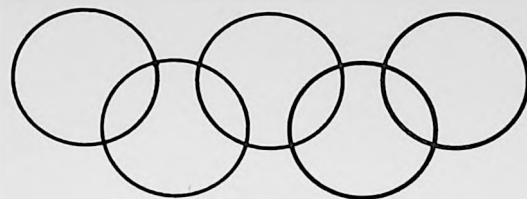


**THE INTERNATIONAL
BLADE MAKERS**



AYLINGS

SUPPLIERS OF OARS AND SCULLS TO CREWS FROM SIX NATIONS
FOR THE 1964 AND 1968 OLYMPIC GAMES REGATTAS
AND USED BY THE WINNERS OF:

GOLD, SILVER, AND BRONZE MEDALS

ESTIMATED DELIVERY TIME OF 50 DAYS FROM CONFIRMATION
OF ORDER TO ARRIVAL AT U.S.A. EAST COAST PORTS

For full details of 'EUROCHAMP' and other racing blades send for
illustrated brochure to:

E. AYLING & SONS LTD. (est. 1859) EMBANKMENT, LONDON S.W. 15

— The largest firm of blade makers in the world —

Schoenbrod Racing Shells

We specialize in the construction of
Racing Eights and Fours

North Main Street, Georgetown, Connecticut 06829
Phone 203-544-8927



THE OARSMAN®

Volume 2, Number 5

November, 1970

Table of Contents

	Page
THE PRESIDENT'S MESSAGE	3
by William J. Knecht	
III WORLD ROWING CHAMPIONSHIPS	4
by Jack Frailey	
WITHER WORLD ROWING?	13
by Jack Frailey	
BEHIND THE SCENES AT ST. CATHARINES	14
by Craig Swayze	
A WOMAN'S VIEW OF ST. CATHARINES	17
DO U. S. CREWS REALLY NEED J.V. CREWS?	19
by H. Boyce Budd, Jr.	
OARSMEN COMPLETE 504-MILE ROW	21
by Dave Green	
THE INTERNATIONAL SCENE	25
by Emory Clark	

Cover photo: East German Eight, "Die Buben von Dynamo Berlin."

THE OARSMAN magazine is the official publication of the National Association of Amateur Oarsmen, an unincorporated association founded in 1872. It is mailed to N.A.A.O. members as part of their membership benefits.

Published five times yearly (March, May, July, September, November) at Philadelphia, Pa. 19130. The subscription price is included in the N.A.A.O. membership dues. N.A.A.O. competing membership dues are \$3.00 per year. N.A.A.O. sustaining membership dues (for non-competing oarsmen) are \$10.00 per year. Individual copies may be purchased for \$1.50 per copy. Direct all subscription inquiries to: N.A.A.O. Executive Secretary, No. 4 Boathouse Row, Philadelphia, Pa. 19130.

All editorial material must be submitted to Andy Geiger by the 1st of the month immediately preceding publication. All advertising must be submitted to Boyce Budd by the 1st of the month immediately preceding publication. Second class postage paid at Philadelphia, Pa. 19130.

Editor-in-Chief:

FERDINAND "ANDY" GEIGER, Royal Manhattan Hotel, 8th Ave. and 44th St., New York, N. Y. 10036.

Business Manager:

H. BOYCE BUDD, JR., 52 Booth Lane, Haverford, Pa. 19041

Feature Editors:

EMORY CLARK, International Editor, 2209 Page Ave., Ann Arbor, Mich. 48104.

W. HART PERRY, Schoolboy Editor, Kent School, Kent, Conn.

JUDY SCHWARTZ, National Rowing Foundation, 1100 Sixth St. S. W., Washington, D. C. 20024

WILLIAM A. STOWE, Public Relations Director, N.A.A.O., John Jay Hall, Columbia University, New York, N.Y. 10027

ERNESTINE BAYER, JR, c/o No. 4 Boathouse Row, Philadelphia, Pa. 19130

CRAIG SWAYZE, Canadian Editor, c/o St. Catharines Standard, Ontario, Canada

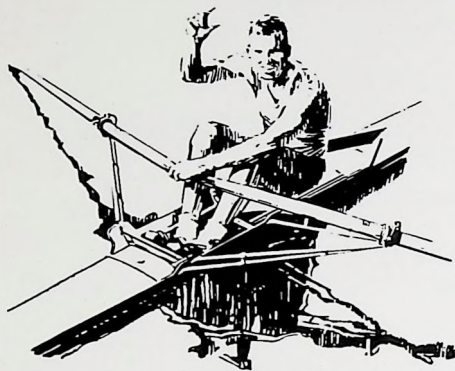
TED A. NASH, College Editor, c/o University of Pennsylvania, Philadelphia, Pa.

OLIVER BRUNDAGE, Development Editor, 1110 20th St., Parkersburg, W. Va.

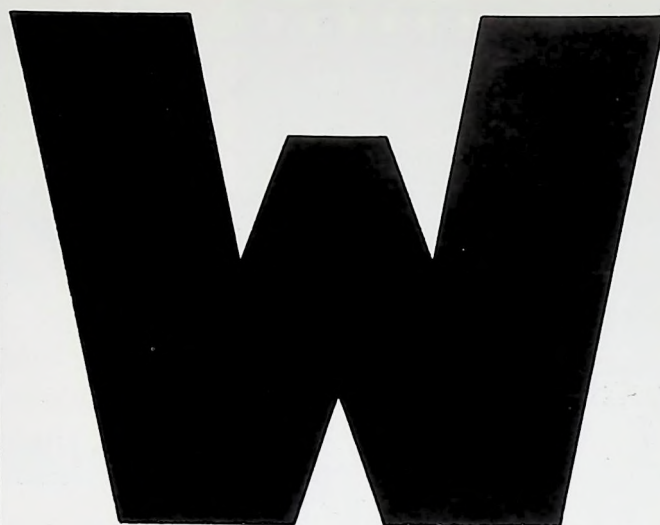
DON SPERO, U.S.O.R.C., 1801 Clydesdale Pl. N.W., Apt. 722, Washington, D.C.

20009

KELLY
FOR
BRICKWORK
AND
ROWING



JOHN B. KELLY, INC.



WHERE THEY ROW
THE UNIVERSITY OF WISCONSIN
Madison, Wisconsin



RACING BOATS
SCULLS • OARS

THE LEADING BOAT BUILDER IN FIVE CONTINENTS

WORLD CHAMPIONSHIPS ST. CATHARINES 1970

19 Staempfliboats in the finals winning
3 gold — 2 silver — 4 bronze medals

cable address: Staempfliboats Zurich

Direct sale throughout
the world without
intervention of agents.

please address correctly:

Alfred Stampfli Bootswerft
Seestrasse 489
8038 Zurich, Switzerland

LETTERS TO THE EDITOR

All correspondence should be directed to F. Andy Geiger, Royal Manhattan Hotel, 8th Ave. and 44th St., New York, N.Y. 10036.

Dear Sir:

I am writing to comment on an article in the September, 1970, issue of *The Oarsman*. I am happy to see more coverage of women's rowing but I was extremely sorry to see the contents of the article "Women's Competition in the Western Sprints" (page 24). This article grossly misrepresented and underestimated women's rowing on the West Coast. The gross generalization that "most teams are out for the enjoyment of rowing and social values they can achieve..." was a direct insult to West Coast teams.

