at Lake Carnegie, 47% (almost 1/2) of the crews were lightweight.

It seems unfair that the lightweights are not eligible for international competition after putting in comparable hard, grueling hours of practice as the heavyweights.

I realize that since there has been no previous lightweight competition on an international basis, diplomatic hassles would be a problem, i.e. getting other countries to send lightweights.

However, Canada has sent many lightweight crews to the U.S. Nationals and this leads me to believe other countries must have lightweight programs also. Please help me. I think lightweight crew is phenomenally exciting and would be a real thrill in international competition.

Sincerely,

An anonymous lightweight rower

Dear Sir:

Something there is about your recent editorial (July/August) which doesn't jibe. There were four articles which dealt with successful regattas, none of them citing conditions which you described as "woefully ill-managed." You meathead! Don't you even read your own magazine?

Sincerely,

Stewart MacDonald
Kent School
Kent, Conn.

Editor's note: "Foolish consistency is the hobgoblin of small minds." However, we agree that this year's regattas have pleased more competitors than perhaps any in the past; is there a way of making this a policy?

September 5, 1975

Dear Editor:

It was with great interest that I read the article "A Problem in Rowing" by William James '03 in the July/August 1975 issue of *The Oarsman*. Specifically, I was intrigued by the bow wave produced by a boat as it moved through the water and especially by the fact that the bow wave can move *faster* than the boat producing it. However, the place where I have noticed this phenomenon most is not in an *eight*, but in a *scull*, where the wave was produced not by the scull, but by a power boat.

Those of us who must row on the Charles River are plagued by the large number of "pleasure" (for them) craft that pollute the river with oil, exhaust, and wakes. Most of the pilots of these craft know that their boat leaves a trailing wake, but do not realize that their boats produce a wake *in front of them*. Thus a boat following close behind a sculler can produce enough of a *preceding* wake to upset the sculler.

But these comments also apply to the launches which follow races. At the Nationals this summer, a double scull in which I was competing was given a wash all the way down the course by an ignorant launch driver. We were not the only victims, either. A double scull which travelled all the way from the Minnesota Boat Club was swamped by the same kind of a wash in the very next heat. In our heat, there were *three* launches following a *six* boat race on a buoyed course. This was presumably to help with any steering problems, yet this was a *Senior* race. The launches were following very close to the *lead* boats, I suppose to find out who would win (they were spectating!), yet it was a heat, with three to qualify, and there was no need for the launches to be concerned with the first two boats at all; they needed only to be concerned with the third and fourth place finishers. I have seen this kind of thing happen time and time again, only sometimes there are more launches than boats in the race. And this not in college races either, but NAAO status-changing regattas.

I propose the following changes in order to take U.S. Rowing out of the bush leagues as far as running a regatta is concerned.

I. On a *buoyed* course, which I hope will be available for all future Nationals, there is never a need for more than one *Official's (no spectators)* launch. If any at all. In the case of an electronic timing system, all launches can be disposed of. Any land judging can be done from the shore or the side-lines (stationary boats) using binoculars. This avoids the wait at the starting line for the official's launch to come back, and also avoids the *wake* caused by the (usually overloaded) launch coming back up the course. Any launch that follows a race must trail behind the last competitor at a distance great enough not to disturb his water. The launch driver must remember that the competitors did not come thousands of miles to be swamped by his boat.

II. On a non-buoyed course, there should be a maximum of *two* launches (one per every three boats), whose only purpose is to prevent collisions. I suppose that the officials want to avoid lane interference and protests, yet I have never seen the outcome of a race changed based on lane interference or protests. Sure, a crew may have been disqualified, but it is usually not the winner, anyway. These launches should be provided with power megaphones and flags (perhaps even lights) so that any warning signal can be seen from a long distance. This is so that the launches can follow at a distance sufficient to prevent upsetting the water for the competitors. In Senior and Elite competition, the second launch will not be needed, except for perhaps the pair and four without events.

We must take the races away from the officials and give them back to the competitors. Launch drivers must be found who take their job seriously and avoid the "Sunday cruise" mentality. Only then will the U.S. get out of the bush league and into world class competition.

Sincerely,

Henry G. Baker, Jr.
40 Rosedale St.
Dorchester, MA 02124

(Cont'd on p. 48)

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The President's Message



naturally hoped to comment on all our hoped-for this summer in this article, and while there are various disappointments, the accomplishments of our crews allowed the continued optimism I express in this message.

I thought the "Camp" route was the potential road with the **Women's Crews** but I wonder if even the optimistic proponent could have predicted the final result. The **Women's Eight** silver medal was one of the most impressive at Nottingham and to have solid finalists in this clearly establishes U.S. women's rowing. There is little doubt that conditions affected the outcome of the **Eight's** race but the manner in which this crew accepted second place is a credit to the sportsmen. Bill Belden's bronze medal was less than we had hoped for but his performance was indeed a credit to the U.S.

The **Men's Sweep Events** the fifth place of the **Eight** was a disappointment primarily to the men of the crew and to the coaches. The pressures they withstood as defending champions were monumental. Perhaps this jolt at this stage as we approach the Olympics. The other sweep events were moments of promise but clearly the overall result was less than anticipated.

At a moment when we must squarely face the situation of the **Juniors** and re-evaluate our approach. While we have respectable crews at Montreal, it becomes more obvious that our school-oriented Junior program is something less than conducive with the National effort of many countries. Even Great Britain's concentration on specific events very early in their two silver medals are a testimony to the success of their approach. Not only our Time Standards but our program has got to be seriously reviewed and, in my opinion, we've been at it too long to claim we have been successful in our current program.

This message raised questions about our **Sculling** programs and results of this summer emphatically concern me. In no way do I mean this to criticize the crews that competed for the United States this summer. They did their best to be there. I should also make it clear that I am not limiting myself to women's sculling since clearly Tom's program is one of solidarity and purpose.

Do not cite an individual's poor judgment, less than adequate assistance by officials at some of the regattas, misinformation, and arbitrary decisions as the

elements that produced disappointments abroad, but my feeling is that these particular events were merely further indications of my earlier concern. I am a great believer in the strength and sanctity of the club programs in this country. They are a treasured part of our rowing heritage and should be and will be protected. However, when we are selecting a team to represent the United States of America, the lines of priority should be clear and the goal to boat our best should be paramount. I do not think this is our present approach in the sculling aspect of the sport and I contend events of this summer back this up. There are far too many domestic rivalries and personal ambitions involved. Traditionally we have been strong in sculling and today we have competent people in the sculling boats and the coaching launches, but the lack of unity and common purpose is, in my opinion, detrimental to our entire *National* sculling effort.

The N.A.A.O. established a Sculling Committee. The N.A.A.O. Board of Directors has recently elected Jim Dietz, our top ranked sculler, as a member of the Men's Olympic Committee. The Olympic Committee has spent a considerable amount of money in a development program for scullers. There is no question but what we recognize this phase of rowing. Our present setup in terms of achieving National unity is too divisive. Rightly or wrongly people are suspicious of others when successes occur and there is a real, or perhaps imagined, unwillingness to "get it all together" when it comes time to picking a National squad. When it is time to select a National Team, as is the case with Olympic Games, no bona fide amateur competitor should be refused the right to compete. We need someone to grab hold of this situation, someone who has no vested interest and who has the respect and confidence of competitors, coaches, clubs, and every other element of the sculling scene. This person could amalgamate the fine qualities of our coaches, direct an analysis of our technical skills, and, in broad terms, coordinate and promote a program that is in the best interest of the country and, ultimately, the clubs. I contend when we leave some of our best scullers sitting on the beach during a world championship, there is something very, very wrong. We are now approaching the Olympic year and thus the selection and standard questions shift a bit. We have faced other problems squarely in recent years and I contend it's time to tackle this one head-on.

W.H. Poory

ARSMAN

A KEEN EYE ON THE WORLD OF ROWING

For inquiries or address-changes should be directed to: Executive Secretary, NAAO Philadelphia, Pa. 19130
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Editor's note:

Fritz Hagerman described Tom Mickelson as one of the best conditioned members of the 1975 National Team, so we thought the readers might like to know how he trains. Tim is also one of our most experienced international oarsmen, as shown below.

Wisconsin Varsity '69

#4, U.S. Eight, '69 (9th)

#5, U.S. Eight, '72 (2nd)

#7, U.S. Eight, '73 (6th)

Bow, U.S. Eight, '74 (1st)

Bow, U.S. Eight, '75 (5th)

TRAINING: Set Goals,

By Tim Mickelson

am able to go on the water regularly, I row seven days a week putting in 11-12 workouts.

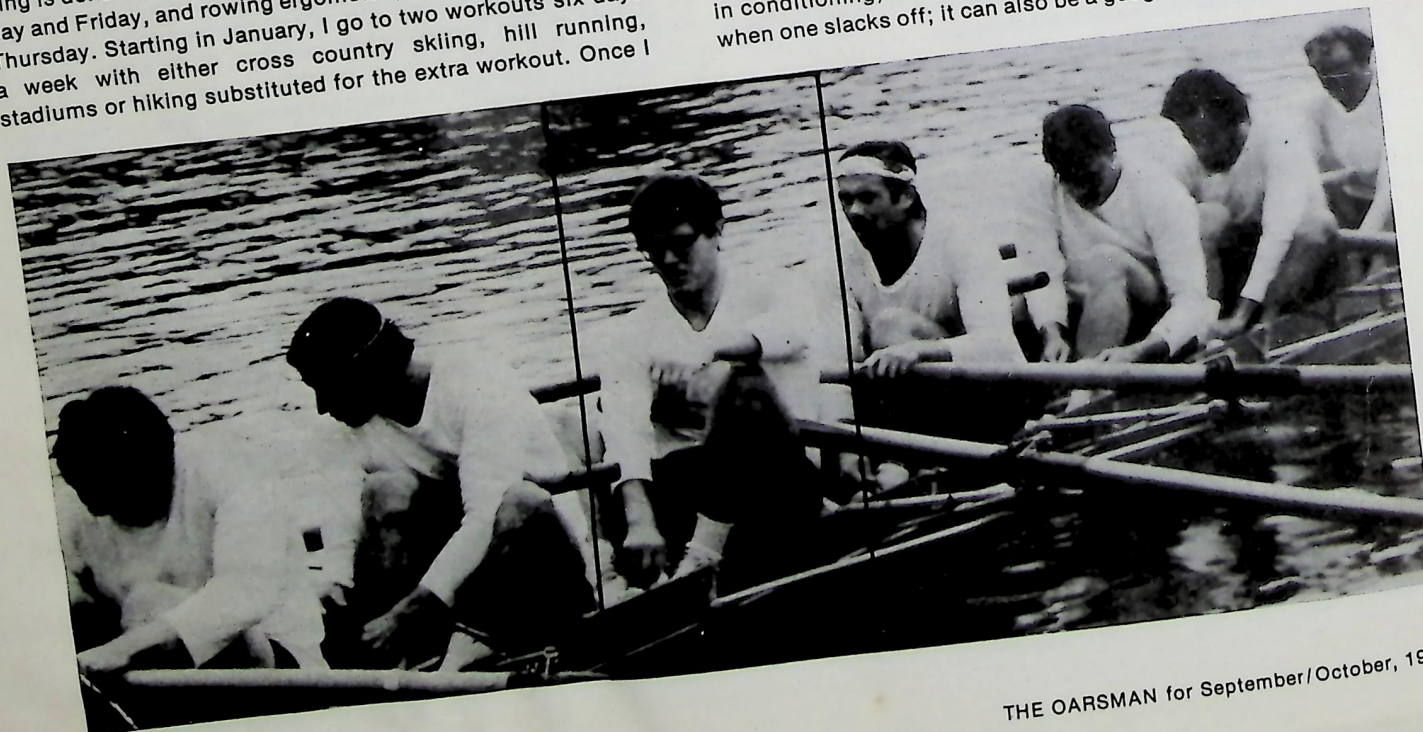
Because such a program tends to drag at times, one must keep some fun in training and in the world outside athletics. My daily workout times are either early morning before work, at lunch time, or after work. The time involved is never more than 1½ hours, and with three possible workout times, I have some flexibility when my work schedule changes. I try to train with some one as much as possible, especially when doing heavy weights, since training alone can be one's biggest enemy; also, it takes at least one year to really know how to do it well.

In order to have some fun in workouts, one has to learn to recognize fatigue and plateaus. Getting stale and continuing to push through workouts will only make the quality of work decrease. Playing basketball, cycling instead of running, cross-country skiing and hiking are ways that I use to break the training cycle and yet get in some good cardiovascular work. One also has to be aware of the time when an extra day or two off is needed just because of stress factors on the job or in school work.

Increasing the efficiency of the cardiovascular system is the main reason for early conditioning, but underlying this, and equally important, is the *quality* of the work done. Monitoring all training by keeping a log will help to show progress in conditioning; for instance, strength can act as a reminder when one slacks off; it can also be a gauge of staleness when

My approach to training is centered on the date of the upcoming World Championships or Olympics. In effect, my training starts about one year before I will race. After a two-week rest period following last year's World Championships, I start in on my running and heavy weight work. My approach has been to build a broad aerobic base with long distance running, long erg pieces, and long bike erg pieces, and also to increase my strength through the use of heavy weights and heavy brake weights on the ergometer. This type of work was suggested by Fritz Hagerman, physiologist for recent National Teams. I continue on the long distance running and bicycle erg program until I am able to get on the water twice a day. The weight workouts change gears starting around March 1st with the introduction of high repetition weight workouts. By the second week in April, I will have finished with the heavy weight workouts except for leg work.

During the months of September through December I train twice a day, five days a week, and once on the weekend. Running is done everyday, weight workouts on Monday, Wednesday and Friday, and rowing ergometer pieces on Tuesday and Thursday. Starting in January, I go to two workouts six days a week with either cross country skiing, hill running, stadiums or hiking substituted for the extra workout. Once I



THE OARSMAN for September/October, 1975

Work H

... and

performance drops drastically. The amount of work consists of the amount of work, the number of pieces, scores of the lifted in each exercise. Re- compete against myself. For the various routes ran season, pro-wrestles I try respective distance. When runner, I will realize one's own limitations. I have tested myself on a one mile run in a month, and

Other sources of training program can National Technical swimming coaches. Information needed for

rd, Have Fun

...the last may be the hardest!

The facts I record in a log concerning one in a workout, times of running, erg pieces, and the weights. Recording these figures allows me to, for example, I record running times from three to ten miles. As the goal is to keep lowering times for each mile, obviously not everyone is a great runner. A different plateau determined by the point is to get the heart rate down and to hold it there for a specific time. The improvement in running condition is to measure piece flat out, perhaps to watch the times drop as the year goes on.

Information which can help vary the results obtained from track coaches, our advisor, exercise physiologists, and in each case one can extract valuable information. These would also be good for a program.

people with whom to test your own training ideas.

Here are some of the workouts I have put into my schedule, but read with this note of caution: these workouts were at the peak of my training. One has to graduate to a high level of work with a constant watch on quality. Jumping into

extremely hard work without building a base will lead to poor quality and most likely to bad habits, as in the case of ergometer and tank rowing, as well as the greater risk of injury. Each person will have to gauge his own workout schedule based on where his conditioning and strength levels are when he starts.

The workouts following were tailored to facilities I had available to me. A very valuable tool is the rowing tank, not included here, which can be effectively used in place of the ergometer.

Flexibility

Flexibility exercises should be incorporated into the start of each workout. Stretching the various muscle groups will provide a greater range of motion during exercise and will also help prevent muscle injuries.

Running

Stadium and hill running are very useful depending on the length and height of the steps and the angle and length of the hill. I usually do stadiums after an erg workout or a weight workout.

(Continued on next page)



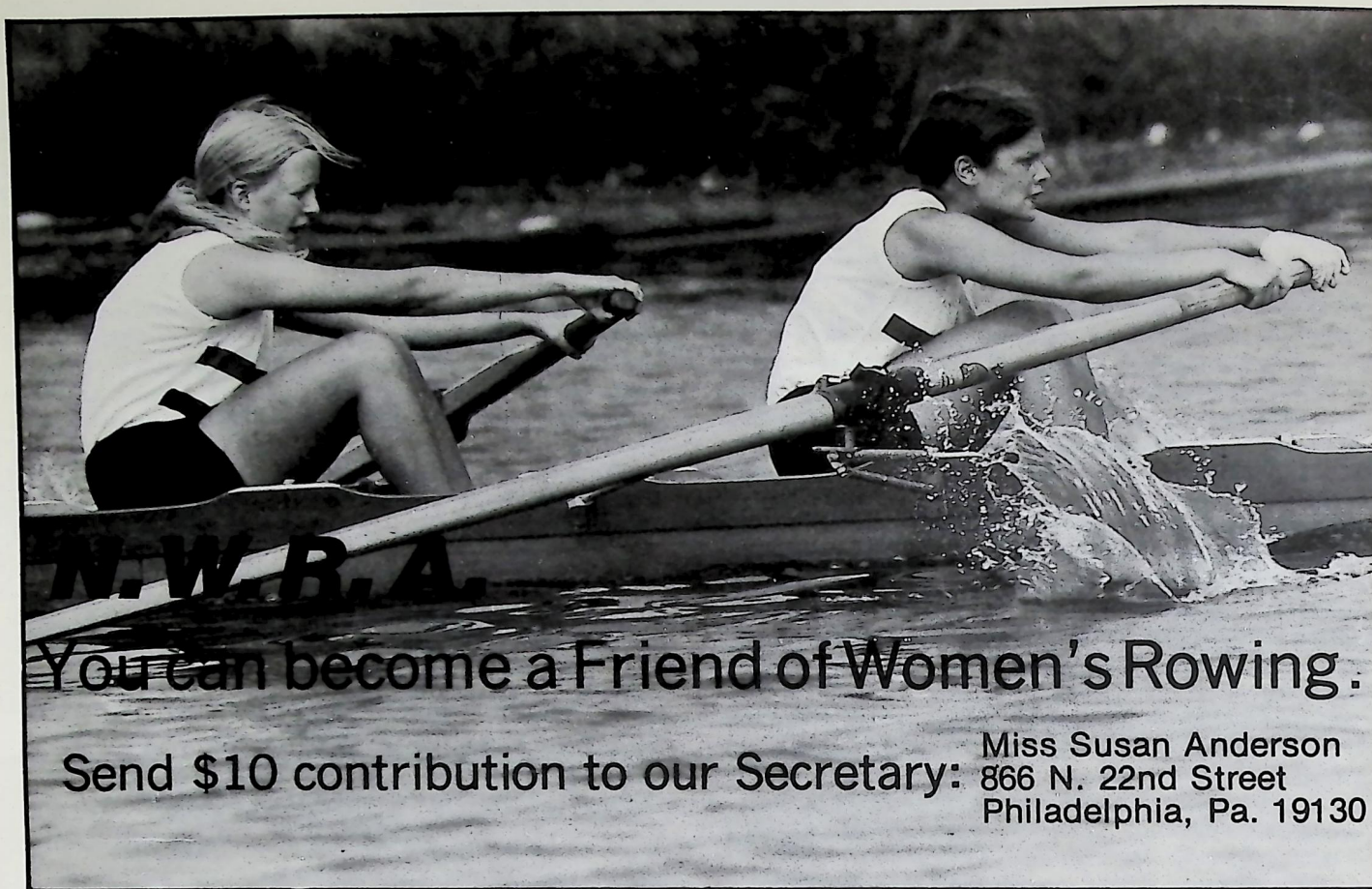
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workout because it makes me push to keep a good interval. Hill running is good if the hill is long enough, say half a mile or more. The best way of running is to incorporate as many hills as possible into the running circuits and then accelerate on inclines. This procedure will raise the heart rate from the base of normal running and will act as an interval of extra stress during the long distance running. The distances I run the most are 3, 5, 8, and 10 miles.

Bike Ergometer

I use this training device because I have had some trouble with a knee during the winter. It acts as a good substitute for running and allows one to monitor heart rate. The pieces I do on the bike ergometer are of 45 minutes to an hour at a brake weight that causes my heart rate to hit 160 and above. It is possible to simulate hill riding by increasing the brake weight for varied time periods. I also do some anaerobic work on the bike erg by doing short pieces of 1, 2, or 3 minutes with short rest periods.

Rowing Ergometer

This is a list of some of the workouts I have done on the Gamut rowing ergometer.

5 x 6 min. — 2 minutes at 5.75 lbs., 3 minutes at 6 lbs., keeping the tachometer at a constant rate during each piece.

15 x 2 min. — at 6.5 lbs. with 1 minute rest

2 x 15 min. — at 6 lbs. with 6 minutes rest

3 x 10 min. — at 6 lbs. with 5 minutes rest

15 x 1:45 min. — at 6 lbs. with 15 seconds rest

10 x 3 min. — at various weights above 5.5 lbs. with 2 minutes rest

15 x 2 min. — at various weights above 5.5 lbs. with one minute rest

2 x 10 min. — at 6 lbs. with 5 minute rest and tank work

15 x 1 min. — at 6 lbs. with 30 seconds rest

2 x 5 min., 2 x 4 min., 2 x 3 min., 2 x 2 min., 2 x 1 min. — at 6 lbs., constant tachometer, with rest interval equal to 1/2 the work interval, or with equal rest period for higher r.p.m.'s.

30 x 1 min. — at 6 lbs. with 30 seconds rest

1 x 30 min. — at 6 lbs., constant tach

1 x 45 min. — at 5.5-6 lbs., constant tach

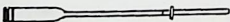
1 x one hour — at 5.5 lbs., constant tach

Weights

I work on the following exercises: rowing motion (bench row), leg press or squats, cleans, upright row, behind the neck pull downs. The format is 5 x 5 repetitions at each station with a pyramid effect with the third set being the highest weight lifted. The fourth set is between the second and third in weight, and the fifth is between the first and second in weight.

Other exercises I include are situps, reverse situps, squat jumps, and rowing exercise on the universal gym. These are done to vary the program.

As I go into my high repetition work I build up to six sets of one minute, with one minute rest at about 60% of my maximum weight for each exercise. The object is to get as many good repetitions in each minute as possible.

To summarize the main points, I would say this: 1) set a high goal and keep working toward it; 2) keep the quality of the work high; 3) have fun. 

A Man . . .



Frederick C. (Ted) Lyman, 85, of Orono, Minnesota is enjoying a fine summer on Lake Minnetonka. His two rowing boats offer him several options: in the quiet morning hours before breakfast, he likes to row the wherry and when the lake becomes rougher with wind or powerboat waves, he prefers his rowing boat for greater stability and freeboard. This boat can be rowed alone from the aft seat where Ted has attached a sliding seat and outriggers, or she can be rowed from the forward seat with shorter oars when a passenger sits in the stern. Ted and his wife, Clara, often take a picnic and row to a picturesque spot in one of the myriad nearby bays and channels of Lake Minnetonka.

Before the turn of the century, Ted launched his rowing career at the age of seven. He recalls that his family owned a rowing boat with a wine-glass stern which he rowed on Lake Minnetonka, and in his teen years at Yale, he tried out for the crew, but was not successful. However, he takes consolation that his granddaughter, Mary Fardelmann of Portsmouth, N.H., rowed on the winning schoolgirls' crew in the National Regatta at Princeton, N.J. this summer.

The rowing boats which Ted now uses were both acquired in 1953. The wherry was purchased from a fellow who only used her once: his doctor had recommended rowing to him for exercise, so he bought the wherry, a very tippy boat; the poor fellow went out in his new boat, managed to get back to the dock, and announced: "I'd rather die on dry land than

drown in Lake Superior!" Consequently, Ted was able to purchase the wherry for less than \$100. She has served him well for 22 years, and even now only leaks about a teacupful each outing. About 10 years ago, Ted used to time himself on courses which he set. His best time on 8.8 miles was 1 hr: 30 min: 18 sec. His longest row was 16 miles.

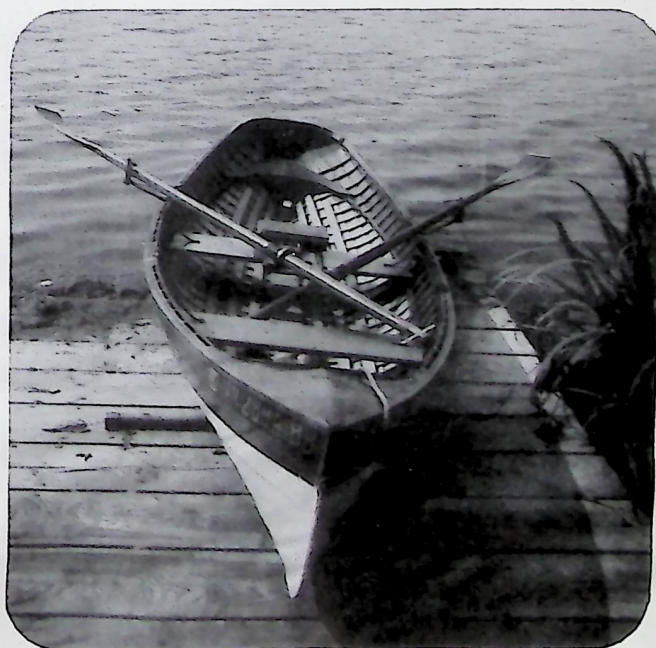
The wine-glass stern rowing boat was built by Amundsen of White Bear, Minnesota in 1953. Ted added the sliding seat and the removable riggers. She moves so easily in the water that it is possible to row it side by side with the wherry over long distances, as Ted's grandchildren did this summer. Clara recalls this adventure in the rowing boat: "We were on a picnic way up at the end of the North Arm when a motor boat came buzzing around us, making waves, going around and around, and causing one of our oars to slip into the water. The oarlock was not tied down so we lost it. We had to paddle three miles home with the long oars while everyone stared at us."

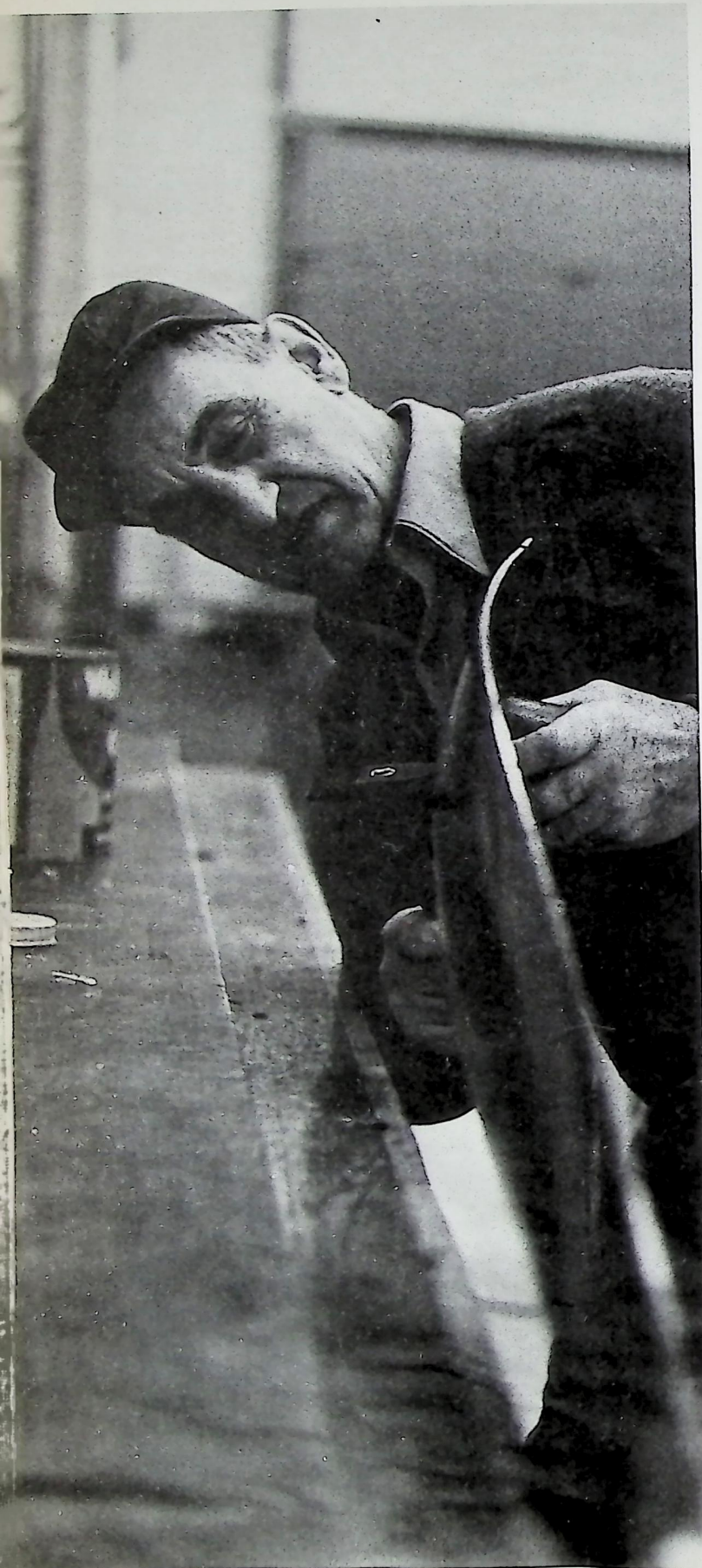
Clara sometimes takes all-girl picnics with her sister, Marion Cross, and friends; all four rowing, she heads toward a pleasant shore where the group can drift along, picking waterlilies and spotting birds as they lunch.

This summer the boats have been enjoyed by Ted and Clara's son, Norton Lyman, of New Jersey, as well as by daughter Charlotte Fardelmann and grandchildren George and Mary Fardelmann of Portsmouth, N.H. In today's world of plastic hull and screaming engine, a varnished hull gliding quietly across a mirror lake is a pleasure to behold, and this sight can still be seen by early risers this summer on Maxwell Bay, Lake Minnetonka. 

And His Boat

By Charlotte Fardelmann





Q: What's a rigger?

A: CURT DREWES

By Randall Jablonic

Rigger supreme, craftsman, specialist, cabinet maker, machinist, boat builder, inventor, master tradesman, doctor of perfection — the titles could go on forever. The man extraordinary! He stems from a European background of craftsmen and artists with specific training in stone sculpturing. His meticulous German training left him with eyes for perfection and exactness, neatness and order, time consuming patience to do the job right and the instilled desire to find a better way of doing a better job if one could be found.

Curt is one of the few, if not the last, of the old timers in rigging in the rowing world. Working now past 65 on a year to year basis, he will be impossible to replace. True, we will, when Curt lays down his rigger for a fishing pole, find a man who will try to fill the void. But, how can one man expect to fill the nooks and crevices of the history of Wisconsin rowing from Poughkeepsie to Syracuse, Henley to Munich, and Florida to Seattle. All these places and the lives of young men and women — doctors, lawyers, engineers, artists, authors, statesmen, farmers — have been touched through the years and have enjoyed the working creation of his hands and heart.

The wit and wisdom delivered through a veil of smoke from his corn cob pipe and an occasional Tiparillo has led many a young man to an understanding of his conservative philosophy about what makes great men. Curt is the Mr. Wisconsin of rigging. No recent graduate refers to Wisconsin rowing and fails to ask "how's Curt?" No man can possibly make such a mark on an institution without becoming a part of it himself.

Curt has served through four head coaches and innumerable freshmen coaches. He, himself, coached during the war years to hold the Wisconsin program together. He has seen spoons come and go, the same with high and low stroking techniques, and through it all can say, "it is the man who makes the boat go and not the rigging." How many coaches

at Wisconsin learned from Curt some of the harder aspects of coaching — particularly the handling of equipment — and learned that noisy rowing, splashing rigs, and catching slides (wearing out the stop locks) are techniques not conducive to speed? How about the six men who overnight became super-six men because the coach said drive with *both* legs? How many men learned through the thunderheads of smoke from the corn cob pipe and clenched teeth that slides don't wear out and wheels don't get shaved paper thin if oarsmen drop both their rigs down together over the keel?

From racing yachts, to helping develop plywood for PT boats, to cutting the center out of an old eight and making a pair-with, from making row boats to racing shells, Curt's experience stirs a border hard to compare.

Curt, his wife Ruth, and their daughter Margaret live in a home that he built of stone (which he cut and layed) some years ago in a lovely west side setting. Now that Margaret has graduated from the University, Curt is looking at his work on a yearly basis. He enjoys fall hunting, particularly geese, and can still occasionally be interested in ice-fishing on Lake Mendota.

In the not-too-distant future some aspiring young rigger will have the opportunity of working and apprenticing under one of the great figures in the rowing world. If this young man learns and absorbs but a fraction of the accomplishments of Curt Drewes, he will become an outstanding rigger.



The Wonderful



Bow: Chris Ernst, 2: Carol Brown, 3: Nancie Storrs, 4: Ann Warner, 5: Claudia Schneider, 6: Wiki Royden, 7: Gail Pierson, Stroke: Carrie Graves, Coxswain: Lynn Silliman

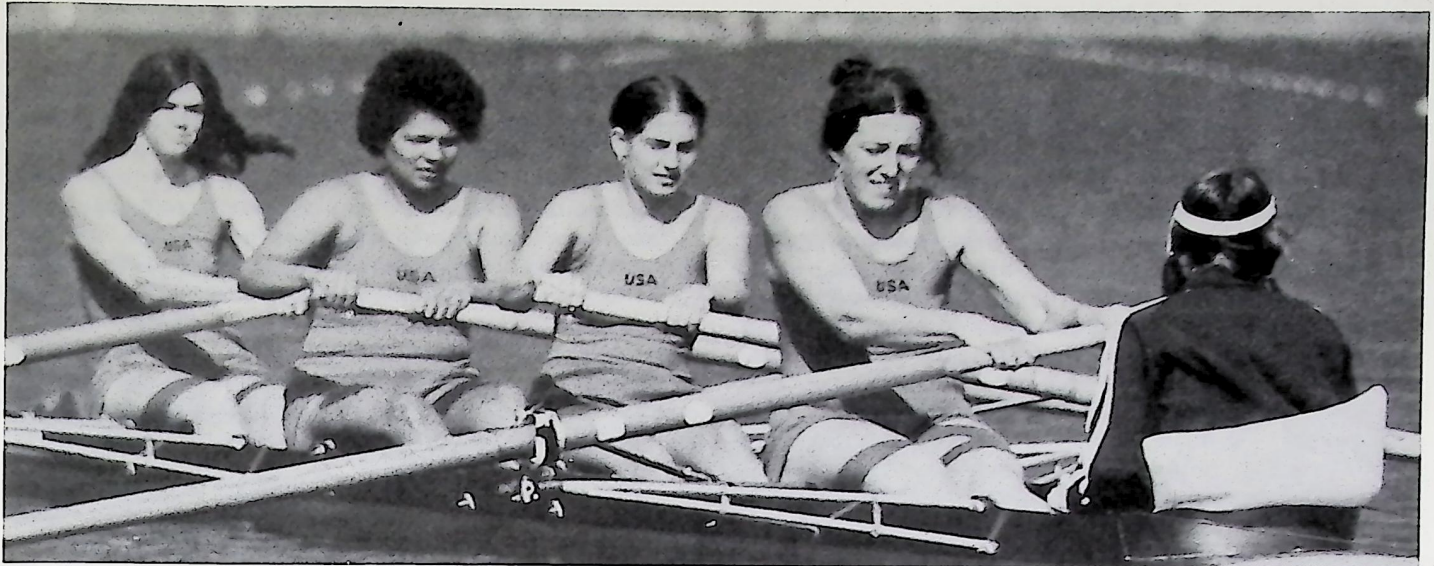


Bow: Diane Braceland, 3: Lisa Hansen, 2: Jan Palchikoff, stroke: Marion Greig, coxswain: Irene Moreno



Joan Lind

Women's World's



Bow: Allison Hayes, 3: Cathy Menges, 2: Anita DeFrantz, Stroke: Pam Behrens, Coxswain: Valerie Campbell

Photo: Holmes



Photo: Holmes



Bow: Karen McCloskey, Stroke: Nancy Hilliard



Bow: Marie Jonik, Stroke: Ann Jonik

Photo: Holmes

By Kim Bloomfield

In 1973 Gail Pierson reported that "a milestone in women's rowing was reached this summer as the first full team ever to represent the United States competed in the European Championships in Moscow. The crews rowed very well, with no crew finishing last...". In 1974 Peter Lippett recounted the progress of "a vastly improved U.S. women's rowing team" at the first world championships who were unfortunately frustrated with bad luck and conditions. But in both previous years only one boat reached the finals; in 1973 Joan Lind finished sixth and in 1974 the Princeton pair finished fifth. It is difficult to describe the progress made by the 1975 U.S. women's team. Something close to "phenomenal" would be the best one-word description. The goal that last year's team so fervently sought, that of placing 50% of the crews in the finals, came with no apparent strain this year. Four out of the six boats qualified for the finals. But the greatest achievement to date was the silver medal placing of the women's eight. The awarding of the eight's medals concluded a successful week of racing for the American women and left many happy people to celebrate the accomplishments, one of whom was Harry Parker, who as the eight rowed past the grandstand after receiving their medals, was grinning so broadly and standing so proudly that one had to look twice to make sure he was not standing on air.



The selection process for this year's boats differed from previous years. It consisted of various methods. The four, pair and double were all chosen by time trials held at Princeton in early August. The boats resulting from these trials were all club affiliated. The four and pair came from Vesper and were coached by Gus Constant. The double came from Long Beach Rowing Association. After forming in California, the double traveled to New Jersey, where they had to race before flying on to England. Former Olympian and

national champion John Van Blom coached this boat. The quad and single were chosen via a national sculling camp held at Long Beach. This was conducted by Tom McKibbin, the appointed women's national sculling coach. The eight was likewise determined. Under the direction of Harvard coach Harry Parker, a national camp for the eight was initiated at Princeton immediately after the NWRA Championships in June, then later transferred to Cambridge. These new methods in choosing boats have noticeably reflected their success in the results of this year's squad.

However, the rewards were not exactly for the taking. The notorious headwinds and crosswinds of Holme Pierrepont (the area just outside of Nottingham where the British National water sports center is located), besides the traditional heavy opposition of such powers as East Germany and Russia, assured the American women of a considerable amount of hard work.

Thursday

The preliminary heats began on August 21st at 2 p.m. with relatively calm water under a partly cloudy sky. The four was the first event at the stake boats. The USA four was in the first heat along with USSR, Holland, Czechoslovakia, Great Britain, and Australia. The Vesper four, competing together since spring in the N.E. regionals and at the Nationals, was a tall, strong boat consisting of Pam Behrens at stroke, Catherine Menges at three, Anita DeFranz at two, Alison Hayes at bow, and Valerie Campbell as cox. The four averaged 161 lbs. and 5'10½", making it the biggest boat we had entered.

Last year's silver and gold medalists, USSR and Holland, pulled out quickly after the start and maintained their leads through and past the 500 meter mark. Our four battled with Great Britain for third place and won it by two seats. Holland, the victors in our heat, and E. Germany in the second heat, advanced straight to the finals. The rest would race in the repechages on Saturday.

The double was next. Nancy Hillard (stroke), and Karen McCloskey (bow), both from LBRA, comprised this hardnosed, determined combination. They drew the first heat along with last year's silver medalists from W. Germany, France, Austria, Belgium, and Canada. The USA kept a solid third place and challenged France for second in the last 500 meters, but was unable to pull past by the finish. Like the four, the winners of each of the two heats moved to the final; these were East and West Germany. The rest would race on Saturday.

As the first pairs heat was lining up a drizzle began, but no terrible conditions developed to hamper the race. The Jonik twins, Ann at stroke and Marie at bow, made up the boat from Vesper. The sisters attracted some attention from foreign journalists intrigued by the phenomenon of twins or siblings rowing together. The Joniks met Bulgaria, Rumania and Czechoslovakia in their heat. Bulgaria false started once before the race was properly off. The Joniks had some trouble then, hitting a buoy off port. Rumania took the lead with the U.S. holding second. After the 500, Czechoslovakia overtook the twins. Rumania kept well ahead of the rest by two lengths. Then in the last 250, Bulgaria pulled up to hold the second spot for the finish. The twins found difficulty with their sprint. They had started out strongly and were well with the lead but the Europeans had stronger sprints. It ended, then, with Rumania first and in the finals. Bulgaria, Czechoslovakia, and the USA finished respectively, for the repechage.

The USA was also in the first heat of the singles event. Joan Lind of LBRA, in her third appearance as the singles representative for the US, faced Belgium, Norway, China, and E. Germany. She had last year's world champion, Christine Scheiblich of E. Germany to contend with. Joan was also familiar with the Belgian Christine Wasterlaine, whom she had raced since Moscow. Norway and China were new faces. After a false start by Norway, the race got underway with Scheiblich, Lind, Belgium, Norway, and China making up the order. Joan followed Scheiblich by a length at the 500, and kept her ground in the second half. She increased her lead in second place after the 500, but could not catch Scheiblich who managed to increase her lead by

of training, and emerged as a surprisingly small team to compete against the domineering East Europeans. The boat was transcontinental in its make-up: Carrie Graves, stroke of the Wisconsin eight that won at the Nationals was again in the stroke seat; Gail Pierson, of Cambridge Boat Club turned in her sculls this year for a sweep oar and the seven seat; Wiki Royden of Radcliffe College, who was also stroke of the Radcliffe eight in Moscow and national singles champion this year, rowed at six; Claudia Schneider at five made up half of the west coast contingent as a recent graduate of Long Beach State; Anne Warner at four was yet another stroke (Yale) in this national boat; Nancy Storrs, part of the Eastern Development Camp at the Nationals, made a place for herself



two lengths. It ended with E. Germany, USA, and Belgium as the top three finishers who would go directly to the semis, the remainder to the repechage. USSR, Hungary, and Czechoslovakia made the top three in the second heat, while W. Germany, Poland, and Great Britain did so in the third.

A crosswind developed in the second singles heat and lasted through the rest of the day's races. Next up was the quadruple sculls, with the first again to the semis. E. Germany, USSR, and Bulgaria qualified in the first race. Hungary, Czechoslovakia, and Holland made the semis in the second. In its heat the USA quad made the first USA first placing in the regatta. The quad took a very quick lead in the second start and had stern to bow distance by the 250. We finished with over a second on the Rumanians and seven seconds on third place Poland. This USA quad had an inter-club make-up consisting of Diane Braceland of Vesper Boat Club, with Jan Palchikoff at two, Lisa Hansen at three, Marion Greig at stroke, and Irene Moreno as cox — all from Long Beach Rowing Association. The boat had gained in its ratio of international vets since last year. Diane was a three-time quad member, Lisa, and Irene had previous experience to add to the boat, while Jan and Marion were not only newcomers to the international scene, but to sculling as well. Marion began sculling the previous October; Jan had taken up two oars only last February! The quad had already displayed their potential when they astonished the European critics by taking first place at the Munich International Regatta in July.

The last event of the women's races was the eight. This was a mystery to almost all concerned with the USA team. The crew, selected from the 83 women who remained after the Nationals in June, survived three cuts and several weeks

at the three seat; in the two seat was another international veteran, Carol Brown of the Princeton pair last year at Lucerne; Chris Ernst, up in the bow, had rowed at seven in the Yale eight and will return to captain Yale this fall. The other half of the west coast was represented by Lynn Silliman of ZLAC Boat Club in San Diego who after weathering the camp with the rest, entered her first world championship at the age of 16.

The USA drew the second heat and avoided E. Germany on the first day of races, with the winner of each heat to the final with all others to the repechage. E. Germany naturally won its heat, leaving Great Britain, Rumania, Holland and W. Germany to race again. Hungary, France, Poland, and USSR had to face the USA in the second heat. After a rocky start our eight moved past all except Russia, who remained in the lead by stroking a 41 (compared to our 37½). The race ended with the USSR in 3.15.45 and the USA in 3.15.91. The USA sound system quit at the 500, Prohibiting a consolidated sprint. Yet the shock caused by the U.S. eight was apparent: the Russian boat had two "casualties" of vomiting immediately after the race. So, the first day of races concluded with an aura of U.S. optimism, high hopes, and confidence for the races to follow.

Friday

Before the fours races, a strong wind blew while dark clouds threatened in the southeast, but by the time of the races, conditions were not unreasonable. W. Germany, Russia, Great Britain, Australia, and Ireland competed in the first race with W. Germany and Russia qualifying for the final, all the rest to the petite. We faced Bulgaria, Rumania, Czechoslovakia, and China. After a slow start, the U.S. four

(Continued on next page)



U.S. Four in row past

maintained a 39 and overtook Czechoslovakia, but a battle persisted between the USA and the Czechs down most of the course. USA regained its lead over the Czechs after the 750. While Bulgaria maintained first place, the USA advanced to take on Rumania. Bulgaria finished ahead of the U.S. who won a game of give-and-take with the Czechs and Rumanians. Our four was thus the first boat into the finals.

There were also two repechages for the doubles. USSR, France, Holland, Canada, and Belgium lined up for the first race. Russia handily won its rep with a six second lead over France. These countries went on to the finals. The determined double from Long Beach faced tough competition from E. Germany, Czechoslovakia, Denmark, and Austria. Soon after the start we were in third place and remained so after the 250. After the 500 the first three boats, E. Germany, Czechoslovakia, and the USA were tightly grouped on the course, when the USA began to challenge Czechoslovakia; it was a battle the rest of the way for second place and a ticket to the final. The USA at one point almost overtook the Czechs, but the Czechs seemed just as determined not to let them. The "Easties" gained a sufficient lead to keep first place out of reach, and the race ended with them and the Czechs going to the finals. Our double had to reconcile themselves with the petites.

Saturday

It was time again for the single, pair, quad, and eight to race in the semi-finals. The Jonik pair appeared on the line with Bulgaria, Poland, Russia, Canada, and Czechoslovakia.

We had a good start and claimed third place with Russia in first and Poland in second. After the 500, Czechoslovakia and Bulgaria sneaked past the twins. In the last 200 meters it appeared the Joniks again had trouble with their sprint as Canada pulled ahead. Our pair ended with the same unfortunate fate as the double, but would face only Canada in the petite.

Though fierce wind had whipped up before the pairs race, slowing races to four minute times in the pair and single, the conditions did not stop Christine Scheiblich from winning by a terrific lead. She secured her place in the final by beating both second place Russia and third place Poland by seven seconds. These three went on to the grand. It seemed as if Joan Lind might again be frustrated by unfavorable conditions as she was in Lucerne. Hungary and Bulgaria quickly advanced in the lead. By the 250 Hungary had a deck on Bulgaria, but Joan began to pick up with them and pulled into second by the 400. At the 500 it was Hungary, USA, and Bulgaria, as it remained to the 750. Then W. Germany took over third as Bulgaria began to fade to an eventual fifth place. It ended with Joan guaranteed a place in the finals with a second place. First place Hungary and third place W. Germany joined her in the final.

The USA quad drew the first of the two semi-final races. Its toughest opponents, E. Germany and Russia, were also included, while Czechoslovakia, Poland, and Norway filled the remaining lanes. After a lightning start, the Easties moved past the USSR while USA held third. The USSR just barely held an edge on us. It was a tight race for second the entire way, but E. Germany kept first place out of grasp by two lengths. The USA and USSR ended within the same second; the USSR in 3:31.01 and the USA in 3:31.76, both qualifying for the final. E. Germany finished with six seconds over them with 3:25.07. Bulgaria, Rumania, and Hungary later qualified in the second race.

The eights' semis concluded the day. Each heat had four boats. Rumania and Holland succeeded in gaining final spots over Hungary and France in the first race. The astonishing Parker eight continued to attract more speculation as it won its semi by four seconds over W. Germany with Poland and Great Britain following behind. By the day's end the U.S. had four boats in the finals, surpassing the accomplishments of last year's team in finals qualifications.

Sunday

The races of the climactic day of finals began at 2:10 P.M. Patchy clouds dotted the sky and a crosswind blew before the fours' petites but by the grand final, the wind had



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Photo: Holmes

lessened, and allowed the fours an easier time lining up. E. Germany was ahead at the 100 with Holland, Bulgaria, Germany, USA, and USSR following in that order. We kept our fifth position ahead of Russia through the 500. By the 750, Holland had fallen back and it appeared to be a race of two groups of three. However, both Holland and Russia turned on powerful sprints to pass the US at the finish.

Our next boat to race was the double in the petite final. We started well despite the continuing wind and by the 250 we were in third place behind Holland and Austria. Then we advanced to second and held it to the 750 where technical trouble occurred as the other boats began their sprint. We maintained third place then until the finish with Holland in first and Denmark second, while Austria, Canada and Belgium followed the U.S.

The doubles grand final was the only event not taken by the monopolistic Easties. This race went to the defending gold medalists, the Russians.

Next was the petite for the pair. The Joniks faced Canada in their race. Again they started out strongly and continued to increase their lead past the 500. By the 750, the twins began to drop their stroke while Canada took theirs up. Canada managed to pull ahead of us in the last 100 meters to beat us. It was another unfortunate race for the Joniks who continued to be hurt at their weak spot, the sprint. As expected, E. Germany won the grand final of the pair, but by only a second over Russia.