At the recent NWRA Regatta here in Oakland I found the participants to be more serious than ever about rowing. I think I speak for most all of the West Coast women's teams when I say that we definitely enjoy rowing but we are still able to maintain the seriousness needed for good competitive racing.

Even though Mrs. Pattie Stose Wyatt does not find it a desirable thing for "her girls" to row competitively, I am sure you'll agree that she is not speaking for the West Coast crews in general. Zlac, as long as I have been associated with rowing, has not been known as a competitive crew. If you had wanted an article on the attitudes and general rowing programs of West Coast teams I would certainly think you would interview more than one crew and certainly one that has rowed somewhat competitively.

Again I'll say that it's good to see more coverage of women's rowing and if *The Oarsman* wanted to express the opinion of Zlac Rowing Crew, then the article should have clearly stated that this was the attitude and policy of that particular crew—not that of all the West Coast crews. To assume that the majority of oarswomen have that attitude as that expressed by the Zlac crew is a direct insult. I feel I can honestly say that the number of women rowers with what appears to be Zlac's attitude is drastically outnumbered by those who take the sport of competitive rowing seriously.

Sincerely,

(Miss) Ellie Seban
Lake Merritt Rowing Club
Oakland, California

THE PRESIDENT'S MESSAGE

Organized World Rowing Supremacy

by William J. Knecht



For those thousands of Americans who were able to witness the III World Rowing Championships at St. Catharines, the highlight of this regatta was the amazing display of rowing power which was put on by the East German Rowing Team.

This country and its rowing program has been in the shadows of the West German Rowing Team for a great number of years and has suffered many frustrations in the past as it set out to establish itself as the major rowing country in the world today.

It began its program in the late 50's about the same time that West Germany was building its rowing program. It had a little success through the early 60's and it began to show signs of excellence in crews in '63 and '64. In '64, a pair w/coxswain which won at Amsterdam was looked upon as one of the most outstanding crews in Europe that summer. One member of the same pair w/coxswain won a Gold Medal in St. Catharines, rowing in the bow of the pair w/o coxswain.

During these years, the country of East Germany expanded and promoted the sport of rowing throughout its entire country, developing young oarsmen and using research methods to encourage children in the sport who were of a good specific body nature to become oarsmen. Their many defeats throughout these years did little to deter their quest to become World Rowing Champions. In 1965, a four w/o coxswain won the Gold Medal in Duisberg and has since won every international four w/o race they have entered, including the '68 Olympics and the III World Rowing Championships. In the eyes of present day Europeans, they are the greatest crew that has ever been put together.

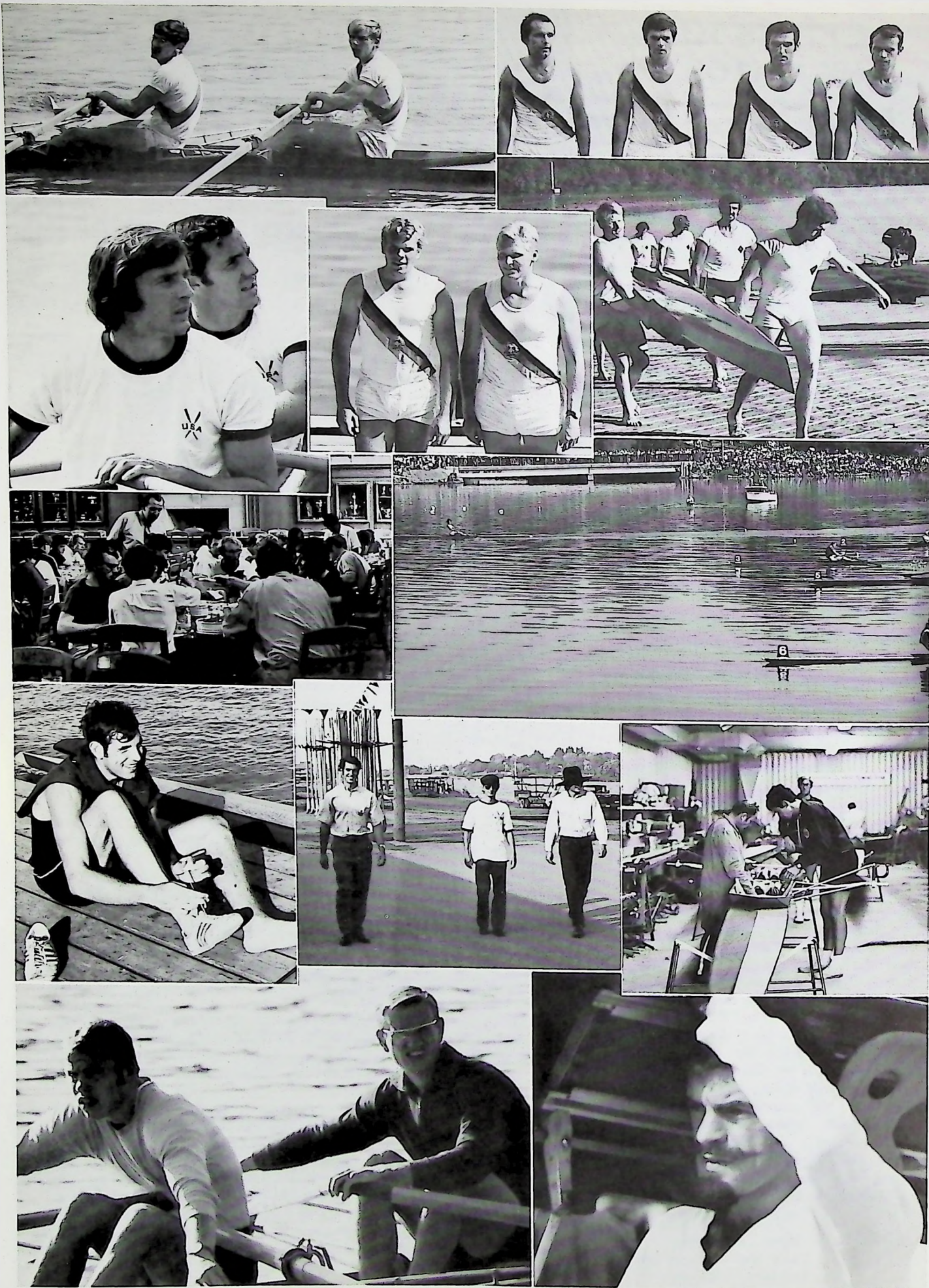
The East German machine suffered a tremendous setback when it did not qualify its Eight Oared Crew in Mexico City; however, one of the most outstanding features about the East German program is the fact that their coaches are all amateur coaches and after each and every regatta, they assemble and go over the racing that took place and make critical analysis of behavior patterns of crews and the psychology of racing and in this way obtain valuable information that is utilized to improve upon their crews' performances.

The pinnacle of East Germany's rowing efforts was reached in 1969 at Klagenfurt when their Eight Oared Crew won this event over West Germany and Russia. This crew was made up of men in their middle twenties, four of whom were married and belonged to the Army Sports Club of Rostock. Earlier this summer, this crew won the Grand Challenge Cup at Henley, England. However, when it came time for the trials to send an East German crew to St. Catharines, their Youth Champion Crew of 1968, with an average age of twenty years, defeated the Rostock crew by twelve seconds. This winning crew from St. Catharines, which has been nicknamed the "Baby Crew," has been rowing together for four years. In my opinion, they are technically one of the finest rowing crews that I have ever had the privilege of seeing row. As a backup to this outstanding crew with an unlimited future, the East German Youth Team won all seven events at the F.I.S.A. Youth Championships in Ioannina, Greece.