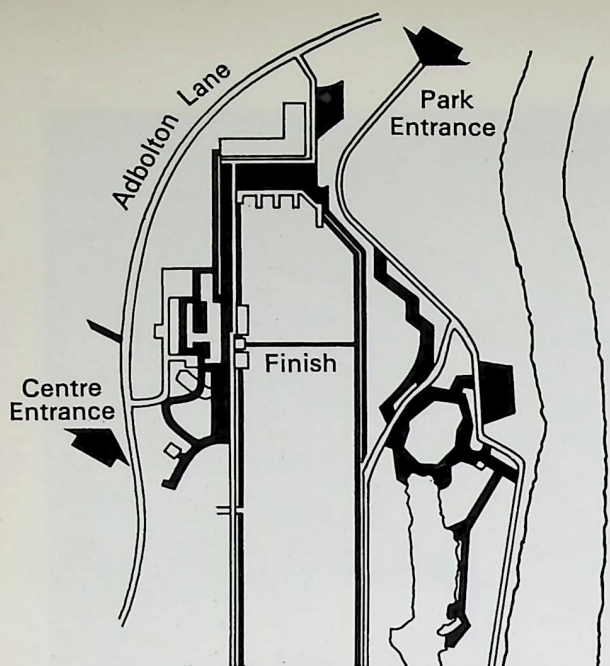
The wind was increasing again this day, and seemed to return to haunt the singles race. With a definite headwind this time, Bulgaria won the petite final. After Russia false started, in the grand final, E. Germany pulled ahead at the Second start. At the 250 it was East Germany, Hungary, Bulgaria, USSR, W. Germany and USA. By the 500, Christine Scheiblich was well ahead of the pack, while Joan Lind began to battle Poland to overtake fourth place as she had moved up past W. Germany. But W. Germany and Poland merely swapped places by the finish with W. Germany fourth, Joan still at fifth, and Poland in sixth. Again the race had an E. German victor.

After the conclusion of the singles races which had

experienced strong headwinds, the officials reconsidered the conditions. At 4:20 the loud speaker announced "Owing to the force and direction of the wind, racing has been postponed until 1730 hours." At 5:30 it was announced that racing would resume at 6 P.M.

As the quads rowed down the course to line up, conditions appeared much better. The wind was still present, though, and was stronger for the petite which the Czechs won. It was a question of catching the super-sonic Easties in the grand final. As usual they got off with an excellent start and had half a length on Bulgaria by the 100. Russia, Hungary, Rumania, and USA followed. By the 500 our quad had moved up significantly to fourth place, overtaking Hungary and Rumania. The Easties lengthened their lead to finish with a 3.21 in a headwind while the Vesper/LBRA quad finished within the same second as Hungary, who just edged them out of fourth place (USA 3.30.84, Hungary 3.30.44). Bulgaria finished second with Russia third and Rumania last.

The eights began at 6:30 P.M. due to the postponement. Hungary barely won the petite by beating Poland by a fraction of a second. But now the grand final was lining up. Everyone with a slight interest in the U.S. had to admit some anticipation over this final race. In it was an American eight that had never raced prior to the championships. The tension increased as Russia committed a false start. After the second start, E. Germany had a slight lead on the U.S. At the 250 it was E. Germany, USA Rumania, W. Germany, USSR, and Hungary. The Easties kept inching ahead. By the 500 it was a three boat race of E. Germany, USA, and Rumania which continued to the 750. E. Germany continued to inch out its lead while the USA pulled ahead of Rumania. At the finish E. Germany had beaten us by less than two seconds. We had earned our first world championship medal by taking second place to the domineering East Germans and we had put on an impressive show for the international rowing community. This crew and its accomplishment epitomized the determination of the entire U.S. women's team which had raised the standard of performance this year by leaps and bounds. Each boat had done commendably well and displayed great potential for Montreal.



NOTTINGHAM 1975

**The blades and bows are different,
but gold still changes hands near ye olde forest.**

By Dave Weinberg
Nottingham England, August, 1975—What can you say about the worst United States rowing disaster since Copenhagen in 1971? That you're down, degraded, depressed and maybe just a touch disappointed? Of eight heavyweight entries only two qualified for the finals, both finishing fifth. A silver medal sculler failed to qualify for the finals, a Gold medal eight with seven returning oarsmen finished fifth. The coxed four, sixth in 1974, finished tenth.

I have been advised by a most philosophical nomb that the prelude to the future is found in the past and with that bit of knowledge in hand, think back to late in the day on a Sunday afternoon in Lucerne, Switzerland, one year before.

The United States had taken two medals at Lucerne: the silver in the single, the gold in the eight. We placed four boats in the finals, missed the double final by feet and left the course fully expecting to improve our performance at Nottingham in 1975. "Wait till next year," remarked Tony

Brooks, stroke of Dietrich Rose's straight four which had finished fifth in the afternoon finals. In fact, quite a few of us were excited about the prospects for 1975. We were, however, not alone. Standing on a Rotsee dock, sheltered by the gloom of his oarsmen around him was the disappointed coach of the East German eight. And as the American eight succumbed to the delirium which attacks all champions, the young coach turned to a bystander and remarked, "Tomorrow we begin building for Nottingham."

I have found in international rowing that one's impression of the host country is very often formed in the first moments after arrival. England was no exception. After flying for six and a half hours through a typically sleepless night and arriving grimy and tired at London's Heathrow airport, we were greeted by a cheery young man decked out in a spanking new World Championship sweatshirt who directed us to a bus where we were packed like squashed cabbage leaves along with oars and luggage. It was some consolation to us all that the bus driver liked the traveling arrangements less than we. "I'm not going to drive this bloomin' bus loaded up like a bloody salmon can!" he began. Our guide was diplomatic, suggesting that we put the oars and some of the luggage in a separate bus. A few of us squeezed out from beneath oar, rigger and suitcase to do the reloading. One hour later we set out for Nottingham. It was my good fortune to be seated next to U.S. Technical Director and coach of the United States eight, Allen P. Rosenberg, who briefed me on some of the competition. . .

The Russians are quick. They know that New Zealand will go like hell for the first thousand. The Russians will try to stay with them. The Czechs have already been beaten badly by the East Germans at Lucerne. They'll be pleased to make the finals. The East Germans are the boat that can threaten us. They have frightening consistency. They'll test us all the way down the course: in the first five hundred, again in the

second and in the last two fifty. They'll come again and again. . . .

Most of Al's impressions of the eight competition were based on an excursion made in June by the Union Boat Club. Four of last year's eight, plus four of America's finest had raced at Ratzeburg, Nottingham and Henley in the early summer. They took a third at Ratzeburg, nine seconds behind the Russians.

The Russian team was at that time actually comprised of a pool of sixteen men. From this group would come their Nottingham eight, straight four and coxed four. When the Russians finally arrived in Nottingham in late August, their combinations had crystallized. Their Gold medal coxed pair from Lucerne — Eshinov and Ivanov — comprised the stern pair and backbone of their coxed four. Their gold medal four from the 1973 World's in Moscow and silver medalists at Lucerne in 1974 were the engine room of a new Russian eight. Both boats had size, experience and confidence.

The East Germans were no less formidable. The Easties raced two eights throughout the early summer. On back-to-back days at the Nottingham regatta held the weekend before Henley in early June, one East German eight and then the other raced against the British National Team and three American eights, (Union, Harvard, and Vesper). On the first day in blustery conditions the Easties won handily. On the second day while moving into commanding position, the East German two man caught a severe crab and lost his oar. For nearly two hundred meters the man was carried as dead weight before ejecting himself from the shell (and probably from their program). Although the British won the second race, the Easty seven held them off for nearly half the race. The two East German eights were combined into one in early July.

The rest of the East German Team showed depth at the elite level that we in America can only dream about. In the coxed four: Schulz, Kunze, Diessener and Diessener, all gold medalists in Lucerne. In the double scull: the bow pair of their gold medal quad. In the coxless pair: the Landvoight twins, gold medalists in Lucerne. In the straight four: the gold medal four from Lucerne.

Our own team combined both experience and youth. Of thirty competitors, twenty-three had competed in a previous World or European championship, nine were medalists. Experience ranged from two years of rowing to nine years of in-



ternational competition. There were men from such collegiate rowing powers as Washington, Penn and Harvard, from modest programs at Western Washington and Worcester Polytech, men who made the United States team through the national camp, and men who made the team through the trials. As crews we had very little in common and at the same time very much in common. We had trained in different areas under different coaches teaching different styles, and, yet we all came to England with common goals and the common experience of working hard to produce something fast that would now finally be tested.

We had expected Nottingham's Holme Pierrepont course to be rough. Crosswinds had postponed the women's finals twice and marred the results of the lightweight finals. Surprisingly enough, Tuesday the 26th of August, the first day of racing dawned fair and smooth.

Tony Johnson's four with cox was the first U.S. crew to race on Tuesday. The four drew a tough heat; the gold medal East German four, the revamped Russian four, the 1974 bronze medal West German four and the stern four of last years British silver medal eight. U.S. two man Larry Gluckman remarked before shoving off, "I guess we made it into the finals without even racing."

The United States fell back immediately at the start and although rowing smoothly and racing hard, was simply out-

(Continued on next page)



Photos by Phil Holmes



powered. The order of finish: the Russians, East Germans, West Germans, British and U.S. The Russian four won by almost half a length of open water. The real race in this event would be the silver and bronze.

The rest of the day saw U.S. crews finish with varying degrees of success. Jim Moroney and Bill Miller qualified for the semi-finals rowing away from a West German pair. In the single, Jim Dietz raced well. Although falling behind the West German Kolbe in the middle thousand, Jim easily beat the Swede, Svensson, to qualify for the semis. The coxed pair of Vreugdenhil and Mathews showed dogged determination in the last five hundred, a preview of some gutsy racing to come, but failed to catch the West German leader. The coxless four, still suffering from combination shakeups caused by the late arrival of Terry Adams, managed a third place behind the Easties and Czechs. There was no question in Coach Frank Benson's mind that this shaky performance would be improved over the course of the regatta.

Our double and quad were both beaten badly and in the eight, a disappointing third. A quick New Zealand eight blitzed the field leaving our eight fully three seconds back at the five hundred meter mark. The rest of the race was lack-luster. With N.Z. in command and moving away, a surprised U.S. eight cruised through the middle thousand, finishing an astonishing third behind New Zealand and the Czechs.

The U.S. had allowed New Zealand to seize the initiative, to control the race. The margin of victory: almost eight seconds. It was a painful lesson and as the U.S. eight paddled slowly up the course to warm down after the race, eight unhappy competitors were confronted with the reality that 1974

was truly over. Al Rosenberg quietly commented after the race, "My 1964 crew won the Olympics coming through the repechages. This crew can too."

In all, only two U.S. crews advanced directly to the semi finals, the coxless pair and the single. Our opening performances had been disappointing. Hopes of improving our record from Lucerne seemed further away than ever. But United States crews have a miraculous habit of bouncing back from early defeats with impressive performances. This year was no exception.

Blazing conditions prevailed on the second day of racing. A 2.5 meter-per-second tailwind rippled the topwater on a darkened course. In the boatbay area oarsmen jogged lazily around, coxswains tightened riggers and boot stretchers and coaches made nervous last-minute rigging adjustments. The coach of the East German coxed four changed the crew's load twice before they shoved off from the dock. Twenty minutes later they blasted down the course in an amazing 6:13.15, leaving the British struggling two lengths behind. In the second repechage the U.S. made a valiant stab at the finals, racing within half a length of West Germany and Rumania. They were the first U.S. crew eliminated from medal contention. A frustrated David Fellows, three man in the U.S. four, veteran of three world Championships coxed four events, was unconsoled by a teammate's "Wait till next year."

The U.S. team received a lift from Larry Klecatsky and Mike Verlin's performance in the Double sculls. Racing even with Hart and Baillieu, the British bronze medal double from Lucerne, through the first five hundred meters, the U.S. pumped through the middle thousand to take second and qualify for the semi-finals on Friday.

The Vesper Coxed pair of Vreugdenhil and Mathews rowed easily through to the semi's, leaving France and Bulgaria open water astern. The most exciting U.S. performance came



In the straight four. True to Coach Benson's prediction, the U.S. four without (Lubsen, Adams, Borchelt and Coffey) raced to a 19/100ths of a second victory over West Germany. The U.S. four, posting the second fastest time of the day, raced even with Italy and West Germany down the course and chopped out a three foot victory margin in the last sixty meters.

Conditions steadily improved throughout the afternoon and by the time of the first repechage of the eight the course was ablaze. The United States eight sizzled off the line at 45 taking a three second lead over Australia in the first five hundred. By the thousand the U.S. had opened their lead to fully four and a half seconds. Then Australia began to move, coming slowly through the third five hundred, picking up momentum and hauling down the U.S. in the final two fifty in a photo finish. Australia took first with a new course record of 5:39.27. The U.S. was 13/100ths of a second back. As the crowd awaited the results of the photo finish, B.B.C. cameras were already scanning the starting line for the second repechage of the eight.

East Germany, racing conservatively in the first heat on Monday, had taken third behind the Soviet Union and Australia. Now in the repechage, pitted against Czechoslovakia, the Easties moved to a decisive two second lead in the first 250 meters. There they sat, reducing their cadence from 40 to 36, toying with the Czechs through the middle thousand. It appeared to be an unimpressive row until the last 600 meters where the red-haired nineteen-year-old stroke of the Easties drove the cadence from 36 to 42, putting five full seconds between East Germany and the Czechs in the final five hundred, breaking the newly set course record with a time of 5:38.37. If the East Germans had been unimpressive in their heat, their performance in the last five hundred of the repechage indicated to the suspicious that this crew had not as yet shown its hand. East Germany, Australia, the Czechs and the United States would join the Soviet Union and New Zealand in the eight final on Saturday.

The second day of racing left six United States crews in the semi-finals, one in the finals and one in the small finals. Thursday was a free day, an opportunity to recover from two vigorous days of racing, to home in on technical flaws and prepare for the physical and mental strain of the next two days of racing. For all, it provided a peaceful moment to reflect on the summer's events.

Training for a World Championship is a long, tedious, often boring process. Not without its funny and enjoyable moments, the days pass slowly, the routine drags, the work load fatigues. Then suddenly the race is upon you and the



summer draws to a rapid close. It is difficult to articulate the growing intensity in the closing days: tempers flare, disagreements surface. Above all else, the oarsman is consumed with the oncoming race. Nothing I have experienced so completely possesses an individual's energies like a World Championship. . . .

The results of the semi-finals tell a sad tale. The double, the quad and the coxless pair finished last. Jim Dietz, racing hard through the first five hundred, fell steadily back in the middle thousand, taking fourth behind the Argentinian Ricardo Ibarra. The straight four took fourth as well, behind the Easties, Rumania, and the Czechs. Only the coxed pair made it through to the finals, sprinting from fourth to third in the final two-fifty, beating the Yugoslav pair by inches. It was a brilliant effort, chopping through the last two hundred and fifty meters at 36, then 39, then 41. Mathews and Vreugdenhil slumping over their oars at the race's end had the satisfaction of knowing that only they and the eight had a shot at the medals. The other six U.S. crews would compete in the small finals.

Friday night saw coaches and crews disappearing after dinner for meetings. The day's races were reviewed, strategy for tomorrow developed. For the coxed pair the task was simple: stay with the rest of the field for the first 1250 meters and sprint on through. For the eight, race strengths and weaknesses were difficult to gauge. The Russians had shown no soft spots, the Easties had shown nothing. New Zealand was simply quick. We would try to stay with New Zealand off the line, move with the Russians in the middle thousand and hold off East Germany in the last five hundred.

In the small finals on Saturday, for places seven to twelve, the U.S. took a seventh in the coxless four, two ninths in the single and coxless pair, a tenth in the coxed four and two twelfths in the quad and double. It was a disappointing performance, with the exception of a vastly improved Potomac straight four. Given normal training conditions and a fully

(Continued on next page)



healthy compliment in the days just prior to the regatta, this might have been a finalist.

In the coxed four final, the East Germans went hard and high for as long as they could, but failed to hold off the awesome Eshinov and Ivanov understroking by four and moving through. The Easties finally faded in the last thousand with the Russian four gobbling up the lead, finishing a powerful five seconds ahead. The Easties took the silver, with West Germany and the British slugging it out for the bronze. The West Germans took it by a second.



The Hansen brothers of Norway took the gold in the double, avenging their loss to East Germany the year before. Then as if God was looking favorably on brothers, the East German Landoivight twins easily won the coxless pair. Setting a grueling pace in the first one thousand meters, rowing 37, the twins boosted a nine second lead with 750 to go. The Bulgarians closed to four seconds, not quite enough to threaten the East Germans.

Irish sculler Sean Drea, shut out in Moscow in 1973 by unfair wind conditions, hospitalized in 1974 with a kidney infection at the World's in Lucerne, was finally healthy and ready to race for the gold. After a strong start, Sean led to the 1200 meter mark where West German Peter Kolbe, Gold medalist in the single in 1973, began to drive through and with amazing control and efficiency of effort, slipped into the lead. Said Drea after winning the silver, "I just never felt very strong." For Kolbe it was vindication for what most people considered a fluke in 1973.

From the West German victory in the single to the regatta's end, the East Germans dominated. The gutsy American coxed pair was no match for the Easties who rowed to an easy victory. The U.S. finished fifth, six seconds out of first place. The Easties walked away with gold in the straight four and quad as well.

Ignoring the results of the racing around them, the U.S. eight prepared for the finals. The crew was scattered around the boat bays stretching and jogging. By the time the eights leave the dock, most of the regatta's competitors have loaded their boats, traded shirts and are in the process of burying memories of miles rowed at the bottom of a beer bottle. The contrast is striking; behind a serious and nervous group of oarsmen stretches a backdrop of backslapping and debauch.

Finally the eights are called out. We are ready. We are prepared for an extremely physical race. As we kick off from the dock, a lonely Allen Rosenberg stands at dock end with his hand poised in a thumbs-up gesture. The warm up goes well. The boat feels fast. One last thirty stroke piece, 10 at 45, 10 at 42, 10 at 39. We back into the start. New Zealand is on our right, the Easties on our left. We are ready. The starter begins the commands. The East Germans go. The Easties have jumped the start, they're out by two, maybe three seats. New Zealand has moved out by about the same margin. Four hundred gone. We're down on N.Z. by half a length. The East now has almost a full length. We go for ten and begin to drive back on New Zealand. We close to 5 seats, 4 seats, 3 seats. The New Zealand stroke looks up for the first time, they go for ten. They slip away, we've lost them. We pass the 1250 meter mark: the race is over. The Easties beat the Russians by two seconds. New Zealand is third. We are seven seconds out of East Germany's 5:39.01. In the twilight, we watch the East Germans raise their arms to a clapping crowd. Depression seeps in.

The Easties have taken five Gold medals, the Russians one, the West Germans one, the Norwegians one. We have been beaten badly. What have we learned? Mike Vespoli, four man in the U.S. eight and veteran of six European and World Championships answers, "After six years of lessons, you're supposed to have learned them all."

If nothing else, we have been reminded of the price that must be paid to be a world champion: the time, the desire, the work, and the necessary speed. We should keep that in mind as we prepare for victory in Montreal.

OLYMPIC TRIALS CAMP ANNOUNCED

The United States Olympic Men's Rowing Committee announces the establishment of an Olympic Trials Camp to aid in the early determination of the final squad from which the Olympic eight and coxed four will ultimately be chosen.

This Camp will be held at a southern site yet to be selected, for a two week period early in January 1976. Travel reimbursement is likely, in whole or in part; room and board expenses are guaranteed.

For further information, all interested club and college oarsmen and coxswains are encouraged to contact: Allen P. Rosenberg, 415 Cobbs Hill Drive, Rochester, New York 14610, Phone 716-244-5955, before November 20.

Attendance will be by invitation. Those formally indicating to Coach Rosenberg a desire to attend will be asked to submit such information as ergo score, rowing experience, height, weight, side(s) rowed, etc. Forms will be provided for this purpose, and invitations will be based upon a review of these credentials by the coaching staff.

It is expected that at the Camp's termination, 16 oarsmen and 2 coxswains will be named from which final selections will be made. Additionally, 4 reserve oarsmen and a reserve coxswain will be named from which replacements may be made to the final group of 18 should it become necessary to do so.

After the Camp ends, the group finally selected will train in various convenient locations until they are reconvened in April at a time and site yet to be determined.

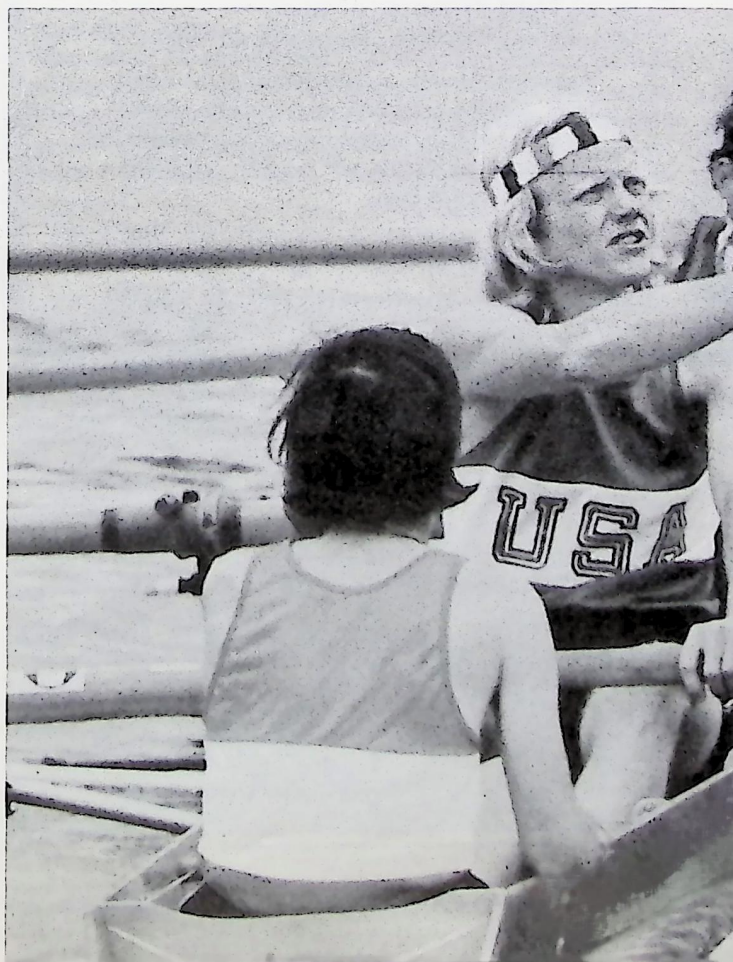
"Take from the rich and give to the poor." Robin Hood had nothing on the 1975 version of the World Lightweight Rowing Championships at Nottingham, England. The three defending champions, U.S.A. sculler Bill Belden, Australia's coxless four, and the U.S.A. eight all had their prized positions taken from them by Swiss sculler Rebo Wyss, the French coxless four, and the West German eight, respectively. The allusion to theft is not meant to detract from the performances of the winners but seems appropriate in light of the gusting quartering headwinds that plagued the course throughout most of the four day competition. Just how unfair the course was and how much it influenced the final placing of the crews can only be guessed at; however, competitors who had drawn inside lanes 5 and 6 could be heard uttering great sighs of relief, and the most uncomfortable groans could be heard from lanes 1, 2 and 3, particularly if a major competitor would be in lane 5 or 6.

Greater interest in lightweight rowing was evidenced by an expanded field of competitors in all events, including, for the first time, oarsmen from the Peoples Republic of China. Sixteen countries were represented in the single sculls, thirteen in the coxless fours, and seven in the eights. For the United States it would be a rebuilding year, with only Belden and Eric Aserlind (eight) returning from last year's squad. Coach Pete Gardner had selected and trained a tall, well-rowing boat that had won the Canadian Henley and had been able to beat the N.A.A.O. time standard of 6:15 by 12 seconds. Optimism ran high. The crew was an equal mixture of oarsmen from lightweight and heavyweight college programs: Bow — Charlie Hoffman (Dartmouth—VLW), 2 — Dave Vogel (Yale—VLW), 3 — John Dunn (Cornell—VHW), 4 — Eric Aserlind (Wisconsin—VHW), 5 — Will Sawyer (MIT—VHW), 6 — Rod Johnson (UCLA—VHW), 7 — Sean Colgan (Penn—VHW), 8 — Leif Soderberg (Harvard—VLW), Cox — Dick Grossman (Harvard—VHW).

(Continued on next page)

The Lightweight World Championships

By Buzz Congram





U.S. eight is Bow Marker #3.

The straight four, coached by Buzz Congram was also optimistic, having won the Canadian Henley, the U.S. open trials, and beating their time standard by 12 seconds. All four were newcomers to international lightweight rowing: Bow — Rich Czech (Rutgers — VHW), 2 and steersman — Jim Sullivan (Wisconsin — VHW), 3 — John Duke (Yale — VHW), Stroke — Ned Reynolds (Harvard — VLW).

Bill Belden got the American contingent off to a strong start by qualifying for the semi-finals as he rowed strongly and comfortably away from the scullers of Austria, Great Britain, Mexico, Norway, and Turkey.