East Germany has achieved this great rowing program through some very specific approaches to the sport. I would list them not in their order of importance, but as they exist:

1. They have conducted coaching schools and technical clinics which have resulted in a general excellence in the coaching of their crews.
2. They have conducted a mass promotion of the sport throughout their entire country at all levels from children of the age of eight on through the age of thirty and beyond.
3. Their motivational goals have been so strong that the desire of their oarsmen to spend a great many hours in their sport is very evident.
4. They look disdainfully upon the national team concept and promote all of their individual clubs equally toward the development of excellent crews. The only mixed crew in their '70 World Championship Team was the Double Sculls which consisted of two scullers from different clubs.

There is little doubt that the rest of the rowing world faces a fantastic job in trying to overcome this great rowing organization but just as they started out a long time ago, each and every country must put itself to the task of developing rowing to its finest degree.





Scenes from III World Rowing Championships, page 4 moving from left to right: 1. Danish double (gold medal), Engelbrecht and Secher; 2. East German gold medal four without; 3. McKibbin and Van Blom; 4. East German coxless pair gold medalists; 5. Australian eight (fifth place); 6. Lunch in Ridley College's Great Hall; 7. DeMiddi blitzes field to win singles final; 8. Jim Dietz; 9. Wilson, Eaton and Arlett; 10. Hough and Terry in Staempfli/Donoratico shop; 11. East German double scull (silver medal), Schmied & Bohmer; 12. Polish sculler Zdzislaw Bromek. Page 5 moving from left to right: 1. Dietrich Rose with Lu Jo and Bob Brayton; 2. East German eight (gold medal); 3. Rumanian coxed pair accepts crowd's plaudits; 4. U.S.A. four without prepares shell for racing; 5. U.S.A. four without.

III WORLD ROWING CHAMPIONSHIPS

St. Catharines, Ontario, Canada September 2-6, 1970

by Jack Frailey

THE COXED FOUR

The very first race of the regatta turned out to be a harbinger of things to come for us, but it certainly wasn't recognized as such at the time. Our entry in this event, from the University of Washington, drew into the first of the elimination heats and finished fourth behind Holland, Australia and Brazil. The crew had been improving steadily day-by-day, however, and there was hope that subsequent races would allow them to show better pace. But it also seemed there were so many superior crews (this event has the most entries), that future prospects could hardly have been viewed as bright. In addition to the suspected top-flight crews, Argentina and very surprising Norway combined to make nine that looked to be better than ours. In fact, the West Germans, the so called "Bulls of Konstanz"—winners of the Prince Phillip Cup at Henley, stamped themselves then as the crew to beat. Their winning time was 6:22.8 in a three knot tail wind, almost five seconds faster than the other winning times with reportedly identical conditions.

We came through the repechage well and gained access to the semi-finals by beating the Yugoslavs and the Danes, though almost three seconds behind the Soviets.

In this, perhaps their finest race, the UW four rowed from last position at 500 meters through third place at the next two markers into a finishing second. France defeated Brazil to reach the semi-finals also and add to our concern. Surprisingly, a very strong Australian team was eliminated. They just didn't appear to be the same crew which had raced so well on opening day to beat us by more than six seconds and nearly to win their heat. It was later reported that rigging changes caused their downfall, although I can give no confirmation of this.

In their semi-final race, the UW four placed fourth behind Argentina, East Germany and New Zealand, the position they held at every 500 meter post. In the other heat, the Swiss were only narrowly beaten out of third place (six-tenths of a second) by the Russians, and gave every indication of being able to win the petites.

In the finals the West German "heffalump" four, apparently relying largely on strength and conditioning, proved to be too much for the rest, leading by a boat length or more at every intermediate point. Norway was a very surprising third after rowing strongly in second place through most of the race. New Zealand, with but

(Continued on page 6)

WORLD CHAMPIONSHIPS ST. CATHARINES 1970

(Continued from page 5)

one man from their gold medal Olympic four, was fourth—followed by Argentina and USSR.

The Swiss won the petite finale one second ahead of France, followed by Holland, Italy, USA and Great Britain. We were in third after the first 500 but gradually fell behind to fourth, then fifth for the last 1000 meters. This was, in retrospect, probably a true indication of our relative standing (indeed, had the Australians been in the race we might have been last).



West Germans defeat East Germans in coxed four final.

THE COXLESS PAIR

This turned out to be one of two heartbreaking events for us. Hough/Terry and Jim Dietz seemed to be certain finalists, if not medalists, and to have them both just miss the mark by an eye-lash was a great disappointment to all.

In retrospect, our initial placement of third behind East Germany and Poland was a truer indicator than we suspected. Although these two traded positions during the race, we rowed strongly in third throughout, finishing less than three seconds behind the Poles; about five behind the Germans. In the repechage we were never heated, winning handily over the Australians, British and host Canadians.

But the draw for the semi-final heat clearly looked more like the predicted final, with both Germanies and the Russians to contend with. Despite a strong first 1000



Jim Dietz nosed out of finals; De Middi has finished, Draeger lane 6, Hillebrand lane 5.

meters, at which we were leading by a half length, the East Germans made up three seconds and the Russians five seconds in the last half of the race. Little more than two seconds, less than a boat length, separated the first four crews at the finish, East and West Germany and the Russians crossing the line ahead of us. In the petite finale, Hough and Terry took over first place after about 2000 meters and carried a two length lead over the line.

In the finals, the confident Poles (they were a strong

fourth at Lucerne) confirmed their earlier showings of strength and earned a silver medal between the Germanies. The margins and patterns of this and the other races apparently support the contention that Hough/Terry were actually no worse than fifth, and that the luck-of-the-draw deprived them of their chance to prove it. Perhaps the same data, however, also suggest their chances for a medal were slim.

THE SINGLE

In this event, as well as the coxless pair, we apparently saw the draw effectively keep our entry from the finals.

The elimination heats proved little since the number of entries in this event were so few as to allow the first three finishers in each to proceed to the semis. Dietz had no trouble qualifying.

With no American entry in the repechage there seemed little for us to note in that race. Immediately afterward, however, the finish line spectators were treated to a rare bit of humor at the Pole's expense as he tipped over majestically and ceremoniously in front of the grandstand on his way back to the boathouse. With the help of a following launch and the well-endowed young lady Polish interpreter at dockside, he managed to re-install himself with typical Slavic flair, Menjou-like moustach bristling with damaged pride. Quite a bit later, the following day in fact, we were to more fully appreciate the efforts of the repechage winning sculler, Hellebrand, the Czech, from whom much was expected (he had won the silver at Lucerne) but who had apparently "laid low" on opening day.

Unlike the coxless pair draw, our sculling entry seemed relatively safe in the semi. Dietz had Dimiddi and Draeger to worry about, the gold medal winner at



Hough & Terry nosed out of finals by two Germanys and U.S.S.R.

Klagenfurt and a powerful new East German threat, but on the performances thus far it seemed Dietz could handle the rest. However, after leading at the first 500 meters and posting a strong second place at the 1000 meters, both Hellebrand and Draeger eased ahead in the next interval, and Dietz was nosed out at the line by two-tenths of a second to finish fourth.

In the finals, Dimiddi led Draeger over the line by about a boat length with the come back Czech, Hellebrand, in for the bronze. The first five sculls were within four seconds of one another, and doubtless Dietz could have made the final with a better draw—he won the petite finale handily, clearly outclassing the field.

THE COXED PAIRS

One look at the "lightweight" Wilson/Arlett combina-

tion next to the behemoths entered in this event boded ill for their success. The Rumanians weighed 205, the Russians 210. At an average of about 172 pounds, it was clear this pair had its work cut out for them. In their first heat, they missed qualifying for the semi by two lengths, finishing third behind Rumania and Finland. But the repechage was kinder. With three of four to qualify, the U.S. pair had only to defeat the Greeks—which they did handily while finishing third behind Austria and Denmark.

But the semi-finals clearly demonstrated our lack of horsepower, with Wilson/Arlett finishing last, eleven seconds off the pace. And the petite-finale drove the point home when they finished fourth, one-second from a last place tie.

Meanwhile, the final provided one of the most exciting races of the regatta. For the first 1000 meters,



Rumania surprises East Germany in coxed pair finals.

East Germany and the Russians rowed one-two, never more than a length apart. As the interval posts went by, first the Czechs, then the Italians, and then the Rumanians moved into third place. And from there the Rumanians kept right on charging, seeming to get faster right up to the line—which they crossed a half-length up on the East Germans with the Soviets third. The Czechs, gold medalists at Klagenfurt and bronze at Lucerne, were last, almost twelve seconds behind. The Italians, for whom this event has provided especial success in recent years were fourth, followed by the West Germans.

THE STRAIGHT FOURS

The trials at Camden made it clear that this was not to be our strongest event, and it actually proved to be our weakest. In the opening heat and again in the repechage, our entry from Union Boat Club placed fourth. Except at the first 500 meter mark in the repechage when they were second, the coxless four found themselves in fourth position throughout both races, missing the semi-finals by finishing six seconds behind the French. There is small consolation in the fact that examination of the race results indicate we may have been faster than the Swedes who finished last in the petite finals.

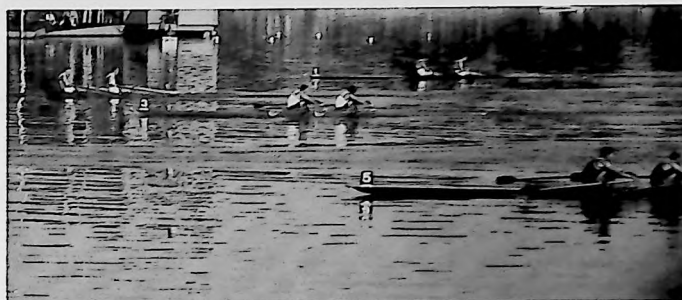


East German coxless four (gold medal), intact Olympic Gold Medal four from Mexico, Einheit Dresden's Forberger, Ruhle, Grahn and Schubert.

The finals finished in lane order, the East Germans leading the pack with apparent ease throughout. The West Germans and Danes also medalled. The Dutch, Swiss and Russians trailed. It is interesting to note that of the seven finalists at Lucerne, six were finalists at St. Catherines—the third place Rumanians had not entered.

THE DOUBLES

This event had the fewest entries, and hence no semi-finals. Van Blom/McKibbon missed going straight to the finals from their first heat by just over three seconds



Van Blom and McKibbon hit line, taking bronze from U.S.S.R. (lane 5).

(the margin of their second place finish behind the East Germans) but won their repechage handily. America's lone medal was won when this fine crew finished third behind the Danes and East Germans, a half length up on the Russians and West Germans. Although never in the lead (the position held by the Danes throughout) Van Blom/McKibbon were second at the 500 meter mark, and third the rest of the way—though pressed in turn by the

(Continued on page 8)

PLAN FOR NEXT SEASON BY PLACING AN ORDER NOW FOR A CRAFTSMEN-BUILT BOAT

- Built to suit your own requirements
- As used by champions the world over

ALL ENQUIRIES WELCOMED AND
GIVEN INDIVIDUAL ATTENTION

GEORGE SIMS RACING BOATS

Eel Pie Island
Twickenham,
Middlesex, England

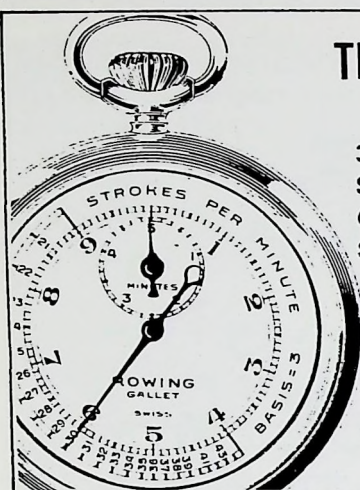
Cables: "Simeo"
Twickenham,
Middlesex.

CHARLES H. KNECHT & SONS, INC.

Mechanical and Sheet Metal Work

CAMDEN, N.J. 08105

609-966-3636



Three and Four Stroke ROWING TIMERS in water protected cases

High-Grade 7-Jewel Lever Movements

3-Stroke

Standard Size

Gallet No. 418-WR

\$47.95

4-Stroke

Large Size

Heuer No. 403.614

\$38.00

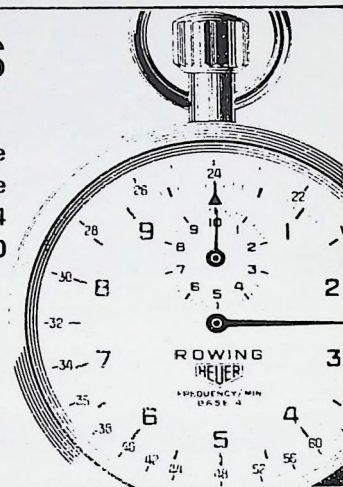


FREE UPON REQUEST: Brochure showing three and four stroke rowing timers as well as total time stop-watches.

FELDMAR WATCH COMPANY

9000 West Pico Blvd., Los Angeles, Calif. 90035 (213) 272-1196

Specialists in Stopwatch Repairing—Free Estimates Upon Request



FIBERGLASS SINGLES

**THE ONLY ANSWER
FOR A STURDY LOW COST
LOW MAINTENANCE CLUB BOAT**

FIBERGLASS SINGLE
ONLY \$395.00, F.O.B. LAKELAND



Designed and built by Bill Daniels, coach of Florida Southern College, this is a durable, practical work single that looks and rows like a racing boat. It is finely crafted with the care and attention that one expects only in an excellent racing shell.

Introduced in 1967, Daniels Fiberglass shells won quick acceptance from oarsmen seeking a moderately priced boat that can take punishment and yet rows well. It is already in use from Florida to Hawaii and from Mexico up the East Coast to New England and into Canada.

Write for information about our singles or sculls
and sweeps manufactured in England by F. Collar.

Sculls — \$70.00 per set, delivered Sweeps — \$475.00 set of ten, delivered

DANIELS BOAT COMPANY

"EXCELLENCE THROUGH SMALL BOAT TRAINING"

P.O. BOX 2704, LAKELAND, FLORIDA

PHONE 683-3884—CODE 813

The following diagrams show the results of the finals and petite finals at the III World Rowing Championships. A computer printed the reports from the total times of each crew at the 500, 1,000, 1,500 and 2,000 meter marks. The left side of each report depicts the status of the race at each 500 meter mark. Each crew is represented by four asterisks in its lane. The lead crew is positioned with its bow at the respective 500 meter mark. All other crews are positioned behind this crew to the nearest quarter length, computed on the basis of its own speed and the length of its boat.