Things were a little more hectic for the United States coxless four, as they had been unable to find a suitable lightweight boat until the day before their first race. An international incident was narrowly averted when the Turks, who had no boat, saw the boat intended for the United States arrive and began to rig it to their specifications. It took some time to explain that this was not their boat and to assure them that the British Amateur Rowing Association had another boat coming for them. At seven o'clock on the eve of racing the

Turks were threatening to withdraw because they still had no boat. The morning of the race found the Turks in a heavy-weight Pirsch four and not particularly pleased, but ready to race.

Four out of six finalists were stacked into the first fours heat and only the first three would go directly to the semis. Australia and Great Britain got out quickly, with France, Canada, and the United States about one length behind at 500 meters gone. By the 1000, the United States had moved ahead of France and Canada and almost even with Australia. Great Britain led by two seconds. At 1500 meters, Great Britain had only .6 of a second on the United States. Australia was one second behind in third, and France one more second off in fourth. In the last 500 meters Australia (6:42.39) and France (6:42.94) finished strongly passing the U.S. (6:45.18) which was having steering problems; Great Britain (6:47.76) faded to fourth with Canada (6:58.34) a distant fifth.

With no semi-final required, the U.S. eight could go directly to the final by winning their first heat. They wasted no time in getting out to a half length lead on Great Britain at the 500.

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Photos: Connew

Holland and Sweden seemed to offer little resistance. Our eight pushed out to three seconds at the 1000 but couldn't break away from the British who inched back to within two seconds at the finish. Germany won the second heat in 6:17.97, over four seconds slower than the U.S. time.

The semi-finals of the singles provided no surprises with Belden and Wyss leading their respective heats from start to finish. Australia and Mexico rowed in second and third positions throughout Belden's heat, and Holland and Australia rowed in second and third position throughout Wyss's heat, completing the six boat field for the final.

In the coxless fours semi-finals, open water behind at 500, the United States four was again forced to chase the Australians down the course, closing to within two seconds at the finish. Holland qualified with a distant third. Great Britain, France, and Germany ward off a pesky Italian four to earn the three remaining finals slots.

On the day of the finals all competitors were very conscious of the quartering headwind, hoping it would swing around to a direct head or slacken. No such luck. Fortunately, in the singles race the three fastest scullers, Belden, Wyss and Raimond Haberl (Austria) had all drawn unprotected lanes two, three, and four, respectively. Belden and Wyss were dead even at 500, and Haberl only two seconds off the leaders in third. The second five hundred was more of the same punishing pace into the wind with no one able to change their position. Wyss made his move in the third 500, driving out to a 2 second lead. Haberl began to close on Belden. Wyss didn't come off his pace at all in the last quarter and won going away in a time of 7:41.69. Haberl worked his way past a disappointed Belden (7:51.61) to take second place in 7:48.04. Mexico, Holland, and Australia followed in that order.

The straight four final was expected to be very exciting and it didn't disappoint anyone. Each crew was determined



not to let the Aussies get out too far in the first 500. Holland and France held them to 2 seconds, and U.S.A., Germany, and Britain held them to 3 seconds. Britain was four seconds back by the 1000 but the rest of the field was now within 2 seconds of the leaders. Germany and Holland began to drop off the pace in the third 500. France and the U.S.A. had edged closer to Australia, and Britain in Lane 6 had begun to charge back. The 1500 meter splits were: Australia 5:05.5; France 5:06.2; U.S.A. 5:06.9; Britain 5:07.6; Germany 5:08.1 and Holland 5:09.7. Things changed dramatically in the last 500.



France and Great Britain in lanes 5 and 6 actually increased their speed while Australia and the U.S. in lanes 3 and 2 could only maintain their speed. The final times:

1. France, 6:47.3; 2. Britain, 6:49.2; 3. Australia, 6:52.1; 4. U.S.A., 6:53.20; 5. Holland, 6:54.0; 6. Germany 6:58.0

Drawing lane 1 didn't seem to bother the eight too much since the most threatening boat figured to be the British who were adjacent in lane 2. Germany in lane 6, however, edged out to a quarter length advantage over the U.S. by the 500. The British were 3/4ths of a length behind the leaders while Canada, Holland, and Sweden trailed by a length and were never to challenge the leaders. In the middle 1000 Germany could only edge out to a half length lead on the United States despite their significant lane advantage. Britain threatened to move but could not sustain it. In the last 500 the United States made a final determined bid with a beautiful sprint and closed, but the Germans held them off to win in 6:26.09. The U.S. rowed 6:27.88, Great Britain 6:29.87, Sweden 6:31.13, Holland 6:34.67, and Canada 6:41.29.

If there were grievances about wind conditions on the course at the conclusion of the regatta, they were soon forgotten in the spirit of the competitors' farewell party that evening. And for the U.S. Lightweight team there was tremendous satisfaction in having rowed extremely well under trying conditions, and an undercurrent of determination to have another try at Villach, Austria, the site of next year's lightweight championships. 

There's an old saying around St. Catharines which suggests that Henley Week is always the hottest week of the summer. And if there are any doubters, they should have been around for this year's regatta. To say the least, it was hot. Yet with the temperature soaring into the high 90's through all five days of the competition and a bright sun searing the sheltered waters of the historic Henley Course, these 93rd Canadian rowing championships produced some of the best racing on record. In all, there were 1,062 competitors from 68 Mexican, American and Canadian rowing clubs on hand at St. Catharines to row 138 races for 47 national sweep oar and sculling titles. It was the largest and most diversified entry in Henley history.

THE CANADIAN HENLEY

By Craig Swayze

All in all though, the end result was almost predictable. While there were individual highlights which brought roars of approval from the crowds, it was the powerful St. Catharines Rowing Club which once again wound up on top of the regatta points heap with the premier sculling titles going to the New York Athletic Club and some key open crew events captured by United States national boats. While the host club managed only six gold medals during the five days of Henley rowing, the also-rans rolled up points to earn St. Catharines its 15th consecutive Maple Leaf Trophy title. The champions did it on 319 points, 147 more than the U.S. national squad which wound up 30 in front of third-place Mexico. Then came Toronto Argonauts with 138 points and the New York AC in fifth with 119 points, 10 more than the Detroit Boat Club. Highlighted by a final day decision in the senior cox four, St. Catharines' wins included the senior 145-pound eight, junior four, junior 135-pound eight, junior 145-pound double and Peter Murdza's medal in the junior 135-pound single. In addition to the championship eight, NAAO team firsts came in the senior cox pair, senior 155-pound eight, senior 155-pound four, women's eight and women's cox four.

For New York, the new U.S. Nationals point champions, Henley was a sculling show. And once again, it was Jim Dietz and Larry Klecatsky who paced the Winged Footers at St. Catharines. Dietz won the championship single for the seventh time in the last nine Henleys, then added the open dash and combined with Klecatsky for the open double. Klecatsky wound up with the senior 145-pound and 155-pound singles as well as the lightweight dash. Then the two of them joined Mike Verlin and Sandy Killen to repeat for NYAC in the open quad. For Klecatsky, a 34-year-old surgeon, the four gold medals upped his Henley count to 34. That's 10 more than 26-year-old Dietz who won his first Henley championship single in 1967 at the age of 18. The lanky Bronx sculler had little trouble winning the regatta's premier singles final. He was four lengths up on Jim Ricksecker of the University of Wisconsin for a 7:49.1 clocking with Brian Thorne of St. Catharines, a lightweight sculling in University of Western Ontario colors, third. Thorne, a 22-year-old phys-ed student who won the lightweight singles small final at Lucerne's Worlds last September, was the association single winner. His was one of four Western wins at this year's Henley.

The championship eight boiled down to a one-on-one battle between Al Rosenberg's U.S. National crew and Neil

Campbell's Ridley Boat Club hopefuls. And there was more than gold medals riding on the race. Ridley, after winning the Canadian national trials, had been turned down for Nottingham by Sport Canada, the Canadian government sports funding body. But the Province of Ontario had stepped in with a promise that it would send the eight to the Worlds if it showed well against the defending champions. As a result, Ridley chased the American boat for the first 1,000 meters and then edged into the lead. The two crews fought it out for the next 500 with the U.S. recapturing the lead with 400 meters to go and hanging on for a quarter-length edge and a 5:58.7 clocking under dead water conditions. The showing was good enough for Ontario officials. And as a result,

Ridley BC went on to row for Canada at the Worlds. Ridley BC also recorded two other firsts. The big eight captured the 500-meter dash and a promising young combination took the junior cox pair.

There was no stopping the U.S. national entries in the senior lightweight eight and four or the women's eight and cox four. They simply overwhelmed their opposition. But in the two open fours, it was a different matter. An early lead and a hard-fought finish earned St. Catharines RC the cox four while Burnaby Lake (British Columbia) took the four by six lengths. The St. Catharines entry, clocking 6:50.3 had a deck on the fast-closing Americans at the gun. Burnaby, coasting home, covered the flat calm 2,000 meters in 6:50.2., the same St. Catharines RC boat in second and the U.S. national entry rowing third. The cox four went on intact to Nottingham while the four was subsequently integrated into the Ridley BC eight for the Worlds.

Mexico's victories came in the junior eight, senior 155-pound pair and senior 145-pound four. Ottawa duplicated the showing with three gold medals intaking the junior 135-pound four and then having 22-year-old Bev Cameron capture the women's single, then join her 23-year-old sister, Patrice, for the women's double. Malta Boat Club of Philadelphia took home two firsts. Stan Depman grabbed the junior 155-pound single and a Malta entry was good for the junior 145-pound double. Toronto Argonauts duplicated that showing with the junior pair and junior 145-pound cox four. The junior cox four went to Syracuse Chargers while Detroit picked up the senior 145-pound cox four and Buffalo West Sides, still shaken by that disastrous fire which gutted their Bird Island clubhouse (see *Washing Out*), won the senior 135-pound four.

Coming all the way from Stanford had its reward when the Californians won the junior 155-pound four. And Mike Miller gave the enthusiastic Ecorse followers their biggest cheer in taking the junior 145-pound single. Ecorse might also have had the junior double. However, a collision 100 meters from the finish saw Wyandotte disqualified and a re-row ordered. Quebec won it second time round with Dennis and Rick Sitek of Ecorse having to settle for fourth.

Brockville collected the junior 145-pound eight while Ed Makkreel took the senior 135-pound single for Brock University of St. Catharines. Port Credit Dons were good for the junior 145-pound four, marking a resurgence in that Toronto-area club.



St. Catharines RC senior cox four.

FINAL POINT STANDINGS AT HENLEY

The following are the final point standings from the 93rd Royal Canadian Henley Regatta:

St. Catharines RC	319
NAAO	172
Mexican Rowing Fed.	142
Toronto Argonauts	138
New York AC	119
Detroit BC	109
U. of Western Ontario	106
Ecorse	92
Wyandotte	86
Ridley BC	78
Philadelphia Malta	63
Buffalo West Sides	57
Brock U.	55
Minnesota BC	51
Syracuse MM Chargers	46
Stanford Crew	29
Cornell U.	21
U. of Wisconsin	17
Philadelphia Vesper	12
Hyde Park RA	9
Belmont RC	9
Rochester RC	7
Philadelphia Girls	6
Windsor Crew	5
Philadelphia Undine	5

(Complete Results on page 42)



The U.S. National Eight with the Ned Hanlan Memorial Trophy.



Photo: Storach

Jim Dietz, Sandy Killen, Mike Verlin and Larry Klecatsky of NYAC winning quad being presented medals by Tom Croston, CAAO President.

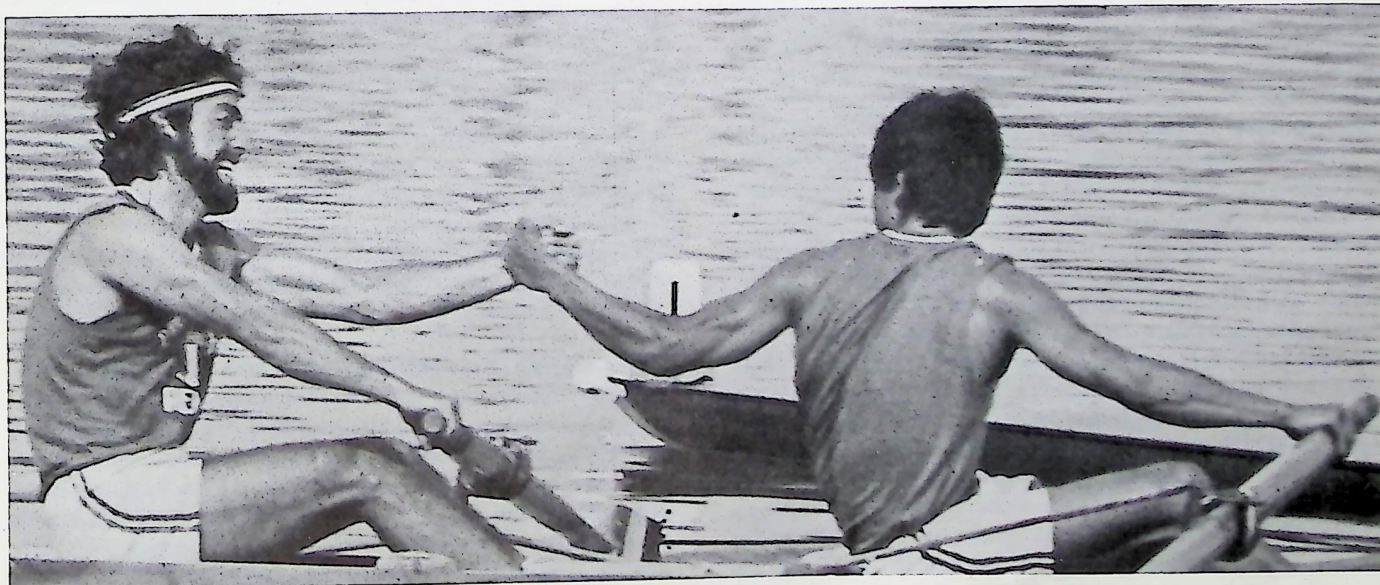


Photo: Storach

Jose Rion and Juan Lopez share that exhilarating feeling after winning the senior 155 pound pair for the Mexican National Team.

JAMCO

Portable computer terminal at finish line inputs data from digital clocks for all boats for 500, 1000, 1500 and 2000 meters. Developed by Computer Transceiver Systems, Paramus, N.J., the terminal is linked to a computer in Paramus, N.J. over an ordinary telephone line. The computer receives all of the input data and then sends back to the terminal a complete analysis of the race which is printed out by the terminal at the finish line. Detailed printed results are then available immediately after the race.



OLYMPIC RACING CREWS BEING SELECTED WITH HELP OF SYSTEM

A new computerized timing system is now being utilized by the National Association of Amateur Oarsmen to select U.S. racing crews for the 1976 Olympics. The new system not only provides improved recording and reporting of time trials but also weights the weather variables such as water currents and wind velocity and direction which have a considerable effect on comparative times. The system was used at the U.S. championship finals at Princeton on Aug. 8-9 and 15-16 to select crews to represent the U.S. at the World Championships in Nottingham, England and the Pan American Games in Mexico.

DEVELOPED BY OLYMPIC GOLD MEDAL WINNER

Developed by Kent Mitchell, former Olympic gold medal winning coxswain and founder of Jamco., Inc., Palo Alto, California, the Jamco system is also being applied to skiing, bobsledding and auto racing. It is hoped that eventually the system will be used internationally to standardize the reporting and recording of results of various athletic events. In addition to allowing consideration for weather variables, the system also provides more information on results — such as split times for all participants which is an indispensable aid to coaches and competitors.

HOW THE SYSTEM WORKS

The JAMCO computer system is tied into a 500 meter interval timing system for 2000 meter race courses. This system eliminates the need to string cable between interval positions alongside the course. The system consists of one crystal-oscillator based digital clock taking times to the nearest hundredth of a second for each lane. These clocks are located at the finish line and attached to a radio receiver tuned to receive pulse-coded signals from transmitters located at the 500 meter intervals and at the start. The basic frequency is within the citizens band and it cannot be interfered with by other citizens band users. Each lane is distinguished by having a different number of pulse codes.

Men who operate the transmitters (one for each two lanes) have a button in each hand connected by a feed line to the transmitter box. As the boats pass, he sights across the course at the interval mark and depresses a button when the boat in that lane goes across, sending a signal to the particular receiver tuned in for that lane at the finish line. The receiver then closes a switch which signals the clock to record the elapsed time and to display on its face the digital time for that lane to the nearest one hundredth of a second. Times for each lane are then fed into a remotely located Hewlett Packard computer by means of a portable computer terminal. Developed by Computer Transceiver Systems, Paramus, N.J., the 29-lb. unit, very similar in appearance to a portable typewriter, transmits the data to the computer over ordinary telephone lines. The connection to the computer is made by simply inserting the telephone handset into a receptacle built into the terminal. Data is transmitted from the race course via the terminal's typewriter-like keyboard to the computer located in Paramus, N.J. which instantly processes the data and feeds back results which are printed out at the finish line by the terminal so they are immediately available after completion of a race. Portability of the computer transceiver terminal is valuable because of the differing physical layouts of the many race courses and the ease with which the terminal can be taken to, and connected to, available telephone facilities.

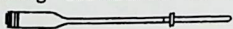
An extension of the terminal printout with the JAMCO system will be an electronic scoreboard which will be located in the finish line area. This scoreboard consists of 16,500 moving flags (picture the card section at a football game). Displayed immediately after the last boat passes the particular 500 meter interval will be the overhead view of the boats — positioned on the course to the nearest quarter of a length, relative to the leader. This means that spectators will view the race exactly as they would see it if they were flying overhead in a small plane at each 500 meter point. The display on the board will actually show the movement of boats along the course.

TO AID MEDICAL RESEARCHERS

The detailed performance data provided by JAMCO will lead to improved reporting and comparison of rowing, skiing, bobsledding and auto racing results, and will also speed up and improve studies on the physiological effects of various athletic competitions on participants. Detailed comparison of results are being made in relation to those respiratory, metabolic, and cardiovascular parameters of competitors that appear indicative of current and potential performance levels. In such studies (*The Oarsman-May/June 1975*) nearly 100 oarsmen have already been studied to produce the physiological profile of an international calibre oarsman.

This type of study can be valuable in predicting performances of different athletes in different environments such as the oxygen rare atmosphere encountered in the Mexico City Olympics.

USED TO ESTABLISH RECORD STANDARDS

Establishment of standardized recording of race times and weather conditions with the JAMCO system could eventually lead to international acceptance of world record time standards. This would be similar to internationally accepted world time records for track and field which disallow times achieved in certain weather conditions. The existence of "Worlds Records" adds excitement to a sport by establishing standards to be approached and eventually broken. 

an historical perspective on

The *isms* of Rowing: Amateur and Professional

By Thomas C. Mendenhall

In rowing today, as in all sports, the distinction between an amateur and a professional is under challenge, review, and revision. Historically the distinction has often had a determining influence on the development of the sport. So an historical review may provide enlightenment. But first some definitions are in order.

Although both words are rooted in the Latin, the meanings which are now producing so much argument first appeared in the 19th century. The amateur cultivated any activity, especially a sport, as a pastime, as distinguished from the professional, who pursued the same activity to earn his living. Both terms might be used disparagingly; the amateur was sometimes seen as the dabbler or dilettante; to be labelled a professional politician was rarely a compliment, and the professional athlete was often seen as vulgar lower-class as compared with the gentleman amateur. But the two could never remain long apart in any sport. More intense practice and greater technical skill usually made the professional in demand as a teacher, and the natural urge to discover who was best inevitably brought amateur and professional together in actual competition.

From the start this interaction has been present in rowing. In 1716, six young watermen (professionals) who had just finished their apprenticeships, first raced from London Bridge to Chelsea for the coat and badge which the comedian, Thomas Daggett, endowed as the prize for the first continuous, organized sporting contest. A century later the young gentlemen-amateurs from Oxford and Cambridge first sought instruction in rowing from these professional watermen. About the same time the ferrymen of New York harbor were starting to race in the famous Whitehall boats which served them as watertaxis. When in May, 1825 the *Whitehall*, a New York City barge-four with coxswain, defeated the *Richmond*, a similar boat from Staten Island, over a five-mile course from Robbin's Reef to Castle Garden for a \$1,000 purse, the bay was "literally covered with steamboats, sail boats and rowboats," and more than 30,000 people thronged the course.

Over the next decade, what had been an occasional informal event became an organized sport; clubs of amateurs eager to rival the professional watermen appeared, such as the Castle Garden Amateur Boat Club Association, formed in 1824 out of a group of the New York clubs. Under such auspices, regattas were held while the sport spread rapidly up the Hudson to Newburgh and Poughkeepsie, out to Detroit in 1839, and even to San Francisco with the Forty-niners. In 1843 a Yale junior brought a four-oared Whitehall boat purchased second-hand for \$29.50 back to New Haven; in the

next few weeks two similar crafts appeared, and boat racing began at Yale. Although the first Harvard-Yale race was rowed in 1852, during those early years racing remained informal, infrequent, and unselective, with undergraduates or amateurs rowing against the professionals in the Boston City, Castle Garden, or Newburgh regattas — and taking the purse or money prize if they were skillful enough to win.

That sports are man-made or socially-conditioned (to quote a sociological truism) is proved by the way they burst into being in the 15 years after the Civil War. Thanks to expansion and the transportation revolution, the country was losing its frontier region by region. As the country filled up, what could replace this elbow room, provide the "safety valve" for the crowded townsman, and occupy the energies of what had always been a nation of activists? Sport and outdoor pastimes, more than any other single thing, were to fill the gap. In the country, as in the colleges, boatracing was among the leaders in this procession. Though today crew ranks low as a spectator sport, a century ago it acted as the harbinger of all the mass excitement to come. The regatta fixtures in the late fifties and sixties of the Nineteenth Century ran as high as ten or a dozen; for 1867 some 48 different match races and regattas are listed; the figure reached 65 for 1869 and over 150 for 1872, everywhere from Savannah to Sacramento and Maine to Milwaukee, for anything from \$500 to Kyle's Gold Badge — or the mere honor of pulling two passengers 33 miles around Manhattan Island in five and a half hours.

The folk-heroes of the day became the professional scullers — Jim Hamill, Josh Ward, Walter Brown, and the Biglen Brothers (later immortalized by the brush of Thomas Eakins) who since before the Civil War were competing in regattas and match races for large purses. Light by today's figures (most of them under 160 pounds), they usually raced five miles around a stake, a form of race which easily led to tricks and even fouls at the turn — as college crews were to discover. It was human nature that such spectacular events, surrounded as they were with great publicity, provided the occasion for betting. but for the professional gambler (professional again!), the odds are always the way to the true billing. If they can be somehow manipulated rather than just estimated, the slaughter of the innocent becomes truly monumental. Soon in professional sculling, as was to happen in other sports like baseball, the combination of commercialism, publicity, and the determination of some gamblers to fix the outcome, the races and the scullers themselves came under increasing suspicion. Was it all fair

(Continued on next page)

and square or were the races somehow, sometimes rigged?

The race which did more than anything else to confirm the suspicion of the professional, and set firmly apart the amateur oarsman, was the famous Hop-Bitters race of October, 1879 between Edward Hanlan and Charles Courtney on Chataqua Lake over a five-mile course for a purse of \$6,000, the largest offered so far for a match race. Details of the race were chronicled with loving care in the *New Yorker* of August 25, 1952 by the late Samuel Hopkins Adams. Hanlan, a Canadian, came to be considered "the greatest single sculler who ever lived," in Bob Kelley's opinion. Born in 1855, he entered the Philadelphia Centennial Regatta of 1876, virtually unknown, to take the Championship of the World from the long-established American champions. By then Courtney, who was born 6 years earlier at the head of Lake Cayuga and would eventually become the founding father of Cornell rowing at the other end, was one of the best American amateurs with 88 winning races. He turned professional in 1877, and his races with Hanlan became the most dramatic, even notorious, events on the sporting scene. The first was held at Laehure, Canada, in October, 1878, with thousands of dollars wagered on the result.

Hanlan was the favorite, but despite the rough water over much of the course, Courtney hung on and was only a length down at the turn. By the last mile he had pulled up even, both now rowing 32, only to have Hanlan work his way first out of some boats that had come inside the booms at the finish to win by a length and a half. The confused finish together with the fact that the odds on Hanlan had markedly increased just before the start, made the outcome suspect and fed the fires for a return match between Courtney, who now claimed the American championship, and Hanlan, who claimed the Canadian championship — with both claiming the world championship.

A promotor was at hand, Asa T. Soule, a most aggressive, engaging entrepreneur and sportsman of Rochester, New York. Born the eleventh child of a Quaker family, he inherited, in Adam's phrase, "the commercial shrewdness of that sect without the handicap of its ethical standards." Somehow as successively a farmer, patent-rights broker, peach-grower, real estate operator, hotel manager, banker, and road-man for a cough cure, Soule acquired enough capital by the age of 50 to buy out a cough cure allegedly based on an extract of hops. Within six years, "Hop Bitters, the Invalid's Friend and Hope, the Purest and Best Medicine ever made," had become the fifth best-seller in the patent medicine field. Even total abstainers cherished it, "blissfully innocent of the medicine's unpublicized content of low-grade, high-powered whiskey." A sportsman, Soule was particularly eager to join his sporting interests to his commercial zeal in the promotion of Hop Bitters. The purchase of a baseball team for Rochester did not prove the answer even though every player received a teaspoonful of Hop Bitters before each game; the team lost, the newspapers suspicioned the involvement of the local gamblers, and the manager lifted \$400 of the salary money from the till. Turning to boat racing in September, 1879, Soule succeeded in signing Courtney and Hanlan to a return match race one month later, in an effort to prove wrong the editorial writers who were saying that "there is no sport which is not contaminated and, in large measure controlled by the gambling fraternity." William Blaikie, a former Harvard stroke, was selected as referee. His reputation was the only one "that survived the event unsmirched."

As the great day approached commercialism and

speculation rose to a fever pitch. Soule "exactd commissions from railroads, excursion and sightseeing boats, grandstands, hotels, boarding houses and 'all the games straight and skin' as he boasted to a Utica newspaperman." Courtney had christened his shell *Hop Bitters* and the railroad spur boardering the course was named the *Hop Bitters Branch*. Gamblers made Mayville, the nearest town, the sporting center of the United States, with New York odds-makers on every corner. Fed by the wildest rumors about the conditioning of the two scullers, betting was "fast, furious, and variable." So much so that "one wildcat bookmaker went crazy and jumped in the lake."

The climax was reached the morning of the race when Courtney revealed to Promotor Soule and Referee Blaikie that his shell, though under the guard of his nephew, had been sawed in half the night before. Furthermore, he stoutly maintained that he could not possibly row in any borrowed shell. Blaikie insisted that the race be rowed. So Hanlan rowed over, breaking all records for the distance. But when he, with Blaikie in support, presented himself at the Rochester City Bank to claim his purse, they found that Soule had been there first to remove his \$6,000, claiming later that he had offered the prize for a race which had not taken place!

The storm of charges and counter-charges from the two camps made the non-race a national scandal which in fact, has never been satisfactorily resolved. It did much to discredit professional sculling races as sporting events and further separated the amateur oarsman from the professional. Already in 1872, the National Association of Amateur Oarsmen had begun to organize regattas on the Schuylkill exclusively for amateurs.

Although several of the professional scullers, like William Wood at Yale in 1864, had been taken on for short periods to coach amateur or college crews, the scandals of the 70's made the professional suspect, likely to teach the boys improper tricks or tactics. It was not until 1885 that Courtney became full-time coach at Cornell. Certainly joint participation by professional and amateur in races together would seem to risk corruption, and the turning of an honest contest into an exhibition. Only by eliminating any possibility of financial reward for the participants could rowing, or any other sport, keep its true purpose intact. This concern to preserve the integrity of the amateur became internationalized with the rebirth of the Olympic games at the beginning of the twentieth century and found expression in the AAU definition of the amateur as one to whom athletics is an avocation. "One who takes or has taken pay, or has accepted the promise of pay in any form for participation in athletics or has directly or indirectly used his athletic skill for pay in any form does not meet the definition of the amateur."

Thus the earlier nineteenth century distinctions between amateurs and professionals seem to have been triumphantly vindicated. But how would they stand up almost a century later under very different conditions? What of the elitist idea of the gentleman-amateur in democratic, egalitarian America? Given American competitive zeal, would not there be an overriding urge to determine the champion and thus blur the earlier distinction between amateur and professional? And finally, as sport became a truly international form of rivalry, was it realistic to expect other countries to accept the Anglo-American definition of amateurism — or to expect Americans to compete successfully against non-amateur rivals from other countries? The next column will have at some of these questions. 

The Junior World Championships

By W.E. Sanford

The United States sent its best team in years to the World Junior Championships. All entrants were under the U.S. time standards. Many outstanding Prep School oarsmen from around the Northeast gathered together with coaches Murry Beach, Ed Woodhouse and Thad Bennett at Kent School. A fine eight was developed to win the Junior trials. Oarsmen from various clubs were solicited by Coach Jim Glavin to complement his forces at Vesper. The result was two fast four-oared shells. Coach Ric Ricci from Blood Street developed a pair without that won the trials and a Detroit Boat Club pair with cox emerged victorious. Bill Mastalski had a sculling camp from Fairmount R.A. and produced our double and quad. Jim Barker coached his son Jeff in the single. It should be noted, therefore, that the bulk of the squad resulted from getting the best oarsmen and scullers together in three areas.

Most of the Junior Team spent four or more days at Syracuse, prior to the departure for Montreal. Two days at Syracuse of practice on the magnificent olympic course was inspirational to all participants. The preliminary heats and repechage produced only one USA winner as the team began to realize the tremendous speed of its competition. Our four without (our lone repechage winner) and the pair with cox advanced to the finals. Our eight, single, four with cox and quad advanced to the small finals. The USA eight finally put their race together and won the small finals. The pair with cox and four without finished sixth. The four without had showed medal speed on the previous day but steering problems cost them.

The US team has improved. It is, however, difficult to get excited when our overall performance versus other countries is dismal. To reach a competitive level with the countries that support their Junior effort, it will take much more Junior participation and more strict time standards.

PARTICIPANT ATHLETES

4 w/cox: 1. Gary Edling, 2. Jim Gegeckas, 3. Bill Purdy, 4. Sam Whelan, 5. Fred Crumlish; **Double:** 1. Gerry Henwood, 2. Jack Sholl; **Pair w/o:** 1. Robert Whitbeck, 2. Mark Steinhilber; **Single:** Jeff Barker; **Pair w/cox:** 1. Mark O'Brien, 2. Rich Kruszyna, 3. Bill Walker, Jr.; **Four w/o:** 1. Chase Coggins (Elected Team Rep.), 2. Tony Horvat, 3. Charles Murray, 4. Chris Demberg; **Quad:** 1. John Whalen, 2. Al Lawn, 3. Robert White, 4. Gerald Putnam; **Eight:** 1. Livingston Johnson, 2. Phil Mead, 3. Jerry Anderson, 4. Donald Roy, 5. Ridgely Johnson, 6. Thomas Kiefer, 7. Mitch Tomkin, 8. Sky Morehouse, 9. Oswald Street, 10. Curtis Pippin, 11. Christopher Dilworth. 

RESULTS

4 With Cox 1. RDA 4:51.14, 2. FRA 4:55.57, 3. RFA 4:58.53, 4. CAN 4:59.77, 5. ITA 5:00.43, 6. NOR 5:05.66, 7. NDL 5:05.13, 8., AUT 5:07.77, 9. GBR, 5:07.93, 10. USA 5:11.61, **Double Sculls** 1. RDA 4:57.77, 2. URS 4:59.34, 3. RFA 5:05.06, 4. GBR 5:06.16, 5. YOU 5:09.91, 6. SUE 5:13.96, 7. SUI 5:20.57, 8. ITA 5:21.71, 9. FRA 5:23.22, 10. NDL 5:23.87, 11. NOR 5:25.27, 12. BEL 5:31.88, **PR/WO** 1. RFA 5:17.60, 2. URS 5:21.34, 3. CAN 5:24.25, 4. YOU 5:25.34, 5. RDA 5:27.88, 6. GBR 5:38.61, 7. ITA 5:34.80, 8. SUI 5:39.21, 9. POL 5:42.45, 10. SUE 5:45.40, 11. FRA 5:47.97, 12. AUT 5:50.04, **Single** 1. RDA 5:26.65, 2. RFA 5:30.68, 3. YOU 5:33.73, 4. FRA 5:38.85, 5. URS 5:42.49, 6. SUE 5:45.06, **PRW/Cox** 1. URS 5:41.82, 2. GBR 5:43.02, 3. RFA 5:43.45, 4. ARG 5:45.83, 5. RDA 5:47.74, 6. USA 5:55.03, 7. YOU 5:45.88, 8. NDL 5:50.63, 9. FRA 5:51.70, 10. CAN 5:53.02, 11. ITA 5:53.41, **4/WO** 1. RDA 4:49.34, 2. GBR 4:52.75, 3. RFA 4:53.11, 4. POL 4:55.73, 5. ITA 4:57.89, 6. USA 4:59.07, 7. NOR 4:57.17, 8. CAN 5:00.81, 9. FRA 5:04.55, 10. AUT 5:07.69, 11. CHI 5:11.60, **Quad** 1. URS 4:32.15, 2. RDA 4:35.17, 3. RFA 4:37.72, 4. SUI 4:37.90, 5. FRA 4:42.47, 6. ESP 4:45.37, 7. ITA 4:49.48, 8. GBR 4:52.01, 9. TCH 4:52.92, 10. USA 4:55.73, 11. CAN 5:00.41, **Eight** 1. RDA 4:21.56, 2. RFA 4:23.59, 3. URS 4:26.50, 4. CAN 4:27.90, 5. FRA 4:29.98, 6. ESP 4:40.50, 7. USA 4:34.87, 8. BEL 4:37.63, 9. GBR 4:38.58, 10. ITA 4:41.30.



SAILMAKERS INC.

Sails for the
12 Meters
and
The Americas Cup

Little Harbor Way
Marblehead, Mass.

By John Pickering, II

On August 2nd, seventeen Alden ocean shells raced from the mouth of the Piscataqua River off Kittery Point, Maine to the Isles of Shoals, 8½ miles out into the open Atlantic. Rowing in this bay has been popular since poet Thomas B. Aldrich explained the sport's purpose in 1860. In "Piscataqua River," named after the river on which the race started, he summarized the appeal of rowing:

"To let the wherry listless go,
And, rapt in dreamy joy,
Dip, and surge idly to and fro,
Like the red harbour-buoy;

To sit in happy indolence,
To rest upon the oars,
And catch the heavy earthy scents
That blow from summer shores;

And then to hear the muffled tolls
From steeples slim and white,
And watch, among the Isles of Shoals,
The beacon's orange light."

Unlike any modern crew race, this contest smacked slightly of Aldrich's indolence. Its informal tenor was typified by the voice of a confused oarsman as the shells milled around the starting line. "Who's next, Arthur?," he called to Arthur Martin, designer of the shells and starter of the race.

Gradually the boats splashed off the starting line, handicapped into groups of two's and three's by rig and age of oarsmen. Fiberglass bows slapped tide-flattened lobster buoys, and Kitt's Rock horn whooped louder and softer as the boats slipped past it into the haze of the Gulf of Maine. There were no lanes and few rules, one stroke watch a spectator happened to bring, and no video tape.

When it was over John Pickering, II, 19, of Bryn Mawr, Pennsylvania, had won for the third consecutive year. The tall Harvard sophomore stroked his Charles River model single (9'9" racing blades) the 8.35 mile distance at a steady 25 strokes per minute, finishing in one hour, twelve minutes and sixteen seconds.

Dr. Michael McGill, 40, of Exeter, N.H. and the President of the Alden Ocean Shell Association, crossed the line into Gosport Harbor 21 seconds later. He had the benefit of three minutes head start as the result of his age. Close in his wake was Hargreaves Heap, III, also 40, of Yarmouth, Maine. All three of the top finishers rowed the longer-oared Charles River model shells. The first of the standard models (7'6" oars) was John Small, 53, of Groton, Conn. He had the advantage of seven minutes over the "Scratch boat," theoretically the fastest, at the start. In fifth position was that scratch boat, a Charles River double rowed by Rick and Dave Durkee, both of U.N.H.

The only other experienced competitor to finish in the top ten was Val Hollingsworth, III, of Kennebunkport, Maine. He rowed on Penn's Varsity Heavy Crew this spring, and had just returned from rowing a four at Henley and a pair at Lucerne.

One picture is always worth
a thousand words, right?

Here's a rowing ride at
an amusement park, right?

Photo: Douglas Armsden



Wrong! and wrong again!
It's a shot from the third annual

RACE TO THE ISLES OF SHOALS

Vincent Ryan of Union B.C. was 7th, and John Liblare, the oldest racer at 62, was 8th. Seventeen racers completed the trip, the last in a good time of 1:35:16. Three men, who rowed the entire distance but did not wish to compete, rowed in the cruising division.

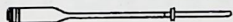
The boats were Alden ocean shells, an effective combination of a Maine peapod, famed for its seaworthiness, and a racing single. They are equipped with sliding seats and oarlocks positioned on easily-removeable outriggers. Most of the shells are also fitted with compasses, which came in handy during the minor confusion over the course during the race. Notable buyers include the King of Samoa, who reportedly cruises Samoa's harbor nightly, silently watching for smugglers. The Alden singles are 16' long, 24" wide and are stable, strong and nearly impossible to capsize. They achieve hull speed quickly at around 8 m.p.h. Pickering's average speed was over 7 m.p.h. with course detours.

He passed McGill and Heap about one mile from the finish at Gosport Harbor, but couldn't break away from the older men, as all three boats matched close to gull speed through the last mile and crossed the line within thirty seconds of each other. The water was perfect for ocean rowing; a slow swell and a following light northwest breeze didn't challenge the oarsmen, but improved times over last year's race.

After the race, at an awards ceremony at Smutty Nose Island, Dr. McGill presented the Barnacle Cup to the winner. Mr. John Hallett of the Kittery, Maine Bicentennial Committee and a former Yale oarsman himself awarded the Kittery Bicentennial bowl. He expressed wishes that the race be expanded to include dories and peapods.

That would be fitting, for pulling boats have an illustrious history at the Isles. Thirteen years after Aldrich's idyllic poem was written, on a blustery night in March, 1873, Louis Wagner noticed the fishermen of Smutty Nose in a Portsmouth, N.H. tavern. Believing there was silver unprotected on the island, he stole a dory from the harbor and rowed the nine miles to the Isles later that night. But instead of finding money he found three women, two of whom he savagely axed to death as the third escaped with a dog. After searching in vain for the witness he rowed back to the mainland as penniless as he had come. He was the last man to be hanged for murder in the state of Maine.

In the early 1900's several men rowed dories and the whaleboats that belonged to the large hotel still standing on Appledore Island. They used to circumnavigate the archipelago before breakfast, competing for the fastest times.

And one hundred years after Louis Wagner, Harvard coach Harry Parker and Lloyd Dahmen of Union cruised to the Isles in racing singles, establishing an unchallenged speed record. Rowing in this bay has moved from resting in happy indolence to the pain and pressure of two hours of ocean racing; perhaps Martin's ocean shells can effect a rebirth of rowing as it was in 1873, when sculling was something one did with one oar off the stern of a skiff, and rowing was to get somewhere. As this regatta continues to expand, anything is possible. 

ALDEN OCEAN SHELL ISLES OF SHOALS RACE

1. John Pickering, II, 1:12:16; 2. Dr. Michael McGill, 1:14:37; 3. Hargreaves Heap, III, 1:14:46; 4. John Small, 1:22:20; 5. Rick and Dave Durkee, 1:15:31; 6. Val Hollingsworth, 1:19:16; 7. Peter Maitland, 1:21:23; 8. John Liblare, 1:25:50; 9. Walter Raleigh, 1:20:01; 10. Vincent Ryan, 1:21:01; 11. John Millman, 1:24:46; 12. William Livesay, 1:27:36; 13. Tim Creem, 1:28:46; 14. Francis Gurtowski, 1:31:16; 15. Richard Anderson, 1:33:16; 16. Cleve Horton, 1:32:19; 17. Brian Flynn, 1:35:16; Cruising class: Paul Coolidge, Ernie Tetrault, Gordon Lameyer.

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Allen Perry Rosenberg

A transcript of a 7-hour seminar on coaching was presented to the West Coast Coaches on April 6, 1975 at ZLAC in San Diego.

The following subjects were covered: national comp., training, style, physiology, attitude, rigging, and coaching methods.

Approximate size of transcript 40 — 8½ x 11 pages.

The transcripts refer to films by Rosenberg.

Transcript or Cassette

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Early Days of Rowing:

IN CUBA (1910-1960)

Rowing, as a competitive sport in Cuba, had its beginning on July 31, 1910. On that date, two clubs, Club Halley and Club Varadero, founded for the purpose of staging a regatta, competed in Varadero Beach over a distance of 1400 meters. The shells were built by local craftsmen. They were six-man shells with no sliding seats (sliding seats were introduced in 1918 with the four-man shells) and no oarlocks as we know them today (a rope tied to a stick on the side of the shell held the oars in place). The shells were thirty feet long and four feet wide. The winning Club Varadero crew covered the distance in seven minutes and twenty-four seconds beating the Club Halley crew by one second.

This regatta generated such enthusiasm that a group of students from Havana, all members of the Vedado Tennis Club, who were spending the Summer in Varadero Beach, challenged the Club Varadero to a similar race. The race took place on August 29, 1910. The winning Club Varadero crew covered the distance in seven minutes and twenty-five seconds. The first National Regatta took place on August 13, 1911 and the participants, in order of finish, were Vedado Tennis Club, Club Nautico de Varadero and Atletico de Cuba. On June 14, 1918, a law was passed by the Cuban Congress setting up the National Regatta (four with cox) as an annual event to be held in Varadero Beach over a distance of 1500 meters. The winner to be the custodian of the Copa Cuba for one year.

Regattas were held every summer in the months of July and August. There were three four with cox regattas and two eights regattas as follows:

NOVICIOS — Staged in Havana Harbor from 1939 to 1958. In 1959, the site was changed to Santiago de Cuba. The race covered a distance of 1200 meters. Participating in the first regatta (1939) were Havana Yacht Club (1), Biltmore Yacht and Country Club (2), Vedado Tennis Club, Club Nautico de Varadero, Cienfuegos Yacht Club and Escuela Naval.

JUNIORS — Staged in Cienfuegos Harbor since 1921 (no races were held from 1928 through 1934). Originally called Seniors (Varsity) regatta, it was changed to Juniors in 1935. The race covered a distance of 1500 meters. Entries for the first regatta (1921) were, in order of finish, Vedado Tennis Club, Havana Yacht Club and Cienfuegos Yacht Club.

SENIORS — Staged in Varadero Beach since 1910 (became known as the Regata Nacional de Cuba in 1918). From 1910 through 1918 the race was held in six-man shells. From 1918 through 1957, the race covered a distance of 1500 meters; in 1958, the distance was changed to 200 meters. Entries for the regatta of 1918 were, in order of finish, Vedado Tennis Club, Asociacion de Dependientes, Club Atletico de Cuba, Havana Yacht Club, Club Nautico de Regla and Club Nautico de Varadero.

Varsity 8 (sponsored by Havana Yacht Club) — Staged in Havana since 1917. The race covered a distance of 2000 meters. Entries for the first regatta were, in order of finish, Havana Yacht Club, Vedado Tennis Club, and Universidad de La Habana.

Varsity 8 (sponsored by Biltmore Yacht and Country Club) — Staged in Havana since 1941. The race covered a distance of 2400 meters.

CUBA AND SOUTH FLORIDA

MIAMI

GATEWAY OF AMERICAS

JOIN US:



ROW 12 MONTHS OF
THE YEAR

INTERNATIONAL
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In 1948, a crew from the Biltmore Yacht and Country Club represented Cuba in the Olympic Games held in London. In 1956, a crew from Club Nauticode Varadero represented Cuba in the Olympic Games held in Melbourne, Australia.

In 1954 and thanks to the efforts of Dr. Carlos T. Hernandez Mauri, President of the Federacion Cubana de Remos, a dual meet Mexico/Cuba was set up between the winner of the Regata Nacional de Cuba and a prominent Mexican Team.

Rowing was a very popular sport in Cuba attracting huge crowds to all the races. No wonder it had to flourish in South Florida!

IN SOUTH FLORIDA...

The first rowing regatta ever held in South Florida took place on September 9, 1950. This was an exhibition race featuring the first three places of the 1950 Regata Nacional de Cuba (Havana Yacht Club, Circulo Military Naval and Biltmore Yacht and Country Club). The race was held in Indian Creek over a distance of 1850 meters. The race was won by the Biltmore crew. The regatta was staged for the last time in 1951.

Since 1968, the Columbus Day Cruising Regatta Club has been sponsoring an Annual Invitational Rowing Regatta. Clubs from all over the world have participated in this regatta.

Still, rowing in South Florida was a spectator sport, not a participating sport. Finally, and thanks to the efforts of a group of ex-oarsmen from Cuba, the dream of all Cuban rowing enthusiasts became a reality when the Miami Rowing Club was founded in April, 1974. The Big Five Club followed the leadership of the Miami Rowing Club and, in late April,

bought a couple of used shells and started practicing rowing.

The first race ever by local rowing enthusiasts was held at Maule Lake, south of the airport, between the crews of the Miami Rowing Club and Big Five Club, the latter winning the contest.

In August 25, 1974, and organized by the Miami Rowing Club, the First Summer International Rowing Regatta was held. Participants included, in addition to the two local clubs, Jacksonville University, FTU and Puerto Rico. Miami Rowing Club crews won three of five events.

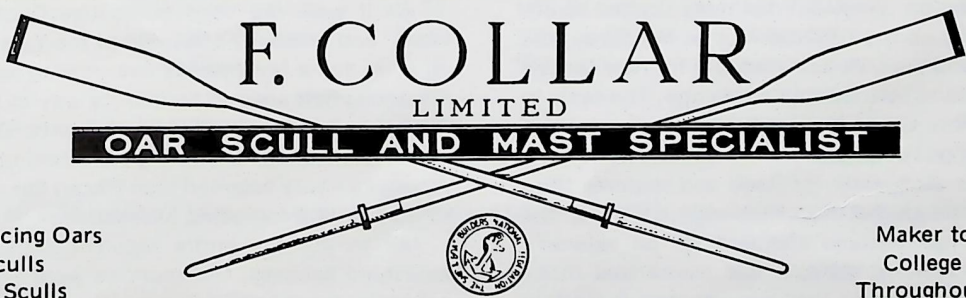
Later the same year, Miami Rowing Club crews raced at the famous Schuylkill River in Philadelphia against Malta Boat Club and La Salle and in Mexico, where the over 35 crew won their event.

In 1975 both clubs fared magnificently. The Miami Rowing Club established itself as a power to be reckoned with in the Southern Intercollegiate Rowing Association. The Freshman four with cox crew established itself as the best in the State by winning the Freshman 4 State Championship. The Freshman 8 crew established itself as the second best in the State while the Varsity 4 crew was the most feared in Florida and the Southeast.

The Big Five, sticking to the high school category, won the High School Junior Varsity 8 State Championship.

We have the foundation to make rowing in South Florida the huge success it was in Cuba — and we will.

Our thanks to Dr. Carlos T. Hernandez Mauri, Rowing Delegate to the Direccion General de Deportes (sports governing body of Cuba) and President, Federacion Cubana de Remos (1935-1960), who provided the details on rowing in Cuba.



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The Race That Wasn't

By Emory Clark

Once or twice in each rowing season a race takes place that is of more interest in concept than in fact, in the telling than the actual rowing. One such race occurred on the Detroit River this past June 22nd in which your faithful scribe was privileged to officiate — using that verb somewhat carelessly.

By dint of much Detroit Boat Club flag-waving, hints of crews from as far north as Alaska and as far west as Hawaii, and the promise to pull the DBC's '56 Olympic Silver Medal four out of mothballs, Chairman John Hutton and Captain Denne Osgood bid fair to stage the first major regatta on the Detroit River since the Nationals in 1959.

That nearly 100 crews appeared is a credit to a lot of hard work by a group of hard-core DBC faithfuls. That the Detroit River failed to cooperate and the officiating was less than professional was not surprising. The former was anticipated and partly thwarted by a 7 a.m. starting time. The latter was due in large part to the fact that your opinionated reporter found himself cast as starter, referee and judge, in fact, in the role of the blue-blazer fuddy-duddy, he so loves to criticize. But despite the vagaries of the water and the officiating, the competition was keen, the oarsmen eager and the races hard-fought.

That a certain coxed four appeared from New Haven, Connecticut is directly attributable to John Hutton's gift for flattering hyperbole. The challenge, issued in May, consisted of five long, long-hand pages of Hutton's persuasiveness ending with the question: Why not? Skillfully drafted to stir aging egos, it offered up the DBC '56 four of McIntosh, the McKinley Brothers and Welchli, as a measure for how far one has sunk into the rotund softness of middle-age. The reply to the challenge (suitably edited here) was just three weeks in coming (see box, opposite page).

The letter speaks eloquently for itself and requires little comment beyond the fact that its writer suggested that the rules therein contained become standard for all veteran's races. That the members of the four had memorized those rules soon become apparent as they were quoted at random in the generous pre-race conviviality staged by thoughtful DBC hosts.

The race itself, as intimated at the outset, requires no little imagination in the telling. The second to last of the day,

it was expertly started by your now experienced reporter whose stentorian "Partez" somehow failed to rouse Cooke and his companions who rested peaceably on the line until they alertly noticed the competition disappearing over their starboard shoulders.

Lumbering off then, it became clear, they, in any case, would not violate the self-imposed ceiling of a 27 stroking — this despite the fact that the DBC Olympic four (goaded possibly by the high stroking of the Maverick DBC four to its starboard) settled to a comfortable 34.