In the center of each report, the wind is shown as a vector, depicting its velocity in meters per second (M/S) and its direction relevant to the direction of the course.

On the right side of each report, the crews are listed in order at each 500 meter mark from first to last. Each boat's total time to the mark and its split or interval time for just the preceding 500 meters is printed.

The symbols >-6 mean the crew has fallen more than six lengths behind.

Copyright 1970 Kent Mitchell, 308 S. Clark Ave., Los Altos, Calif. 94022 U.S.A. Our thanks to Go-Print of St. Catharines for printing services.

III WORLD ROWING CHAMPIONSHIPS 1970 ST. CATHARINES, ONTARIO
4+ VIERER MIT STEUERMAN FÜR WITH COX QUATRE RAM. AVEC BARR.
SCALE 1 BOAT LENGTH **** BULLETIN NO. 54
FINALS, PLACES 1 - 6

LANE	NAT	POSITION	WIND	NAT	TIME	500M INTERVAL
1	URS	*****	.5M/S	RFA	1:31.65	1:31.65
2	RDA	*****	*	URS	1:33.81	1:33.81
3	NZL	*****	.*	NZL	1:34.21	1:34.21
4	RFA	*****	*	RDA	1:34.98	1:34.98
5	NOR	*****	*	NOR	1:35.24	1:35.24
6	ARG	*****	*	ARG	1:36.21	1:36.21

1	URS	*****	.5M/S	RFA	3:10.11	1:38.46
2	RDA	*****	*	NOR	3:12.44	1:37.20
3	NZL	*****	.*	URS	3:14.59	1:40.78
4	RFA	*****	*	RDA	3:15.12	1:40.14
5	NOR	*****	*	NZL	3:15.60	1:41.39
6	ARG	*****	*	ARG	3:18.25	1:42.04

1	URS	*****	.5M/S	RFA	4:50.45	1:40.34
2	RDA	*****	*	NOR	4:52.94	1:40.50
3	NZL	*****	.*	RDA	4:55.42	1:40.30
4	RFA	*****	*	NZL	4:56.52	1:40.02
5	NOR	*****	*	URS	5: 0.03	1:45.44
6	ARG	*****	*	ARG	5: 1.72	1:43.47

1	URS	*****	.5M/S	RFA	6:28.55	1:38.10
2	RDA	*****	*	RDA	6:31.32	1:35.90
3	NZL	*****	.*	NOR	6:32.26	1:39.32
4	RFA	*****	*	NZL	6:35.98	1:39.46
5	NOR	*****	*	URS	6:40.79	1:38.98
6	ARG	*****	*	URS	6:43.07	1:43.04

FINALS, PLACES 7 - 12

LANE	NAT	POSITION	WIND	NAT	TIME	500M INTERVAL
1	GBR	*****	.5M/S	SUI	1:32.63	1:32.63
2	USA	*****	*	FRA	1:33.15	1:33.15
3	ITA	*****	.*	USA	1:35.88	1:35.88
4	FRA	*****	*	HOL	1:36.27	1:36.27
5	HOL	*****	*	GBR	1:36.64	1:36.64
6	SUI	*****	*	ITA	1:36.99	1:36.99

1	GBR	*****	.5M/S	SUI	3:11.53	1:38.90
2	USA	*****	*	FRA	3:13.85	1:40.70
3	ITA	*****	.*	HOL	3:15.81	1:39.54
4	FRA	*****	*	USA	3:19.78	1:42.90
5	HOL	*****	*	ITA	3:19.27	1:42.28
6	SUI	*****	*	GBR	3:19.72	1:43.08

1	GBR	*****	.5M/S	SUI	4:54.79	1:43.26
2	USA	*****	*	FRA	4:56.46	1:42.61
3	ITA	*****	.*	HOL	4:58.34	1:42.53
4	FRA	*****	*	ITA	5: 1.52	1:42.25
5	HOL	*****	*	USA	5: 2.96	1:44.18
6	SUI	*****	*	GBR	5: 5.50	1:45.78

1	GBR	*****	.5M/S	SUI	6:34.07	1:39.28
2	USA	*****	*	FRA	6:35.07	1:38.61
3	ITA	*****	.*	HOL	6:39.46	1:41.12
4	FRA	*****	*	ITA	6:42.07	1:40.15
5	HOL	*****	*	USA	6:44.67	1:41.71
6	SUI	*****	*	GBR	6:45.78	1:40.28

III WORLD ROWING CHAMPIONSHIPS 1970 ST. CATHARINES, ONTARIO
2- ZWEIER OHNE STEUERMAN PAIR WITHOUT DUEX RAMEURS SANS BARR.
SCALE 1 BOAT LENGTH **** BULLETIN NO. 56
FINALS, PLACES 1 - 6

LANE	NAT	POSITION	WIND	NAT	TIME	500M INTERVAL
1	HOL	*****	1.5M/S	RDA	1:39.67	1:39.67
2	RDA	*****	*	RFA	1:39.99	1:39.99
3	RFA	*****	*	POL	1:40.80	1:40.80
4	URS	*****	*	SUI	1:41.80	1:41.80
5	SUI	*****	.*	URS	1:43.27	1:43.27
6	POL	*****	*	HOL	1:46.68	1:46.68

1	HOL	*****	1.5M/S	RDA	3:28.18	1:49.51
2	RDA	*****	*	RFA	3:28.57	1:48.58
3	RFA	*****	*	POL	3:29.09	1:48.29
4	URS	*****	*	SUI	3:31.67	1:49.80
5	SUI	*****	.*	URS	3:32.72	1:49.45
6	POL	*****	*	HOL	3:38.69	1:52.01

1	HOL	>-6	1.5M/S	POL	5:15.03	1:45.94
2	RDA	*****	*	RDA	5:15.58	1:47.40
3	RFA	*****	*	RFA	5:16.51	1:47.94
4	URS	*****	*	URS	5:20.40	1:47.68
5	SUI	*****	.*	SUI	5:23.62	1:52.02
6	POL	*****	*	HOL	5:28.99	1:50.30

1	HOL	>-6	1.5M/S	RDA	6:57.81	1:42.23
2	RDA	*****	*	POL	7: 0.23	1:45.20
3	RFA	*****	*	RFA	7: 1.15	1:46.64
4	URS	*****	*	URS	7: 3.68	1:43.28
5	SUI	>-6	.*	SUI	7:13.76	1:50.14
6	POL	*****	*	HOL	7:21.09	1:52.10

FINALS, PLACES 7 - 12

LANE	NAT	POSITION	WIND	NAT	TIME	500M INTERVAL
1	USA	*****	2.0M/S	AUS	1:40.84	1:40.84
2	GBR	*****	*	AUT	1:41.04	1:41.04
3	NOR	*****	*	USA	1:41.42	1:41.42
4	ARG	*****	*	ARG	1:42.09	1:42.09
5	AUS	*****	.*	GBR	1:44.71	1:44.71
6	AUT	*****	*	NOR	1:46.14	1:46.14

1	USA	*****	2.0M/S	USA	3:30.44	1:49.02
2	GBR	*****	*	AUS	3:31.58	1:50.74
3	NOR	*****	*	AUT	3:32.03	1:50.99
4	ARG	*****	*	ARG	3:32.77	1:49.78
5	AUS	*****	.*	GBR	3:36.46	1:51.75
6	AUT	*****	*	NOR	3:37.27	1:51.13

1	USA	*****	2.0M/S	USA	5:19.84	1:49.40
2	GBR	*****	*	ARG	5:23.40	1:50.63
3	NOR	*****	*	AUS	5:23.68	1:52.10
4	ARG	*****	*	AUT	5:23.99	1:51.95
5	AUS	*****	.*	NOR	5:28.21	1:50.94
6	AUT	*****	*	GBR	5:30.45	1:53.99

1	USA	*****	2.0M/S	USA	7: 7.31	1:47.47
2	GBR	>-6	*	AUS	7:11.52	1:47.84
3	NOR	*	*	AUT	7:14.31	1:50.33
4	ARG	*****	.*	ARG	7:17.30	1:53.90
5	AUS	*****	*	NOR	7:19.82	1:51.61
6	AUT	*****	*	GBR	7:23.34	1:52.89

We're the only Advertising Agency in the "shell" game as well as the sell game

We service a great group of clients covering the widest range of businesses. We are also the official pub-

lisher of the Oarsman...and proud of it. Perhaps we could put our diversified know-how to work for you.

THE GERALD F. SELINGER CO. The Barclay Building—1 Belmont Ave., Bala-Cynwyd, Pa. 19004.

III WORLD ROWING CHAMPIONSHIPS 1970 ST. CATHARINES, ONTARIO									
1X FINER SINGLE SCULL UN RAMEUR					BULLETIN NO. 58				
SCALE 1 BOAT LENGTH *****					FINAL, PLACES 1 - 6				
LANE	NAT	POSITION	WIND	NAT	TIME	500M	INTERVAL		
500									
1	ARG	*****	1.5M/S	ARG	1:44.54	1:44.54			
2	RFA	*****		URS	1:44.81	1:44.81			
3	CZE	*****		CZE	1:45.08	1:45.08			
4	ITA	*****		RDA	1:46.45	1:46.45			
5	URS	*****		RFA	1:46.89	1:46.89			
6	RDA	*****		ITA	1:47.78	1:47.78			
1000									
1	ARG	*****	1.5M/S	ARG	3:36.66	1:52.12			
2	RFA	*****		URS	3:37.73	1:52.92			
3	CZE	*****		CZE	3:38.17	1:53.09			
4	ITA	*****		RDA	3:38.70	1:52.34			
5	URS	*****		RFA	3:41.88	1:54.99			
6	RDA	*****		ITA	3:42.74	1:54.46			
1500									
1	ARG	*****	1.5M/S	ARG	5:28.68	1:52.02			
2	RFA	*****		URS	5:28.97	1:51.24			
3	CZE	*****		RDA	5:29.77	1:50.98			
4	ITA	*****		CZE	5:31.67	1:53.45			
5	URS	*****		RFA	5:34.04	1:52.16			
6	RDA	*****		ITA	5:37.68	1:55.44			
2000									
1	ARG	*****	1.5M/S	ARG	7:16.54	1:47.86			
2	RFA	*****		RDA	7:18.21	1:48.44			
3	CZE	*****		CZE	7:19.37	1:47.75			
4	ITA	*****		URS	7:19.60	1:50.63			
5	URS	*****		RFA	7:20.88	1:46.84			
6	RDA	*****		ITA	7:34.33	1:56.65			
FINAL, PLACES 7 - 12									
LANE	NAT	POSITION	WIND	NAT	TIME	500M	INTERVAL		
500									
1	NOR	*****	2.7M/S	USA	1:44.61	1:44.61			
2	USA	*****		GBR	1:47.61	1:47.61			
3	SUE	*****		SUE	1:48.15	1:48.15			
4	POL	*****		IRL	1:48.68	1:48.68			
5	IRL	*****		POL	1:49.37	1:49.37			
6	GBR	*****		NOR	1:49.73	1:49.73			
1000									
1	NOR	*****	2.0M/S	USA	3:36.98	1:52.37			
2	USA	*****		SUE	3:41.37	1:53.22			
3	SUE	*****		GBR	3:43.39	1:55.78			
4	POL	*****		NOR	3:44.64	1:54.91			
5	IRL	*****		POL	3:45.17	1:55.85			
6	GBR	*****		IRL	3:45.56	1:56.88			
1500									
1	NOR	*****	2.0M/S	USA	5:30.87	1:53.82			
2	USA	*****		SUE	5:36.28	1:54.91			
3	SUE	*****		GBR	5:40.00	1:56.61			
4	POL	*****		NOR	5:40.85	1:56.21			
5	IRL	*****		POL	5:43.76	1:57.89			
6	GBR	*****		IRL	5:43.86	1:58.30			
2000									
1	NOR	*****	2.0M/S	USA	7:20.67	1:49.97			
2	USA	*****		SUE	7:29.63	1:53.35			
3	SUE	*****		GBR	7:30.08	1:50.98			
4	POL	*****		POL	7:35.57	1:52.51			
5	IRL	*****		NOR	7:38.57	1:57.72			
6	GBR	*****		IRL	7:42.73	1:59.87			

III WORLD ROWING CHAMPIONSHIPS 1970 ST. CATHARINES, ONTARIO									
2+ ZWEIER MIT STEUERMANN PAIR WITH COX					BULLETIN NO. 60				
SCALE 1 BOAT LENGTH *****					FINAL, PLACES 1 - 6				
LANE	NAT	POSITION	WIND	NAT	TIME	500M	INTERVAL		
500									
1	ROU	*****	1.5M/S	RDA	1:43.50	1:43.50			
2	CZE	*****		URS	1:46.30	1:46.30			
3	ITA	*****		CZE	1:47.79	1:47.79			
4	URS	*****		ITA	1:48.51	1:48.51			
5	RDA	*****		ROU	1:48.98	1:48.98			
6	RFA	*****		RFA	1:49.89	1:49.88			
1000									
1	ROU	*****	1.5M/S	RDA	3:38.63	1:55.13			
2	CZE	*****		URS	3:40.48	1:54.18			
3	ITA	*****		ITA	3:42.21	1:54.70			
4	URS	*****		RFA	3:43.61	1:53.85			
5	RDA	*****		CZE	3:44.00	1:56.21			
6	RFA	*****		ROU	3:44.34	1:55.36			
1500									
1	ROU	*****	1.5M/S	RDA	5:34.75	1:56.12			
2	CZE	*****		URS	5:36.44	1:55.06			
3	ITA	*****		ROU	5:38.10	1:53.85			
4	URS	*****		ITA	5:39.75	1:56.54			
5	RDA	*****		CZE	5:41.87	1:57.89			
6	RFA	*****		RFA	5:42.28	1:58.67			
2000									
1	ROU	*****	1.5M/S	ROU	7:25.30	1:47.11			
2	CZE	*****		RDA	7:26.86	1:51.11			
3	ITA	*****		URS	7:28.22	1:51.78			
4	URS	*****		ITA	7:32.15	1:52.40			
5	RDA	*****		RFA	7:36.36	1:56.08			
6	RFA	*****		CZE	7:36.97	1:55.17			
FINAL, PLACES 7 - 12									
LANE	NAT	POSITION	WIND	NAT	TIME	500M	INTERVAL		
500									
1	AUS	*****	1.0M/S	AUS	1:48.31	1:48.31			
2	REL	*****		FIN	1:48.66	1:48.66			
3	DAN	*****		DAN	1:50.17	1:50.17			
4	FIN	*****		REL	1:50.67	1:50.60			
5	AUT	*****		AUT	1:50.82	1:50.82			
6	USA	*****		USA	1:51.64	1:51.64			
1000									
1	AUS	*****	1.0M/S	AUS	3:45.43	1:57.12			
2	REL	*****		FIN	3:46.16	1:57.50			
3	DAN	*****		DAN	3:47.40	1:57.23			
4	FIN	*****		AUT	3:47.65	1:56.83			
5	AUT	*****		REL	3:49.69	1:50.00			
6	USA	*****		USA	3:50.60	1:58.96			
1500									
1	AUS	*****	1.0M/S	DAN	5:45.21	1:57.81			
2	REL	*****		AUT	5:45.60	1:57.95			
3	DAN	*****		FIN	5:45.99	1:57.83			
4	FIN	*****		AUS	5:49.55	2: 4.12			
5	AUT	*****		REL	5:49.84	2: 0.15			
6	USA	*****		USA	5:50.62	2: 0.07			
2000									
1	AUS	*****	1.0M/S	AUT	7:37.94	1:52.34			
2	REL	*****		DAN	7:38.32	1:53.11			
3	DAN	*****		FIN	7:40.57	1:54.51			
4	FIN	*****		USA	7:44.01	1:53.39			
5	AUT	*****		REL	7:44.54	1:54.70			
6	USA	*****		AUS	7:45.01	1:55.46			