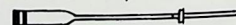
As the gap between New Haven and the other boats widened this harried official did his official, if unsuccessful, best to bring their ratings down. But it was not until one of the McKinley brothers jumped his slide and the DBC Olympic boat consequently took a breather that the New Haven class began to tell and they moved to within some five lengths.

The finish in such a contest seems irrelevant and I shall not trouble you with it. I suppose if one were to live by Cooke's rules there is no question but what the New Haven boat won (corrected times), as it did finish.

Certainly the members of the four accepted the post race congratulations and beer with a graciousness and humility that befits winners. From one objective view, had it not been for the three man whose puddle has diminished sadly from the days when he and yes, your reporter, rowed three and five in a very fast eight, the New Haven four was clearly the class of the race.

As it was, the once diminutive Cooke, erstwhile "The Goog" and presently chairman of the Yale Crew Association, is, alas, some few pounds over rowing weight; and none of the added heft seemed to find its way to the end of the oar. That only Cooke, of all the participants, should have seen fit to complain of the officiating (threatening to take away your reporter's newly acquired blue blazer) has nothing, of course, to do with the foregoing assessment.

All in all, the entire highly competitive affair was a smashing success. Old muscles were flexed, blisters were acquired, quantities of Stroh's, the local brew, were inhaled. And if the DBC Olympic four left the water quite properly feeling their lustre remained untarnished, the New Haven four left town properly convinced they were champions.



John P. Cooke
Ridgefield, Connecticut 06877
June 6, 1975

John W. Hutton
Central States Regatta Chairman

Dear John:

After thorough review of your invitation, we kept hearing strange voices in our ears that echoed P.T. Barnum, who in stentorial tones declared, "There's a sucker born every minute!" Somehow your oft-repeated phrase "Why Not?" brought forth a vision of the sideshow huckster!

Under such circumstances how could we resist being first in line? O.K., why not, you're on! The New Haven Rowing Club light-heavy weight, intermediate-elite, veterans four with coxswain, locally known as the "Lard Bucket," hereby accepts your challenge. However, there are certain *non-negotiable* qualifications:

1. Race to be held in coxed fours. (We can't steer well enough; and why give Welchli et al. the advantage of their own event?)
2. We will have first choice of boats, riggers, oars, seats, etc., and the exclusive services of the most competent rigger in the area.
3. A callous inspection will be held just prior to the race and the referee will disqualify any contestant showing deep-seated calluses. Only soft calluses, bleeding blisters, and festering ulcers will be permitted.
4. The combined weight of the oarsmen must exceed by greater than 10% their weight in their last official competition. Sandbags will be used to make up any deficit, and sandbags will be checked by the referee immediately after the race.
5. With the exception of a racing start lasting no more than 100 meters, and a sprint at the finish limited to the last 200 meters, the body of the race will be rowed at no more than 27 strokes per minute. An official timer for each boat will take strokings every 100 meters and the umpire will add 10 seconds to the time of the crew for each infraction wherein the stroke exceeds 27 per minute.
6. If requested, we will have first choice of coxswains available, and said coxswain will agree to submit to brainwashing to properly prepare him for competition.
7. We will have first choice of locker space, clubhouse lounge chairs, showers, conveniences, luxuries, etc.
8. Suitable practice time prior to the race (during the race?) will be made available.
9. Members of our crew, wives and/or loved ones will be accorded the courtesy and respect due our position, competence and age.
10. We reserve the right to remove any referee, starter, judge, timer or other official who in our sole opinion does not meet our requirements.
11. We will be granted first place in line at any occasion where beer, food or other consumables are available, and at no cost, naturally.
12. We reserve the right to make additional ad hoc rules and regulations prior to, during and/or after the race.

Our tentative Roster:

Position	Name	Age	Rowing Experience	Occupation	Approx. Year of Last Official Competition
Bow	Robert Macartney	37	UCLA	Manager/IBM	1960
2	Joseph Introcasso	50 +	Various Clubs	Dr. of Dentistry	1947
3	John Cooke	38	Yale	Manager/Emery Air Freight	1958
Stroke	David Wight	42	Yale	Architect	1956
Cox	Joseph Introcasso, Jr.	N/A	Choate	Student	N/A

We're a poor club so we don't have racing jerseys, therefore betting shirts is out, unless you collect well worn tee shirts as a hobby!

John P. Cooke

SPECIAL REPORT

CAPTAIN COUSTEAU'S TALK BEFORE THE CALIFORNIA STATE LEGISLATURE

Testifying to the California Assembly Resources and Land Use Committee on March 10, 1975, and on the same day to California's Senate and to the House of Representatives, Captain Cousteau stressed that he created the Cousteau Society precisely because of his alarming observations about the quality of water in general, and of the ocean waters particularly. Here is a brief resume of his hour-long speech which was followed by a period of questions and answers.

Diving constantly, since 1936, in the waters of the Mediterranean, the Red Sea, the Indian Ocean, the North and South Atlantic and Pacific Oceans, in the Arctic as well as in the Antarctic, our growing team of underwater explorers has observed a constant deterioration of the sea water, and a substantial reduction in the abundance of marine life. A rough estimate is that **the overall fish population of the world** has decreased at least 30 percent in the last 20 years.

The deterioration of the Oceans is due at least as much to **mechanical** destruction, such as overfishing, detrimental fishing methods, explosions, careless coastal and harbor developments, landfills, and so on, as it is due to pollution (which is a word often used inadequately).

Pollution can be due to **degradable products**, such as manure or most organic compounds, or to **permanent toxic chemicals**, such as heavy metals, some pesticides, or extra long-lived radioactive material that just pile up in the ocean where they can find practically no outlet. As far as degradables are concerned, the Oceans under the influence of bacteria, solar radiation, etc., have certain powers of self-purification, to an extent that is still poorly understood and needs considerably more research. It is thus conceivable to allow a given quantity of such temporary pollution on the basis of geographical and oceanographical factors. On the contrary, for permanent toxic chemicals the only acceptable level in the long run is ZERO.

The main cause of peril to the Oceans is: **Human ignorance about the Sea**. Astronomy, for instance, is

more than 3000 years old, but oceanography less than 100! On land, hunting was replaced by farming as the main source of food more than 10,000 years ago! In the Sea, apart from oysters and, recently, shrimp, we are behaving like barbarian hunters, and all the more with the help of the latest technology.

Aviation is new, but is well regulated by air traffic control; navigation, although as old as civilization, knows, still today, no maritime control and more than one million tons of ships are lost every year. Law helps regulate human activities, except in the high sea, that is still today an "outlaw country" where the only rule is "catch as catch can!"

We speak stupidly of the "vastness of the Oceans," when the entire biosphere on earth is an extremely thin and vulnerable layer, and yet if the oceans are big at a human scale, the critical zones where all the productivity and the reproduction processes take place are minuscule areas in the Sea.

We still think of the Sea as another world, populated by weird or fierce animals (a weakness of our education exploited recently by such films as "Jaws") when in fact, there is a striking unity of life above and under the surface of the Oceans, a similarity of motivation and behavior, and an inescapable dependence of all forms of life, including ours, upon the quality and vitality of our planet's water system.

The first consequence of this general misunderstanding of the Sea by Humankind, is that very often the priorities in oceanographic research, generally decided by the funding agencies and not by independent scientists, are misplaced. For example, the analytic study of each polluting chemical in the Sea is hopeless, as there are several new polluting chemicals ejected into the Sea every week!

Another major cause is population pressure. The simultaneous increase in world population and in living standards has created an unprecedented and perilous pressure on the food, raw materials and energy resources of the earth. But another field in which uncontrolled growth is about to bring disaster is the **population pressure**

on the coastlines. This is particularly true in the USA.

As a massive block of land adjacent to two continental shelves, the USA has a very small ratio of coastal length per square mile of land or per capita. As the income per person of the American citizen is second only to that of the Kuwaitee, the population pressure on American coastlines is the highest in the world, with all its consequences: destruction of the shoreline by careless developers, by the multiplication of marinas, by innocent but ravaging beachcombers, shell collectors, so-called sport fishermen (including spear fishermen) and by excessive industrial fishing. The recent butchering of Florida's coast by bulldozers is the best example of the disaster threatening all the American littoral zones in a very near future.

Maybe the most frightening cause of pollution is the absence of international standards and regulations concerning urban and industrial wastes, as well as the non-existence of a world supernational agency empowered to enforce such regulations. Because of such vacuum of international control, industrial competition cannot be fair, and no government is ready to take the first step, which would penalize and handicap its own industry.

What is at stake, really, is the survival of humankind, rather than the development of new resources. Fisheries have begun to decline all over the world, and the global tonnage of all catches represents substantially less than 10 percent of the protein needed to feed the populations of the earth; although fisheries have an almost negligible economic importance, they enjoy traditionally a disproportionate political influence. We must keep such problems in their time perspective.

Minerals from the Sea, such as manganese nodules, are not yet needed, and, if they were exploited today, would unfairly compete with the natural, vital resources of less developed countries, like Zambia or Chile, threatening these nations with hopeless misery. Offshore oil is, by and large, the only major economic wealth offered by the Sea.

We must all become convinced

that, by caring about the oceans, by protecting the water system leading to the Sea, we may well get the highest prize of all: survival of our species and an improved quality of life for the generations to come. This situation calls for surgery rather than medicine; we are engaged in a race against time, and to win this difficult race, we will have to upset many of our established concepts and most of the economic postulates worded in the nineteenth century. As a consequence, the rational remedies won't fit in our present structures and will be considered as utopian. But paradoxically, we have only one choice: **Utopia or Death.** (The remarkable title of a book by Professor Dumont.)

There are remedies: They must be aimed at correcting simultaneously the main causes of the Ocean's depredation listed above. The Cousteau Society is working at drafting a comprehensive blueprint, but the task is long and formidable and we intend to cooperate with the main conservation organizations worldwide. If outlining the solutions is a major job, a bigger one indeed will be to find a way to implement and enforce the new rules!

Ignorance of the Sea must be fought by **increased education at all levels:** primary and high schools, through the teachers and directly to the kids by television; enrolling children to teach their mothers, hoping that these women will, in turn, enlighten their husbands; college students directly by campus action groups; adults in general through television, radio broadcasts, books, magazine articles, lectures, exhibits and museums; soldiers at their quarters; working adolescents through rock singers and musical formations, etc.

Imaginative safety valves have to be designed to alleviate the growing population pressure on littoral zones. The coastal waters are the most productive and the most vulnerable, their importance as a feeding and spawning ground is enormous, and disproportionate with the very small volume they represent. Carving the coastlines with earth-moving equipment,

creating basins and channels in order to increase the mileage of the coastline is a catastrophic solution, as it destroys, sometimes forever, the complex biological network we have to protect. It would be much better to build a string of floating artificial islands, anchored on the continental shelf one or two miles away from shore, and simultaneously to drastically protect vast segments of the natural coastline against any human intervention.

The overall cost to the nation of performing sufficient purification of urban and industrial effluents (in most cases this involves practically tertiary treatment of all wastes) would be astronomical, and much higher than avoiding pollution **at the source.** We must decide to prevent instead of curing. Zero level of toxic products in all industrial effluents must be enforced at the factory where outgoing water should be good enough to serve at the cafeteria. The cost of such purification should be shared between the responsible industry and public funds. As far as urban wastes are concerned, severe regulations concerning all domestic products, including detergents and pesticides, could turn them into biodegradable effluents, and by dispersing these waste waters in large areas of the Sea, it would be possible never to pass the limit of the Ocean's self-cleaning possibilities.

Selling shells and bleached pieces of coral should be prohibited, to stop the destruction of hundreds of miles of beautiful reefs by divers using crowbars. Selling tropical fish, for home saltwater aquariums, also should be prohibited, as most saltwater fish do not reproduce in captivity and can only be supplied by depleting entire reef populations: for one fish sold, more than ten die during capture or transportation. Spearfishing with or without scuba gear should be totally prohibited, as well as collecting lobsters, crabs or gorgonians by hand.

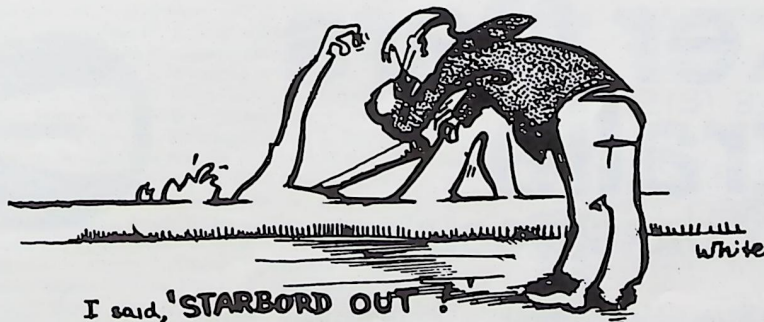
To make fair industrial competition possible worldwide, through uniform regulations regarding pollution, is by

far the most difficult problem. A compromise is necessary. A government of the world, capable of passing and enforcing the necessary laws, is too much of a utopian concept today. The United Nations is not yet in a position to play a positive role: the majority of U.N. members have very good arguments to refuse to be penalized for the mistakes that made the developed nations rich, at the expense of the environment. But a satisfactory solution could be found at the level of the 15 most industrialized — responsible for about 80 percent of all pollution — countries. Other nations would join the "Clean Club" as they progress economically. This would be the nucleus of the World Ocean High Authority that we will study with the "Law of the Sea" conferences.

Finally, a substantial fraction of oceanographic research should be directed at the comprehensive study of the overall effects of pollution and mechanical destruction in the sea, with a view towards constantly monitoring the productivity as well as the pollution of the oceans. This vital project will involve hundreds of instrumented buoys, long-range aircraft and specially equipped satellites.

We have no time to lose in discussions and analytical measurements. We must act now, and drastically. The very life of our grandchildren is at stake. Humanity today is to be compared with a cancer patient who is told he urgently needs surgery that will cost \$2,000, and who replies that for that price he prefers the convenience of a new automobile.

The human being, as an individual, is farsighted and capable of improvising solutions and sacrifices if that is the price for his survival. But as a social animal, he often acts with no more judgment than the extinct dinosaurs. Our individual consciousness is no longer capable of coping with the problems of the planet. We must develop a new **global consciousness** to motivate us to make the necessary sacrifices without delay.





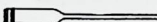
LATIN FLAVORED FLORIDA

Florida rowing assumed a distinctly Latin flavor at the Second International Rowing Regatta at the Miami Marine Stadium July 20th. Mexican, Chilean and the predominantly Cuban oarsmen from Miami provided a friendly South American atmosphere to the mid-summer competition. The Mexican National Team, sorting out their boats for the Pan-American Games this fall, rowed away with the Manuel Puig Trophy, awarded for best team performance. This included four wins and three seconds to accumulate eighteen points under the 3-2-1 system.

The Florida Athletic Club, a collection of oarsmen from various schools rowing under F.T.U. coach Dennis Kamrad in Orlando this summer, came in a close second with seventeen points — four wins, a second and two third place finishes. The FAC first eight split in two, capturing the JV Four and the Open Four. The combined boats then handily won the Open Eight event, over a good Mexican team, the number one Miami boat, and last year's winner, Remex of Jacksonville.

Mexico did well in the Junior eights and fours, beat a strong Open Pair with cox from Remex, and clinched the Puig Trophy with a win in the Open Single, taken by former Olympian Frederico Scheffer. Scheffer, ninth place finisher in singles at Munich, faced two of the better scullers Florida had to offer this summer: Bill Jurgens, rowing coach at the Florida Institute of Technology, and Garin Rice of Orlando.

The choppy water seemed to favor the heavier, stronger Jurgens, but highstroking Scheffer led from the start to win in a convincing manner. Two Mexican club teams also took home trophies; the Senior Four of Club Espana avenged last year's loss to Miami with a win in this year's shortened race. The young women of Club Antares held off a strong four from Remex-Tamps U. to win by less than two seconds.

More than 3000 spectators watched from the impressive Marine Stadium, which offered a view of the 1200 and 1500 meter races from start to finish. Trophies and medals were awarded at the end of the day by the host Miami Rowing Club, concluding with a touching speech by organizer Cesar Odio who, addressing the crowd which included many Bay of Pigs veterans, expressed the hope that future MRC regattas might be held in a Cuba free of communism. 

RESULTS

Senior Singles, 1200 M. — Hillsborough RC 4:50.1; Miami RC-A 4:53.2; Remex 5:11.0; MRC-B 5:36.4. **Women's Singles, 1000M.** — U. of Tampa 5:08.5; Remex-A 5:32.5; HRC 5:37.9; Remex-B 6:35.1. **Junior Four, 1200 M.** — Mexico 4:07.3; Chile 4:13.5; FAC 4:15.3; MRC 4:25.1; Big Five 4:26.3. **Open Pair, 1200 M.** — Mexico 4:37.0; Remex 4:40.5. **Junior Singles, 1500 M.** — Chile 5:51.8; Mexico 5:52.1. **Women's Four, 1000 M.** — Club Antares 4:18.2; Remex/Tampa 4:20.1; FAC-B 4:20.2; FAC-A 4:35.4. **Junior Varsity Four, 1200 M.** — FAC 4:08.3; Big Five-A4:13.1; MRC 4:19.3; U. of Alabama-Huntsville 4:27.0; Big Five-B 4:34.1; Remex 5:15.8. **Junior Eight, 1200 M.** — Mexico 3:42.5; FAC 3:48.4; MRC 3:55.0; **Elite Singles, 1200 M.** — Mexico 4:27.3; FIT 4:37.0; FAC 4:41.5. **Open Four, 1200 M.** — FAC 3:55.2; Mexico 3:56.3; Remex 4:01.0; MRC 4:18.4; U. of Ala.-H. 4:42.7. **Junior Varsity Eight, 1200 M.** — FAC 3:49.0; MRC 3:52.6; Big Five 3:53.8. **Veteran's Four, 700M.** — Club Espana 2:22.0; MRC-B 2:27.0; MRC-A 2:36.2. **Open Eight, 1500 M.** — FAC 4:35.3; Mexico 4:45.0; MRC 4:55.0; Remex 5:03.7.

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NORTH WESTERN INTERNATIONAL ROWING REGATTA

By Karl Twedt

A concerted team effort which resulted in the scoring of points in 19 of the 24 final events brought the Minnesota Boat Club of Saint Paul its ninth consecutive North Western International Rowing Association championship in a hard-fought battle over the wind-tossed waters of the Red River of the North at Winnipeg, Manitoba, August 15, 16, 17, 1975. Closest pursuers, Minneapolis and Duluth, scored in 13 and 12 events respectively. With this championship went possession of the great Sir Thomas Lipton Trophy for another year, for the 15th time in the past 17 years.

The Championship was all the more sensational because the Saint Paul based club had lost every regatta in which it had participated in 1975 after suffering the loss of 12 of its 1974 Senior oarsmen. A spectacular come-from-behind victory in the 21st event, the Senior Lightweight Eights, dealt the death-blow to the expectations of Saint Paul's closest pursuers, as the 18 inch margin was sufficient to provide the defending champion the edge it needed. 

FINAL POINT STANDINGS

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2. Minneapolis, Minnesota.....	188.75
3. Duluth, Minnesota.....	175.00
4. Winnipeg, Manitoba.....	86.00
5. Thunder Bay, Ontario.....	28.00
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7. Wichita, Kansas.....	7.50

Races 2,000 meters upstream on the Red River of the North

INDIVIDUAL RACE RESULTS

Senior Heavy Fours With Cox—Time 7:53.5. 1. Duluth #2, 2. Saint Paul #2, 3. Duluth #1, 4. Saint Paul #1, 5. Wichita; Winnipeg was disqualified. **Junior Lightweight Doubles** — time 8:16.5. 1. Saint Paul — S. Radosovich & C. Dillon, 2. Thunder Bay, 3. Saint Paul #2, 4. Minneapolis #1, 5. Minneapolis #2, 6. Kenora. **Junior Lightweight Fours W/O**—no time. 1. Minneapolis #1, 2. Saint Paul #1, 3. Duluth, 4. Winnipeg, 5. Saint Paul #2; Minneapolis #2 was disqualified. **Junior Heavy Doubles** — time 8:23.5. 1. Duluth — G. Peterson & D. Krumpotich, 2. Saint Paul #1, 3. Kenora, 4. Thunder Bay, 5. Saint Paul #3, 6. Saint Paul #2. **Junior Heavy Fours** — no time. 1. Winnipeg #1, 2. Winnipeg #2, 3. Saint Paul, 4. Minneapolis. **Senior Light Doubles** — time 8:03.4. 1. Minneapolis — S. Takaichi — J. Cheesebro, 2. Saint Paul #1, 3. Saint Paul #2, 4. Saint Paul #3. **Senior Light Fours** — time 7:56.2. 1. Saint Paul #2, 2. Saint Paul #1, 3. Winnipeg, 4. Minneapolis, 5. Saint Paul #3, 6. Duluth. **Senior Heavy Doubles** — time 7:55.8. 1. Saint Paul — R. Klecatsky, T. Klecatsky, 2. Minneapolis, 3. Kenora, 4. Duluth. **Senior Heavy Fours** — time 7:30.4. 1. Duluth, 2. Winnipeg, 3. Saint Paul #1, 4. Saint Paul #3, 5. Saint Paul #2, 6. Wichita. **Open Lightweight Singles** — ¼-Mile Dash — time 1:27.6. 1. Saint Paul — D. Bryant, 2. Winnipeg, 3. Duluth, 4. Saint Paul, 5. Minneapolis, 6. Minneapolis. **Senior Light Pairs W/O** — time 8:33.0. 1. Minneapolis #1 — R. Newberg & K. Bonstrom, 2. Minneapolis #2, 3. Duluth, 4. Saint Paul, 5. Minneapolis #3. **Open Heavy Eights** — Dash — time 1:22.8. 1. Duluth, 2. Saint Paul #1, 3. Winnipeg, 4. Saint Paul #2, 5. Minneapolis #1, 6. Minneapolis #2, 7. Wichita. **Senior Light Fours W/C** — time 7:51.2. 1. Saint Paul #1, 2. Minneapolis #1, 3. Winnipeg, 4. Duluth, 5. Saint Paul #2, 6. Minneapolis #2. **Open Heavy Singles Dash** — time 1:30.9. 1. Minneapolis — J. Cheesebro, 2. Winnipeg — G. White, 3. Thunder Bay — G. Hamilton, 4. Wichita — Elliott, 5. Saint Paul — M. Harper, Duluth — J. Malone — disq. **Senior Heavy Pairs W/O** — time 8:23.4. 1. Duluth — G. Peterson & D. Krumpotich, 2. Wichita, 3. Minneapolis #1, 4. Saint Paul, 5. Duluth #2, 6. Minneapolis #2. **Junior Light Singles** — time 8:16.6. 1. Thunder Bay — G. Hamilton, 2. Saint Paul — R. Casey, 3. Saint Paul — D. Bryant, 4. Minneapolis, 5. Thunder Bay. **Junior Light Eights** — time 7:12.7. 1. Minneapolis, 2. Saint Paul, 3. Duluth. **Junior Heavy Singles** — time 8:17.4. 1. Thunder Bay — Jeff Reitberger, 2. Saint Paul — Mike Harper, 3. Saint Paul — Dan Bryant, 4. Minneapolis — Randy Newberg, 5. Wichita — Elliott, 6. Minneapolis. **Junior Heavy Eights** — time 7:06.5. 1. Minneapolis, 2. Saint Paul, 3. Winnipeg, 4. Duluth. **Senior Light Singles** — time 8:23.9. 1. Duluth — John Malone, 2. Saint Paul — Kurt Fox, 3. Minneapolis — Jack Cheesebro, 4. Winnipeg — Gary White, 5. Thunder Bay — Jerry Hamilton. **Senior Light**

Eights — time 6:59.4. 1. Saint Paul #1, 2. Minneapolis, 3. Saint Paul #2, 4. Winnipeg, 5. Duluth. **Senior Heavy Singles** — time 8:11.4. 1. Winnipeg — Tom Lathrop, 2. Minneapolis — Jack Cheesebro, 3. Duluth — John Malone, 4. Thunder Bay, 5. Thunder Bay, 6. Wichita — Elliott. **Workboat Fours With Cox** — 1 Mile — Time 6:42.2. 1. Minneapolis, 2. Duluth, 3. Kenora, 4. Thunder Bay, 5. Saint Paul, 6. Wichita. **Senior Heavy Eights** — time 6:49.5. 1. Duluth, 2. Saint Paul #1, 3. Winnipeg, 4. Minneapolis #2, 5. Saint Paul #2, 6. Minneapolis #1.

WOMEN'S DIVISION 1,000 METERS UPSTREAM

Eights — time 3:42.5. 1. University of Minnesota, 2. Duluth, 3. Minneapolis, 4. Saint Paul, 5. Kenora. **Singles** — Time 4:28.8. 1. Minneapolis — Shelley Hanson, 2. U. of Minnesota — Ms. Baer, 3. Kenora — Ms. Malm, 4. Minneapolis — Patti Ohme, 5. Duluth, 6. Kenora #2. **Fours With Cox** — time 4:11.1. 1. U. of Minnesota #1, 2. Duluth #2, 3. Thunder Bay, 4. U. of Minnesota #2, 5. Duluth #1, 6. Minneapolis #2. **Doubles** — time 3:57.7. 1. Minneapolis #3 — P. Ohme & S. Hanson, 2. Kenora #1, 3. University of Minnesota, 4. Duluth #2, 5. Duluth #1, 6. Minneapolis #1.

FINAL POINT STANDINGS

1. University of Minnesota.....	57
2. Minneapolis.....	31
3. Duluth.....	20
4. Kenora.....	8
5. Thunder Bay.....	4
6. Saint Paul.....	0
7. Wichita.....	0
8. Winnipeg.....	0

(Heats Eliminated Wichita and Winnipeg from finals.)

head of the harbor

SUNDAY
NOV. 9, 1975

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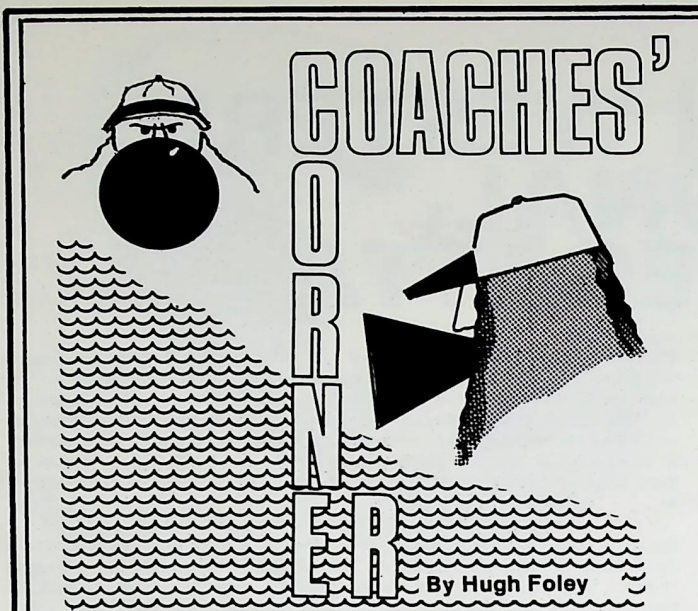
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NOV. 1, 1975

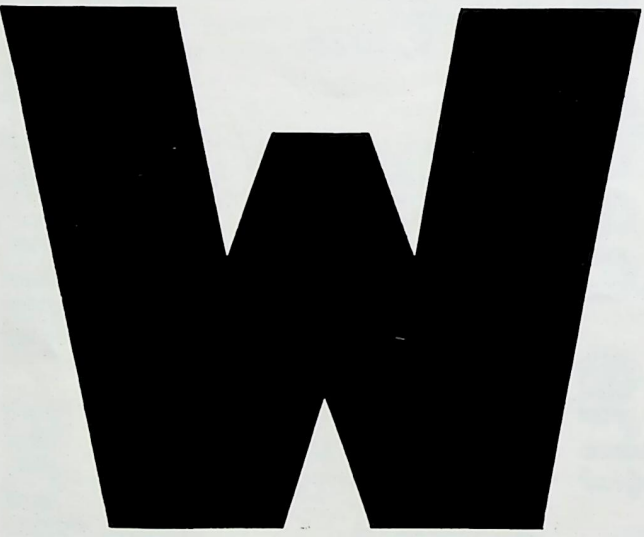
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4th annual regatta
port of los angeles



Although the subject of an "ideal" rowing style is likely to bring about the sort of heated discussion we expect from "discussions" of religion or politics, I would like to offer a few comments on a style that has served me well for nearly 12 years as an oarsman and as a coach. It is a style similar to that Allen Rosenberg has introduced to the National Rowing Squad in the last two years with some success.

Before presenting my case, I recommend review of the



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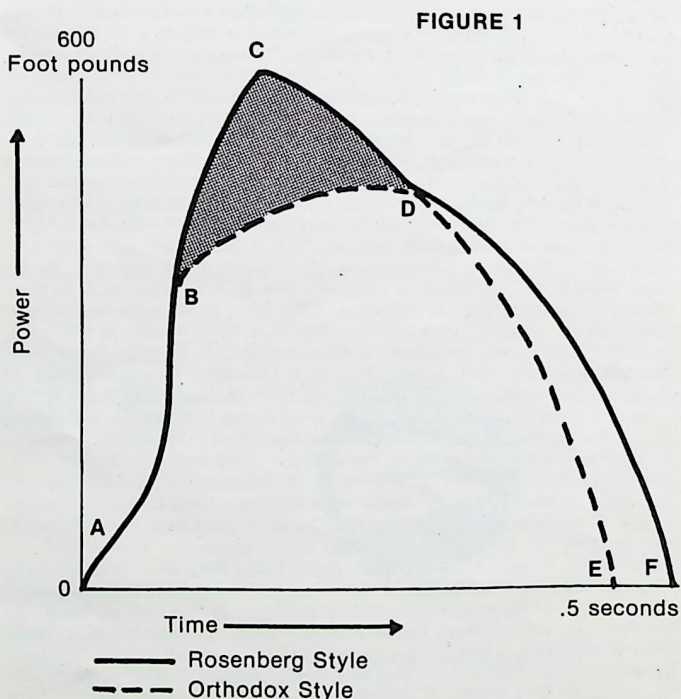
Madison, Wisconsin

comparison of International rowing styles in the May/June 1975 issue. In concluding his article, Mr. Klavara States, "... when [this] style gets a fair chance, it... stands out as the best." I agree with Mr. Klavara's assessment of the style and would like to, with the following illustrations and comments, give some empirical evidence as to why I feel this way. For purposes of this discussion, I am going to ignore many of the areas that are very similar to other rowing styles and dwell mainly on the one area where there is a discrepancy—the Leg Drive.

Mr. Klavara describes this portion of the stroke cycle as being "...hammer-blow-like leg drive... which takes the slide away from the front stops, leaving the body trailing the slide throughout the stroke." This is contrasted with the "orthodox Leg Drive...[in which] the body and slide spring back together, the body much faster than the slide..."

Experience and experimentation with both styles on a machine which graphs, on paper, the intensity of power applied throughout the stroke has shown me a profile of the power output of each drive style. (See Figure 1: Point 'A' is the catch, 'C' or 'D' is mid drive and 'E' or 'F' the finish. These power curves conform closely to curves made by stress gauges attached to oars in 'on the water' studies of power application.) Its obvious peak power is reached instantly with the 'Rosenberg' Drive (point B), but is somewhat delayed in the 'orthodox' style (point E). It is this difference in the timing of the power peaks plus the additional power (shaded area) realized by the sharp leg impulse that makes the 'Rosenberg' style a more effective method of moving the boat.

The benefits of increased power are obvious, but equally important is the timing of peak output. The masters of Karate have shown us the effectiveness of explosive effort delivered at a precise moment. This same intense concentration of effort at the right moment in the boat gives a tremendous 'send' which lifts the hull partially out of the water and accelerates the boat quickly to top speed. At the conclusion of the drive, the arms and back work together to supplement the diminishing leg power and hold the bend kicked into the oar shaft with the legs at the initial explosion



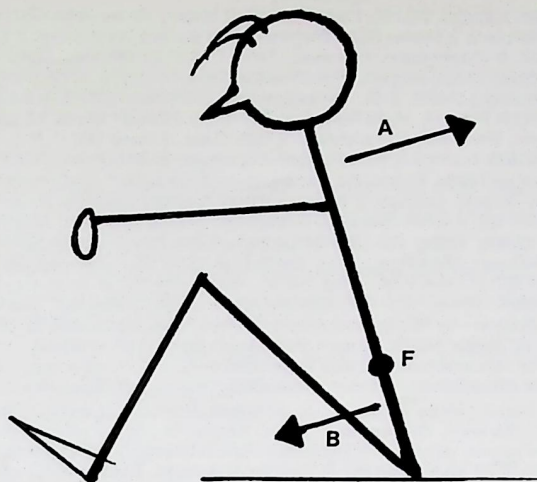
of the catch. This manner of finish takes the back and arms away from the 'active' role of 'motivators' and puts them into a more 'passive' role of 'connectors.' Thus we find a more relaxed finish motion due to the early completion of the leg drive and the 'passive' role of the back and arms.

I was amazed to find the 'Rosenberg' drive also showed a bit more power at the end of the drive as well (D-E vs. D-F). This, I think, is more a weakness of the 'orthodox' style rather than a strength of the 'Rosenberg' style. It seems to be a result of the early use of the back (A-D) which forces the oarsman to take one of two unattractive options at the finish. Either excessive layback to maintain the pressure on the oarhandle, which usually causes the hull to be driven into the water at the finish thus increasing the drag on the hull or slowing the boat, or a sudden drop off in the pressure on the blade (D-E, FIG 1), due to the slide and back reaching the 'finish' position before the arms, which are relatively weak on their own.

There is one additional reason I feel back lift in the early portion of the drive (the first 10 inches of slide travel) is not just bad technique but actually a fault. A study of physiology and kinesiology will show that in a motion similar to rowing with the back working in conjunction with the legs to move an object, there is an area along the spine, roughly in the small of the back, that represents the fulcrum of the upper-body lever.

My rough illustration in Figure 2 shows this fulcrum point (F). Notice any force towards the bow with the back and shoulders (Arrow A) produces an opposite force to the stern in the hips (Arrow B). The force of Arrow B is in direct opposition to the drive of the legs and thus 'stalls' the speed with which the legs can drive. It is my feeling this stalling

FIGURE 2. The opposing forces of a "back-lift" drive.

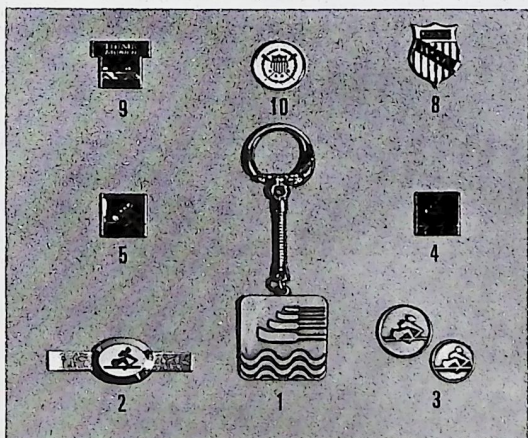


effect is what produces the delayed and diminished power peak in Figure 1 (B-D vs. B-C).

In conclusion I would like to add two additional comments. First, the 'Rosenberg' drive is a sophisticated method of power application which requires some very clever blade work at the catch to ensure *no* water is missed at the entry, for this reason it is difficult to teach novices, but not impossible if proper attention is paid to technique. Secondly, proper execution of this drive style will not necessarily turn turtles into tigers overnight. It will, *if all else is equal*, make your crew faster because the increased opportunities for relaxation tend to decrease the energy cost of going the distance. ■■■■■

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CANADIAN HENLEY (Cont'd from p. 25)

THURSDAY

Junior Cox Pair: 1 Ridley BC, St. Catharines (Jeff Hagar, stroke John Clarke, cox Mathew Torgian); 2 Ecorse BC; 3 Mexican RF; 4 Buffalo West Sides; 5 St. Catharines RC; 6 Washington Potomac. Time 7:18.6 **Junior Cox Four:** 1 Syracuse Chargers (Andy Mogish, Tom Evancie, Dave Tounslay, stroke Mark Lyuers, cox Murray Lukoff); 2 St. Catharines RC; 3 Mexican RF; 4 Toronto Argonauts; 5 Hyde Park RA, Hyde Park, N.Y. Time 6:20.2 **Junior 155-lb. Single:** 1 Stan Depman, Malta BC, Philadelphia; 2 Bob Cady, Ecorse BC; 3 Miguel Ruiz, Mexican RF; 4 Jim Ingram, Toronto Argonauts; 5 Bob Fries, Buffalo West Sides; 6 Mike Miller, Ecorse BC. Time 7:01 **Junior Single:** 1 Hugh Huben, U. of Western Ontario, London; 2 Stephen Price, Burnaby Lake TC; 3 Chris Penover, Detroit BC; 4 Brian Brennan, Detroit BC; 5 Charles Leduc, Quebec RF; 6 Brian Elliott, Ridley BC, St. Catharines. Time 7:04.7 **Junior 145-lb. Double:** 1 Jim Dwyer, Mike Russell, St. Catharines RC; 2 Dick Remond, Mike Miller, Detroit BC; 3 Dave Kret, Greg Hellar, Wyandotte BC; 4 John Pauls, Ryuichi Igarashi, Brock U., St. Catharines; 5 John Alexander, Steve Sidebothan, Victoria City RC; 6 Henry Amon, William Penn, Minnesota BC, St. Paul. Time 6:49 **Junior 145-lb. Four:** 1 Port Credit Dons (Jeff Holloway, Stu Smith, Marc de Vanderschuren, stroke Peter Hamilton); 2 Toronto Argonauts; 3 Philadelphia Malta; 4 Mexican RF; 5 Hamilton Leanders; 6 Brockville RC. Time 6:56.5 **Junior 155-lb. Eight:** 1. U. of Western Ontario, London (Fred Williams, Bill Marshall, Bill Stevens, David Bennewitz, Bill Dowell, Frank Barnwel, Gord Laurie, stroke John Nicholson, cox Jim Kirk); 2 St. Catharines RC; 3 Mexican RF; 4 Minnesota BC; 5 Toronto Argonauts. Time 5:52.4 **Junior Four:** 1 St. Catharines RC (Robby Dick, Joe VanRuyven, John Mocha, stroke Tim Storm); 2 Ridley BC, St. Catharines; 3 St. Catharines RC; 4 London RC; 5 Club Espana, Mexico City; 6 Oklahoma State U., Oklahoma City. Time 6:15 **Junior 135-lb. Single:** 1 Peter Murdza, St. Catharines RC; 2 Ed Makkreel, Brock U., St. Catharines; 3 Larry Cole, Wyandotte BC; 4 Bob Engel, Malta BC, Philadelphia; 5 Peter Cookson, St. Catharines RC; 6 Jim Sickler, Buffalo West Sides. Time 7:21

FRIDAY

Women's Single: 1 Bev Cameron, Ottawa RC; 2 Catalina Trapaga, Club Espana, Mexico; 3 Karin Constant, Philadelphia Vespers; 4 Patrice Cameron, Ottawa RC; 5 Barb O'Reilly, U. of Massachusetts; 6 Barb Hornung, Lincoln Park, BC Chicago. Time 3:49 (1000 metres). **Junior 135-lb. Eight:** 1 St. Catharines RC (Ross Genge, Peter Mahoney, Matt Wilson, Dave Pelette, Mark Jenkins, Fred Mueller, Jeff Davidson, stroke Bill Schenck, cox Pat Covelio); 2 Wyandotte BC; 3 St. Catharines RC; 4 Ottawa RC; 5 Ecorse BC; 6 Minnesota BC. Time 6:18.6 **Senior 155-lb. Pair:** 1 Mexican RF (Jose Rion, Juan Lopez); 2 New York AC; 3 St. Catharines RC; 4 Malta BC, Philadelphia; 5 Minnesota BC, St. Paul. Time 7:16.6 **Junior 145-lb. Single:** 1 Mike Miller, Ecorse BC; 2 Pablo Rion, Mexican RF; 3 Ed Lentz, New York AC; 4 Fred Loek, Port Credit Dons; 5 Xavier Macia, Toronto Argonauts; 6 Jim Dwyer, St. Catharines RC. Time 7:37. **Junior 155-lb. Four:** 1 Stanford Crew, Stanford, Calif. (Mark Grosenbaugh, Sam Francis, Henry Koerner, stroke Richard Bailey); 2 Syracuse Chargers; 3 Edmonton RC; 4 Brock U., St. Catharines; 5 Belmont RA, Belmont, Mass.; 6 Detroit BC. Time 6:41 **Junior Pair:** 1 Toronto Argonauts (Tim Britton-Foster, Mike Evans); 2 Toronto Argonauts; 3 U. of Western Ontario; 4 Duluth RC; 5 Toronto Argonauts; 6 U. of Western Ontario. Time 6:53.4 **Junior 145-lb. Eight:** 1 Brockville RC (Jim Bracken, Dave McKenzie, Mike Smiley, Paul Culp, John Donahue, John Abramowicz, Gord Cook, stroke Mike Greer, cox Morris DeWolfe); 2 Hamilton Leanders; 3 Wyandotte BC; 4 St. Catharines RC; 5 Ecorse BC; 6 Minnesota BC. Time 6:08.9 **Women's Double:** 1 Bev Cameron, Patrice Cameron, Ottawa RC; 2 Phyllis Hess, Karin Constant, Philadelphia Vespers; 3 Cheryl Howard, Pam Gilmore, Vancouver RC; 4 Beth Olanoff, Rosemarie Flynn, Philadelphia Girls RC; 5 Mary Sitek, Jody LaFrance, Ecorse BC; 6 Marg Flynn, Terry Savard, Philadelphia Girls RC. Time 3:23 (1000 metres). **Open Quad:** 1 New York AC (Larry Klecatsky, Mike Verlin, Sandy Killen, Jim Dietz); 2 Detroit BC; 3 Minnesota BC; 4 Brock U., St. Catharines. Time 5:53.7 **Junior 145-lb. Cox Four:** 1 Toronto Argonauts (Rob Haag, Al Hooper, John Leavitt, stroke Don Findlay, cox Paul Hardie); 2 St. Catharines RC; 3 Port Credit Dons; 4 Philadelphia Malta; 5 Windsor Crew; 6 Buffalo West Sides. Time 6:30.6

SATURDAY

Women's Cox Four: 1. U.S. National Team (Claudi Schneider, Carol Brown, Gail Pierson, stroke Carl Groves, cox Lynn Silliman); 2. U.S. National Team; 3. Brock U., St. Catharines; 4. Vancouver RC; 5. Hamilton Leanders; 6. Detroit BC. Time 3:12.4 (1000 metres) **Association Single:** 1. Brian Thorne, U. of Western Ontario, London; Madison; 3. Bill Scollie, Thunder Bay RC; 4. Hugh Huben, U. of Western Ontario, London; 5. Mike Verlin, New York AC; 6. Fred Duling, Philadelphia Malta; 7. Guillermo Spamer, Mexican RF. Time 7:06.6. **Junior Eight:** 1. Mexican RF (Juan Amexcua, Riman Lomeli, Alfonso Baena, Juan Salgado, Manuel Velazco, Ruben Noguez, Andres Mendoza, stroke Heleodoro Banos, cox Benito Castro); 2. Toronto Argonauts; 3. St. Catharines RC; 4. Buffalo West Sides; 5. Wyandotte BC; 6. Hamilton Leanders. Time 5:57.3 **Junior 135-lb. Four:** 1. Ottawa RC (Stu McKeen, Brendan Mulroy, Mike Cullen, stroke Keith Handegord); 2. Toronto Argonauts; 3. Minnesota BC; 4. St. Catharines RC; 5. Ecorse BC; 6. Detroit BC. Time 6:46 **Senior Four:** 1. Burnaby Lake TC (Mike Neary, Al Morrow, Jim Henniger, stroke Ian Gordon); 2. St. Catharines RC; 3. U.S. National Team; 4. Cornell U., Ithaca; 5. Hamilton Leanders; 6. Detroit BC. Time 6:50.2 **Women's Pair:** 1. U. of Western Ontario, London (Becky Stevenson, stroke Monica Draeger); 2. Vancouver RC; 3. U. of New Hampshire, Nashua, N.H.; 4. U. of Victoria, Victoria. Time 3:42.8 (1000 metres) **Open Single Dash:** 1. Jim Dietz, New York AC; 2. Jim Ricksecker, U. of

Wisconsin, Madison; 3. Mike Wensman, U.S. Coast Guard, New London, Conn.; 4. Andy Kernohan, Toronto Argonauts; 5. Bob Cady, Ecorse BC; 6. Guillermo Spamer, Mexican RF; 7. Sandy Killen, New York AC; 8. Bob Kunitz, Ecorse BC. Time 1:36.4 **Eights Dash:** 1. Ridley BC, St. Catharines (Brian Love, Pat Crockery, Paul Szczucinski, Dirk Glendy, Phil Monckton, Mike Hess, John Cordonier, stroke Fraser MacKay, cox Joel Findlay); 2. St. Catharines RC; 3. St. Catharines RC; 4. Detroit BC; 5. Buffalo West Sides; 6. Buffalo West Sides. Time 1:18.6. **145-lb. Single Dash:** 1. Larry Klecatsky, New York AC; 2. Fred Fuling, Philadelphia Malta; 3. Robert Kunitz, Ecorse BC; 4. Ed Makkreel, Brock U., St. Catharines; 5. John Alexander, Victoria City RC; 6. Bill Walker, Detroit BC. Time 1:44.5 **Junior Double:** 1. Charles Leduc, Serve Dubois, Quebec RF; 2. John Carmichael, Stephen Price, Burnaby Lake TC; 3. Carl Viola, Ward Sproat, Philadelphia Undines; 4. Dennis Sitek, Rick Sitek, Ecorse BC. Time 6:54

SUNDAY

Women's Eight: 1. U.S. National Crew (Chris Ernst, Anne Warney, Gail Ricketson, Jackie Zoch, Claudia Schneider, Carol Bormm, Gail Pierson, stroke Carrie Groves, cox Lynn Silliman); 2. Brock U., St. Catharines; 3. U. of Western Ontario, London; 4. Hamilton Leanders; 5. London RC; 6. Port Credit Dons; 7. Rochester RC. Time 3:13 (1000 metres). **Senior 145-lb. Double:** 1. Dennis Normille, Fred Duling, Philadelphia Malta; 2. Rob Kunitz, Mike Miller, Ecorse BC; 3. Jim Dwyer, Mike Russell, St. Catharines RC. Time 7:20.3. **Senior 145-lb. Cox Four:** 1. Detroit BC (Chuck Rossiter, Bob Sweeney, Paul Uhl, stroke Chris Costello, cox Bill Walker); 2. Toronto Argonauts; 3. Brockville RC; 4. Mexican RF. Time 7:25. **Senior 135-lb. Four:** 1. Buffalo West Sides (Toma Mazzone, Sean Fedak, John Young, stroke Jim Sickler); 2. Ottawa RC. Time 7:21. **Senior Cox Four:** 1. St. Catharines RC (Brian Dick, Ron Burak, Bruce Carpenter, stroke Andy VanRuyven, cox Bob Choquette); 2. U.S. National Crew; 3. Syracuse Chargers; 4. Hamilton Leanders. Time 6:50.3 **Senior Double:** 1. Larry Klecatsky, Jim Dietz, New York AC; 2. Sandy Killen, Mike Verley, New York AC; 3. Edgar Tams, Federico Scheffler, Mexico RF; 4. Pat Walter, Mike Cullen, Brentwood RC, Mill Bay, BC; 5. Lelf Gottfredsen, Ken McCrae, Victoria City RC. Time 7:06.5. **Senior 135-lb. Eight:** 1. Wyandotte BC (Mike Khoory, Mike Bozenski, Dan Kanthack, Larry Cole, Paul Sirios, Larry Lokuta, Jeff Gilliland, stroke Mike Kret, cox Kret); 2. St. Catharines RC; 3. Ecorse BC. Time 6:37.4 **Senior Cox Pair:** 1. U.S. National Crew (Rob Zagunis, stroke Hovey Kemp, cox Ted Vanbrunkhurst); 2. Burnaby Lake TC; 3. Cornell U., Ithaca, N.Y.; 4. St. Catharines RC; 5. Detroit BC; 6. Rochester RC. Time 7:55.7 **Senior 145-lb. Single:** 1. Larry Klecatsky, New York AC; 2. Fred Duling, Philadelphia Malta; 3. Robert Kunitz, Ecorse BC; 4. Dennis Normille, Philadelphia Malta. Time 7:55.5. **Senior 155-lb. Eight:** 1. U.S. National Crew (Lelf Solerberg, Eric Aserlind, John Dunn, David Vogel, Will Sawyer, Rod Johnson, Sean Colgan, stroke Charles Hoffman, cox Rich Grossman); 2. St. Catharines RC; 3. U. of Western Ontario, London; 4. Mexico RF; 5. Minnesota BC, St. Paul; 6. Detroit BC. Time 6:17.5. **Senior 145-lb. Four:** 1. Mexican RF (Arturo Torra, Gustavo Scheffler, Jose Rion, stroke Juan Lopez); 2. Port Credit Dons; 3. Brockville RC; 4. Buffalo West Sides. Time 7:11.6. **Championship Single:** 1. Jim Dietz, New York AC; 2. Jim Ricksecker, U. of Wisconsin, Madison; 3. Brian Thorne, U. of Western Ontario, London. Time 7:49.1. **Senior Pair:** 1. Burnaby Lake RC (Sandy Manson, stroke Bob Bergen); 2. Cornell U., Ithaca, N.Y.; 3. St. Catharines RC; 4. Hamilton Leanders. Time 7:43. **Senior 155-lb. Single:** 1. Larry Klecatsky, New York AC; 2. Federico Scheffler, Mexican RF; 3. Jeff Kreger, Ecorse BC. Time 8:02.5. **Senior 155-lb. Four:** 1. U.S. National Crew (George Nalen, James Sullivan, John Duke, stroke Ed Reynolds); 2. Brockville RC; 3. St. Catharines RC; 4. Buffalo West Sides; 5. Stanford Crew. Time 6:58.5. **Senior 145-lb. Eight:** 1. St. Catharines RC (Brian McClelland, John Grabiec, Sean Dowd, Ashley Lambert, Ken Wakulich, Mark McLean, Bill Donegan, stroke Tom Kent, cox John Edmondstone); 2. Wyandotte BC; 3. Brockville RC; 4. Ecorse BC; 5. Detroit BC. Time 6:46. **Senior 135-lb. Single:** 1. Ed Makkreel, Brock U., St. Catharines; 2. Jim Dwyer, St. Catharines RC; 3. Stephen Sidebotham, Victoria City RC; 4. Bill Walker, Detroit BC; 5. Mike Russell, St. Catharines RC; 6. Bob Claus, Worcester PI. Time 8:16.2 **Championship Eight:** 1. U.S. National Crew (Bill Mickelson, Ken Brown, John Everett, Richard Cashin, March Umlauf, Mike Vespoli, Hugh Stevenson, stroke Alan Shealy, cox David Weinberg); 2. Ridley BC; 3. Detroit BC. Time 5:58.7.