(Continued on page 28)

ROWING

The Magazine For
OARSMEN EVERYWHERE

Full Reports on International Regattas,
Coaching and Training Articles, Readers'
Comments. Regular Reports from our
correspondents in the U.S.A. and Canada.

ANNUAL SUBSCRIPTION ONLY
\$3.75 U.S.A. (by surface route)
\$4.00 in Canada

Air Mailed at \$8.10 (U.S.A.)
and \$8.80 (Canada)

Mail your application to:
ROWING MAGAZINE
c/o AYLING'S BOATHOUSE
EMBANKMENT, LONDON S.W. 15
ENGLAND

The Cornell Crew Club



CORNELL UNIVERSITY
TEAGLE HALL
ITHACA, NEW YORK

Wither World Rowing?

by Jack Frailey

What a rare opportunity for so many of us in this country to see world-class rowing! The Third World Championship regatta the Canadians so superbly hosted surely presented an awesome panoply of this planet's peerless crews, located so conveniently for Americans that we'll certainly not have another chance for such a close-up view until the 1976 Olympics at Montreal. Aside from and behind the race results reported elsewhere in this issue, what did we see?

We saw the best that thirty nations had to offer—from Ireland's lone entry in the single sculls to all seven boats from the Germanies, Russia, the United States, Great Britain and Canada. In fact, the Canadians were expecting four more nations to participate, but Bulgaria withdrew, Peru and Guatemala simply did not appear, and the South Korean single sculler was drafted just before his departure (honest!—or so the story goes).

We saw a finely tuned and well-oiled organization handle magnificently the thousand-and-one details that make for a successful regatta. And in addition to the run-of-the-mill mishaps, unusual problems of real consequence got the same expert treatment. We saw the finest race course facility in the Western hemisphere, another reminder (not that we need one) of our national need to develop one that matches it.

We saw nothing new in the way of style or equipment. Rather we saw for the nth time confirmation of the age-old truism that the only traits necessary to attain world class performance are individual capability and motivation. Perhaps it helps to be 25–28 years old, but it's not necessary—the East German eight were all 20 years old, the Russian coxed pair was 21. Perhaps it helps to row for years as an unbroken unit, but it's not necessary—the New Zealanders' first race together preceded the World's by only a month. Perhaps it helps to weigh more than 200 pounds, but it's not necessary—the bronze sculler, Hellebrand, was under 180. Perhaps it helps to have years of exposure to international championship-level competition, but it's not necessary—both the East German and Russian single scullers "debuted" this year. No, trite as it may seem, the only characteristics all the medalists had in common were incomparable ability and a pain-killing hunger for victory.

We saw eleven nations share in the twenty-one medals (there were twelve in '60 and '68), but not since 1965 when the Soviets dominated the European Championships has the medal crop been so unevenly divided. It was East Germany this time which showed such startling pre-eminence, with three golds and four silvers—more than twice the harvest reaped by any other country. In even greater imbalance was the matter of finalists. Never before has more than one nation showed sufficient overall strength to qualify all seven of their boats in the finals. We did it in '68, the East Germans in '66 and '69 and the Russians in '65 (and it's been said the Germans did it in 1936). But at St. Catharines *three* countries turned this trick, the Soviet Union and both Germanies!

We saw and cheered mightily as the smaller "have not" countries defeated the titans to garner a medal here and there. Who was it that kept the East Germans from the gold medal in both sculling events and the coxed-pair? Why, none other than Argentina, Denmark and Rumania! And how downright soul-satisfying that the Czechs, Norwegians, Poles and New Zealanders also could medal!

And, when measured against international competition—sadly we saw the waning fortune of American rowing at its all-time lowest ebb. The charts below give some quantitative measures of this:

	FINALISTS						
	64	65	66	67	68	69	70
Germany	6	6	-	-	-	-	-
East Germany	-	-	7	6	6	7	7
West Germany	-	-	6	6	6	6	7
Russia	5	7	5	5	3	5	7
U.S.A.	5	*	4	6	7	2	1**

(*No entry is made here because we had only four entries—one was a finalist.)

(**Let's not trick ourselves by allowing the conviction that "we really had three finalists but for the luck of the draw." Before admitting the logic of that conclusion, one would have to be assured that the draw had never treated the other nations in the table with the same ill fortune.)

	PLACEMENT TOTALS						
	64	65	66	67	68	69	70
Germany	26	24	-	-	-	-	-
East Germany	-	-	17	19	25	19	11
West Germany	-	-	33	30	40	32	25
Russia	36	12	35	31	***	34	29
U.S.A.	30	-	46	35	30	50	60

(***Four boats withdrew from the petite finale.)

Let no one misconstrue this as criticism of the fine oarsmen who represented us at St. Catharines; such would be completely unwarranted! These men were certainly among the best that our current program has produced, and earned their way fairly through the system provided for their selection. Also, I was fortunate enough to share quarters with them in Canada and know that it was a happy team, one which performed to the level of its abilities, and one which well deserved our very great pride. But the table *does* contain a message, and it will be well to dwell on what our national response to it should be. I'm sure this subject is now and will continue to be under discussion within the NAAO Board of Directors and the U.S. Olympic Rowing Committee, and no doubt subsequent issues of *The Oarsman* will contain articles dealing in depth with this issue. So, although it's not the intent of this article to present the author's opinions (which have been expounded before—perhaps *ad nauseam*), these views of other national programs may help provoke some independent thought:

The *East Germans'* youth program is now returning dividends, and has provided them with a very broad base of manpower. No more must they resort to the method used in 1968 to build their national team,

(Continued on page 16)

BEHIND THE SCENES AT ST. CATHARINES

by Craig Swayze

Teamwork!

That, in essence, was the story behind the success of the III World Rowing Championships.