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I. FIDUCIARY WIZARDRY

IF you are an oarsman in a financially hard-pressed rowing program, you know that it is difficult to row with the idea that tomorrow your boats may be repossessed. Many programs are in that sort of shape right now, and prospects appear dim because of the current economic situation. There is hope, however. We have had some success at UMass raising money, and I'll share our ideas with you.

Many programs raise money through raffles, but how can you make a raffle really successful? Most people don't buy raffle tickets because they have little chance to win. So, give 100 prizes. Last year we found that a local radio station was willing to plug the raffle over the air, and mention the names of merchants who donated prizes. Armed with this lure of free advertising time, we approached local merchants, and came away with everything from a racing bike to a popcorn popper. With many prizes, people feel their chances are better, and plunk their money down. Similarly, if you approach merchants with a business proposition, their response is generally better than to a charity drive.

Another innovation which we began this year was to operate a business for the benefit of the crew. Since we are a club at UMass, we have no legal strictures concerning raising money, but even if you are part of an NCAA athletic department, you can establish a corporation for business activity, and then have the corporation donate whatever of its profits it wants to the crew. We operate that way since our club is a non-profit organization (postage, among other things, is cheaper that way).

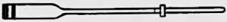
Our business involved selling cleaning products to UMass students and various businesses around the Amherst area. There are a number of national companies which enable you to establish a business selling their products without any investment for inventory. Our success here (along with our raffle) enabled us to pay our own way for the first time in UMass rowing history. The budget allotted to us by UMass was not used for operating expenses, so that we could make equipment purchases at the end of the year with *surplus* University funds.

Well, so much for picking up your daily bread. But how do you endow a shoestring rowing program? Here's an idea: let's say you find you have a wealthy benefactor who is willing to donate several hundred a year to your program. Have him take the money and purchase a life insurance policy on his life, with your club the beneficiary. Make sure that the benefactor assigns the cash value of the policy to your club

(so you can use part of his annual donation each year to run the club). With the insurance idea, not only does your donor help you immediately since you can use the cash, but upon his death, a fund is established in your donor's name to endow the program. All you need is a few \$10,000 deposits in the bank and the interest alone will buy you a set of oars each year.

These are a few ideas, both short- and long-range, that have worked for us at UMass. If you have some hot ideas, or want to know more about what we're doing, write in to this column. There is no consulting fee.

II. COACHES

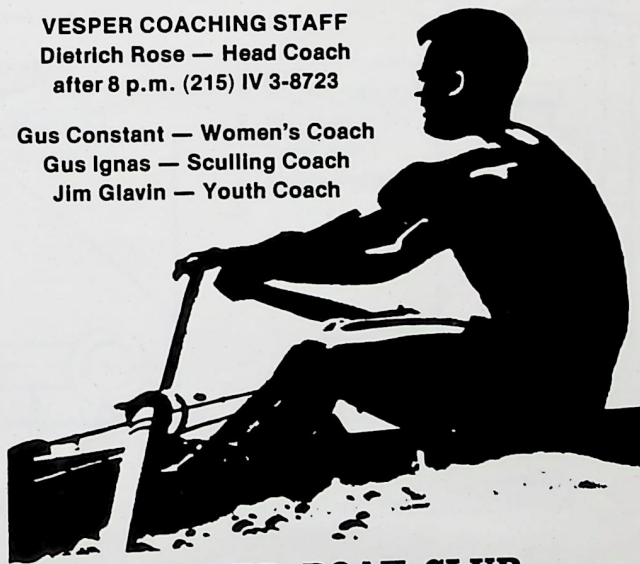
A fellow named Bob Rogen wrote to me (my first letter!) expressing a wish to find out more about coaches across the country. What Bob has in mind is coaches' backgrounds and qualifications, and a little bit about how they got involved in coaching. Mr. Rogen (a former Cal State Long Beach lightweight, '74 Western Sprint Champ) will circulate a questionnaire among as many coaches as possible through this column. When the questionnaire is completed, we'll print it here and coaches can respond. It probably will be the first time any data has been gathered nationally on coaches, and maybe it will be a first step toward the common European system of examining coaches from time to time to revise their credentials. 

VESPER 1975

Specialized coaching in sculling and small boats is available at Vesper Boat Club. We have one of the finest inventories of small boats in the country. Oarsmen who cannot aspire to the National Camp are invited to join our forces.

VESPER COACHING STAFF
Dietrich Rose — Head Coach
after 8 p.m. (215) IV 3-8723

Gus Constant — Women's Coach
Gus Ignas — Sculling Coach
Jim Glavin — Youth Coach

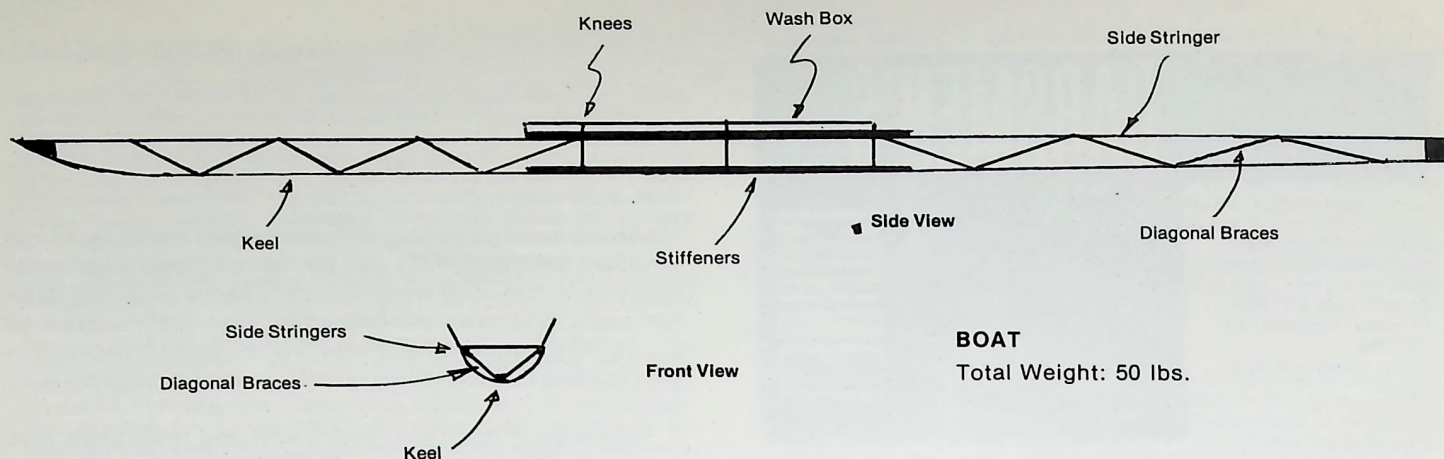


VESPER BOAT CLUB

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Philadelphia, Pa. 19130,

COURTESY JOHN B. KELLY, INC.

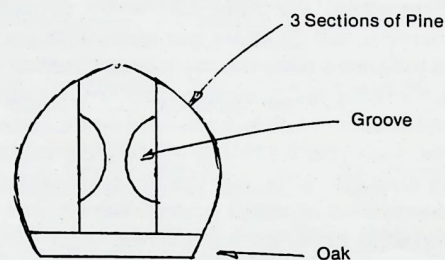


Do - It - Yourself

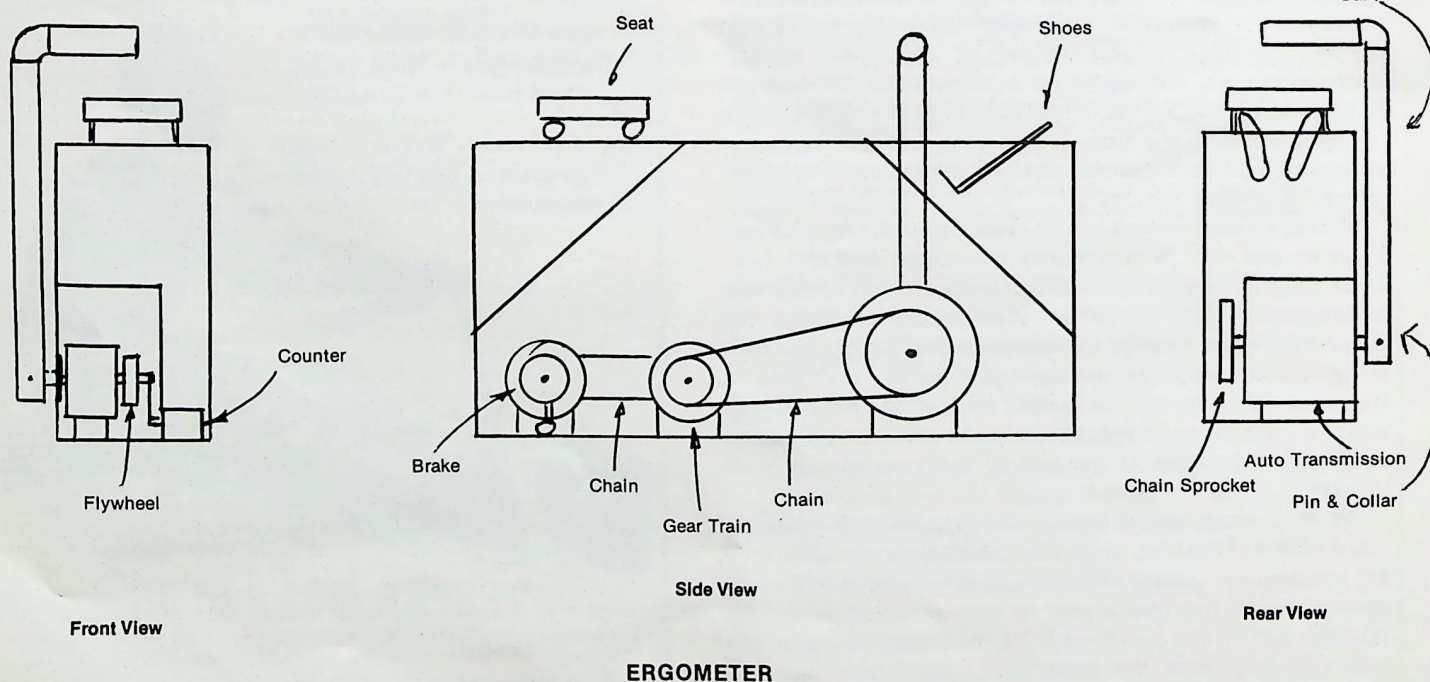
By Al Borghard, Sagamore Rowing Assoc.

These drawings describe three "do-it yourself" projects by the oarsmen of MacArthur High School at the Sagamore Rowing Assoc. These students built sculling oars, a single shell and a sculling ergometer. Although this equipment is not as good as professional gear, it has been entirely satisfactory. Perhaps this will inspire some oarsmen to become interested in fabricating their own equipment. For further information you may contact Al Borghard, 14 Windham Dr., Huntington Sta., NY 11746, or write to the Executive Secretary, N.A.A.O., #4 Boathouse Row, Philadelphia, Pa. 19130.

The cost of materials for the oars is about \$25, the boat \$75 exclusive of riggers, shoes, tracks and seat (find some old ones around the boathouse) and ergo \$500. After construction of some rowing equipment one will certainly gain an appreciation of the quality work turned out by professionals and a greater desire to give the equipment tender loving care.



CROSS SECTION OF OAR SHANK



OARSMAN QUESTIONNAIRE

DEAR READER:

We in the spacious *Oarsman* editorial offices have very little feel for what you think of your magazine, and here give you the opportunity to evaluate our work. Please help us improve the magazine by responding to the following questions, some of which will aid our advertising campaign.

Your postage contribution is appreciated, and saves us all some money. Also, we will consider a lack of responses to this questionnaire sufficient reason for ceasing publication of the *Oarsman*. Sincerely, The Editor.

Please fill in the blank, or circle the appropriate letters below.

1. Information about respondent:

- | | | | | |
|--------------|----------------|-----------------|-----------------|----------------------------------|
| a. Male | d. Heavyweight | g. Junior | j. Elite | m. Years Rowing Experience _____ |
| b. Female | e. Lightweight | h. Intermediate | k. Sculler only | |
| c. Age _____ | f. Novice | i. Senior | l. Never rowed | |

2. How thoroughly do you read *The Oarsman*?

- a. Read all of it b. Read most of it c. Read a few sections d. Glance through it e. Don't usually see it

3. How many people read your copy of *The Oarsman*? _____

4. Among the articles in this issue, indicate the ones you like the *most* and the ones you like the *least*

Most _____

Least _____

5. Do you remember an article from past issues that you especially liked?

No _____ Yes _____ (If yes, what was the title or subject? _____)

6. What regular *features* are most interesting to you? (circle more than one if you wish)

- | | |
|-----------------------|--|
| a. Regatta coverage | d. Opinion or Debate on topical rowing matters |
| b. Technical articles | e. Photography |
| c. Humor | f. Other _____ |

7. What area of rowing is in greatest need of more attention in *The Oarsman*? _____

8. Do you feel that *The Oarsman* is a proper or improper arena to voice criticism of the NAAO despite the magazine's being the NAAO's official publication?

Proper _____ Improper _____

9. If made available, would you order reprints of favorite articles? Yes _____ No _____

10. If made available, would you order a single volume of all *The Oarsman* technical articles ever published?

Yes _____ No _____

11. Please rate the contents of *all* issues you recall.

- | | | | |
|---------------|----------------------|----------------|---------------------|
| A. Usefulness | B. Level of Interest | C. Design | D. Overall Opinion |
| 1. Useful | 1. Interesting | 1. Appealing | 1. Highly favorable |
| 2. Average | 2. Average | 2. Average | 2. Favorable |
| 3. Useless | 3. Boring | 3. Unappealing | 3. Indifferent |
| | | | 4. Unfavorable |
| | | | 5. Stinks |

12. What do you do with your issues of *The Oarsman*?

- a. Retain
b. Give them to friends
c. Trash 'em

13. What was the date of this issue's arrival? Nov 8

14. Would you recommend *The Oarsman* to relatives or friends outside NAAO membership, such as rowing alumni? Yes _____ No _____

15. Would you prefer an NAAO membership at a lesser rate without *The Oarsman* subscription? Yes _____ No _____

16. If *The Oarsman* were to cease publication, would you end your NAAO membership? Yes _____ No _____ Maybe _____

17. Do you expect to resubscribe when your competitive status ends or when your subscription runs out? Yes _____ No _____

(Continued on next page)

18. Would you be interested in making a contribution to *The Oarsman*? If so, circle below and provide name and address:

- | | |
|--------------------|----------------------|
| a. Articles | d. Cartoons |
| b. Photography | e. Advertising sales |
| c. Regatta Results | f. Other |

Name _____

Address _____

19. Comments you care to and can squeeze in or add on another sheet of paper.

Fold

STAMP

To:
Peter Raymond
The Oarsman
60 Boylston St.
Cambridge, MA. 02138

Fold

CUT HERE



BUFFALO WEST SIDES NEED HELP IN REBUILDING

Buffalo West Sides have many friends in the Canadian rowing fraternity. And when West Sides lost their clubhouse and most of their equipment in late July, offers of assistance poured into Buffalo from rowing clubs throughout Eastern Canada.

And within a few days of the blaze which gutted the West Side headquarters on Bird Island Pier, the Buffalo club had \$2,000 as a start of its rebuilding fund.

The St. Catharines Rowing Club, in an emergency meeting the day following the fire, voted \$500 to West Sides. The St. Catharines Rowing Alumni Association (formerly the Old Boys) quickly matched that amount.

Next was the Henley Helpers, a group of women who staff refreshment booths at St. Catharines regattas and turn over their profits to worthwhile rowing causes. They felt West Sides deserved their support.

And last but not least, another \$500 came from the Port Dalhousie Fire Department, a group of volunteers in the former town who now augment St. Catharines' professional firefighters.

PRESIDENT'S COMMISSION ON OLYMPIC SPORTS

The President's Commission on Olympic Sports held its first series of public hearings on September 9 and 10, 1975 at the Statler Hilton Hotel in Washington, D.C. These initial hearings focused on testimony from key Olympic athletes, individuals who have been active in previous attempts to find solutions to amateur sports controversies, members of Congress who have proposed legislation aimed at solving America's sports problems, as well as an American Representative to the International Olympic Committee. Among those who presented testimony to the Commission are: Frank Shorter, Olympic Gold Medal Winner in the Marathon run; Larry Hough, Member, U.S. Olympic Committee Athletes Advisory Council; Fred Thompson, Coach, Atoms Track Club; Lt. Gen. James Gavin, Chairman of the Board, Arthur D. Little, Inc.; Rick Abrahamson, Member, U.S. Olympic Committee Athletes Advisory Council; Theodore Kheel, New York attorney, former Chairman of Sports Arbitration Board, Douglas Roby, U.S. Representative, The International Olympic Committee.

Testimony dealt with general organizational problems in amateur sports, as well as specific recommendations from the witnesses regarding ways to cure the amateur sports problems. Contact Ed Blecksmith for further information by calling 202/254-8410, or writing to the Commission offices 2025 "M" Street, N.W., Suite 302, Washington, D.C. 20506.

During the 12-month existence of the Commission, Commission members and select members of the staff will be available for speaking engagements to discuss the problems in amateur sports and how the Commission plans to study those problems. Anyone interested in obtaining a speaker should contact Ed Blecksmith to coordinate the arrangements.



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617-742-1520

Classified Advertising

FOR SALE: 1969 Stampfli Eight. Equipped with fully adjustable 'Shoenbrod' riggers. Used mainly as a racing boat in the spring. Only one full season of practice rowing done in the boat. Boat has had excellent care and is extremely sound structurally. Contact Hugh M. Foley, Boston University.

FOR SALE: A set of four 'Baker' riggers, complete, for a four-oared shell. Also assorted Pocock riggers (no oarlocks) in good condition. Some 'Z' type, some 'M' type and quite a few 'X' type. Finally a full set (16) of barge riggers (no oarlocks). Contact Hugh M. Foley, Boston University.

I HAVE DEVELOPED a training and youth racing quality single, profitably marketable for under \$300. I am looking for an investor interested in financing the start of production in exchange for part ownership in the venture. Frank Guillot, 32 Orchard Terrace, Burlington, Vt. 05401.

WANTED: Standard or Charles River Model of Single/ Alden Ocean Shell w/sculls, Thom Boyce, 29 Pheasant Dr., Asheville, N.C. 28803. Call 704-684-8535.

FOR SALE: Alden Ocean Shell and Oars; 8 months old; S. Krenn, 4545 1/2 Kansas, San Diego, Calif. 92116.

WANTED: Used heavyweight single and sculls. Write E.J. Woodhouse, Jr., 207 Fairway Dr., Radford, Va. 24141.

COLLEGIATE CREW GAME: DO YOUR XMAS SHOPPING NOW! \$3. J.L. Cornett, 920 Olde Hickory Rd., Lancaster, Pa. 17601.

EDITORIAL

By Peter Raymond

Rowing doesn't have enough variables: fickle winds, water currents, sheltered lanes, inequitable equipment, coxswains of varying weights, less than perfect officiating in lesser regattas, and differing water depths; one envies the runner, the sailor, and the swimmer their objective contests. But now, while the NAAO is trying desperately to decapitate the interfering dragon-variables, another, far uglier, head appears: the unrestrained coach.

This summer two events were threatened by coaches and administrators of rowing programs who very frankly placed their personal interests over that of the competitors; in one case, arbitration favored a challenge to the women's national eight after precedent for the success of the national team had been well established. In another case, an experienced elite oarsman was prevented from competing in the quad trials by the threat of litigation for having changed programs in search of a better crew. The NAAO Rule Book seeks to protect both crews and the individual oarsman from the politics which cause oarsmen to switch crews at the last minute, but in the case of international crews, it would seem that our present rules restrict oarsmen from seeking the fastest combination

possible.

Coaches for the most part serve their competitors well, respecting their responsibility for the emotional and physical energy expended by rowers who have a limited number of years to compete seriously at the highest levels. But the legislative vacuum regarding the conduct of coaches leaves competitors open to abuse and selfish manipulation in the hands of administrators — mediocre crews might preclude the formation of better crews, competitors may train for a season, then be prevented from joining the best possible crew not because of their boatmoving ability, but through a miscalculation of a program. On a national level this is unfortunate, but on the international level it seems unpardonable.

The NAAO is for oarsmen and not coaches; the regulations should reflect that. To fail to anticipate the possibility of arbitration and litigation against the competitor's best wishes for the coming year is to do a disservice to the rowing community. There is certainly nothing to suggest we won't face continued legal action by coaches willing to use inadequate rules to their own advantage.

LETTERS (Cont'd from p. 2)

Dear Editor:

HELP!

My first assignment as manager of a National Team turned out to be a financial disaster. I'm in the hole approximately \$1000 personally. No sympathy yet? Read on.

1. 100 degree heat wave. Over \$100 in extras necessary (i.e., Gator Aid)

2. Syracuse shell truck driven 60 miles with emergency brake on by an "experienced" driver. New brakes, drums, tow truck, labor. \$450. No tears? Keep going.

3. Emergency trailer used to transport boats from broken down truck. Trailer breaks axle. \$210.

4. Meals were bad at training site. \$200 in supplemental food.

5. The truck having been repaired returned to Montreal to be hit by a local

bus. No fault insurance and no collision. \$210.

Now I'm getting to you!

6. Fixed truck with 2x4's and got boats loaded OK but not quite able to sectionalize the eights. The Queen's finest in Ontario got us for over-length to the tune of \$57.

Seriously. If you can help me out of this financial problem, please do. You may have been involved in Junior rowing in the past or would just like to help the effort. I promise I won't manage anymore this year.

Thanks in advance,
Bill Sanford
Long Beach Road
Liverpool, N.Y. 13088

RE: *The Oarsmans* article, "The Heavyweights' Last Stand," by Emory Clark, in the July/August issue

Dear Mr. Editor:

Did Mr. Clark row in the 1864 Olympics or the 1964 Olympics?! Please spare us from these moments of senility.

Avid reader,
Barbara Ann De Pena
1729 Naudain Street
Philadelphia, Pennsylvania 19146
September 25, 1975

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HEAD OF THE CHARLES



1975

9 posters

Head Of The Charles regattas, 1967 - 1975

In addition to this year's presentation, shown above, all eight previous issues of Ben Jones' superbly designed HEAD OF THE CHARLES regatta posters are once again in production.

These fine 11" x 17" works are silk-screened in color on heavy paper stock to facilitate framing and may be purchased individually or in sets as noted below.

All prices include postage and handling costs.

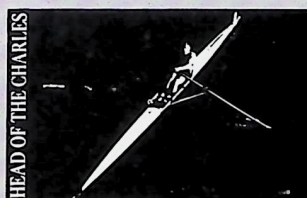
Any one poster	\$3.00
Any three posters	\$8.00
Set of nine posters	\$22.00

Send payment to : REGATTA POSTERS
box 52, Cambridge, Mass. 02138, U.S.A.

1970



1969



1968



1967



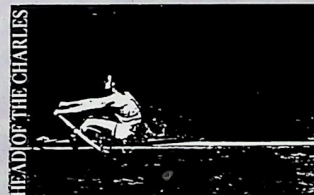
1974



1973



1972



1971