It was teamwork which marked the selfless effort and dedication of some 300 men, women, teenagers and youngsters—many of them rowing enthusiasts all of their lives, yet others involved only because they found themselves caught up in the enthusiasm which marked the months of preparation for the momentous event—yet all dedicated to a single goal; the staging of a world regatta which would set a standard in rowing for decades to come.

And to say the least, they succeeded in overwhelming fashion.

Set all this in the midst of a quiet Canadian community of 106,000 persons who have lived with rowing for the past 67 years and you have all the ingredients of something exciting and colorful and dramatic. In short, given this kind of a background, how could the 1970 Worlds go wrong?

As most rowing people are aware, the III World Rowing Championships were the result of some 15 years of planning and effort on the part of St. Catharines sweep oar enthusiasts.

There was the dredging of the course, the installation of all the

complex facilities, the negotiation with various levels of government, the bid before FISA's 1968 Congress in Mexico City; the months of planning, the long days of dedicated work and the weary hours of burning the midnight oil.

Yet it all paid off in the stunning success that was the III World Rowing Championships, a regatta which attracted some 600 competitors to St. Catharines that wonderful week in September.

If anything, though, the story of the 1970 Worlds was people and teamwork. That's what made it go.

No less than 300 individuals were directly involved in the staging of the September 2-6 affair. Ten times that number played roles of varying degrees through the piece. Yet it was that elite group of about a dozen committee chairmen who were the real keys to success.

Each operated virtually on his own, but within strict guidelines set down by common agreement at the outset of the complex operation. Meetings were held regularly to update everyone involved with progress in regatta planning, but the only time these chairmen really involved others in their particular operations was when they ran into

specific problems...and then they usually had a solution anyway, seeking only general agreement before deviating from the original guidelines to put their new ideas into effect.

Yet there had to be the usual problems associated with running an international athletic event of this size. After all, you don't go staging a \$474,000 operation without running into them.

But you learn to roll with the punches; adjust and move on. Keep cool and resist the urge to panic.

Like the day we discovered the East German shells, instead of being upbound through the St. Lawrence Seaway for St. Catharines, were stranded on a disabled freighter at some Irish port. Or the night Transportation Chairman Chuck Hoople spent 11 hours at Toronto International Airport meeting the Netherlands team which had missed its connecting flight in Montreal and was coming in by dribs and drabs as stand-by passengers on subsequent flights.

What do you do when you discover a dozen British shells off-loaded at Montreal instead of Toronto? You have a former U.K. oarsman stationed with the RAF in Ottawa jump into the breach with his car and a borrowed boat trailer to tow the load to St. Catharines. And the Chomedey Rowing Club of Montreal wound up driving a shuttle service with 17 Scandinavian shells which were dumped by mistake at Montreal.

Six more little girls than the 58 required to carry national signs for the Opening Ceremonies turn up. Just march along in front, Sweeties. Then the teams jam up in the middle of Montebello Park and the interpreters with the FISA flag can't get through. Send them on an end run. And the overflow crowd—estimated in excess of 10,000—threatens to engulf the whole operation. Where the hell are the police? You scream on your walkie-talkie.

They tell you the Argentinians have cut down two new oars belonging to the Italians. Bring in the manager for an explanation. It's simple. The oars were for the Argentinians in the first place, but Donoratico hadn't bothered

UNION BOAT CLUB BOSTON

Coach
Harry Parker



explaining, simply adding them to a St. Catharines order. How do you get out of that one?

The Norwegians have three women listed without so much as a blush as "girl friends" on the official team roster. Some fancy footing and you get them billeted in private homes...even though the Norwegian trainer, boatman and coach may wind up a bit lonely at Ridley College. No! The Polish team's woman doctor can't stay with the team at Brock University. You put her in at the Holiday Inn until you discover they don't allow her to carry any money with her. Then it's to a private home.

How do you handle irate judge-referees who haven't been nominated by their federations for the Worlds? A smile and a shrug and suggestions about seeing federation presidents usually works. And how about the first day of competition when the lunches for those on the pylons at the starting gates didn't get delivered until mid-afternoon?

The day the fire department informed us those aerial bombs had to be at least a mile away from the site of the Opening Ceremonies. The mad scrambling to arrange an alternate firing point. The rumors of anti-communist demonstrations which proved false and turned into a genuine gesture of affection by St. Catharines citizens for all the oarsmen and visitors from 29 countries.

The wind blows and the rain pours down that Thursday and you think you're going to die. And Charlie Ryan, the grandstand chairman, challenges FISA President Tom Keller to make the announcement that the races would be postponed a third time to 4 p.m. "There'll be a riot if I do it again," says Charlie to the FISA leader. And Thomi goes to the finish tower and explains the reasoning behind his decision. And the weather proves him right.

Coping with the stringent security measures required for Prime Minister Trudeau's attendance the final afternoon of the regatta. Shocking his staff by insisting that he had to "insert" himself into the regatta, rather than the regatta evolve around him. And the appreciation by the PM in that he would rather have it that way.

The special arrangements required to allow the 2,500 who turned up for Sunday night's Henley Island barbeque to quaff some 1,700 gallons of beer. Ontario's strange drinking laws! And the great hit the bar at the press centre proved to be among the 250 writers, radio men and TV types who were feeding direct to 88 countries around the world. But the work Communications Chairman Don



A toast to regatta success. This picture could tell the story of the III World Rowing Championships. Taken in the Press Room at Holiday Inn about an hour after the final race of the FISA regatta, it shows Regatta Chairman Craig Swayze (center, on floor) surrounded by his key personnel, enjoying a cool one and attempting to unwind from the tensions of Regatta Week. Clockwise, they are: Mrs. Swayze and daughter Kathy; Secretary Bud Lancaster; Grandstand Chairman Charlie Ryan; Press Secretary Tom Nevens; Charlie Adams, Convener of Officials; Bill Rodda, Director of Public Relations; Ticket Chairman Tim Rigby and Office Secretary Doris Davidson; while seated on the floor in the foreground with his back to the camera is Kurt Englebert, President of the South African Amateur Rowing Union, a frequent visitor to the regatta office.

McClelland and PR Director Bill Rodda put into preparing the old shipyard building as a press centre was one of the unsung stories of the regatta.

The frustrations of attempting to interest U.S. and Canadian sports writers in the importance of the III Worlds as an athletic event. The overwhelming response of European press people who made up the bulk of those covering the regatta. Trying to keep them out of the shellhouse area on race days. Fighting with photographers who wanted to invade the presentation platform that final Sunday afternoon.

Visa problems with the Russians, Czechs and East Germans. Midnight phone calls to Canadian embassies overseas, only to discover that these Iron Curtain teams had applied late, even though they were informed well in advance of visa deadlines. And then having the Soviet team arrive two days early and unannounced, the only one of 29 competing squads not filing a flight plan with the regatta organizers.

Yet they, along with all the other teams, were entertained by clubs and private citizens during their stay in St. Catharines. Both German teams combined for a huge party at Club Heidelberg, the St. Catharines German-Canadian club and site of the main regatta dinner. The Soviet squad enjoyed a big steak roast, courtesy of the St. Catharines Police Association.

Finding last-minute accommodations for the Dutch and West German lightweight eights? Two phone calls

and all were booked without cost at the homes of Dutch-Canadian and German-Canadian residents. Arranging for some \$1,500 of free refreshments dispensed to competitors and officials in the shellhouse compound during the training and racing period.

The problem of official boats and Gord Thompson managing to come up with \$30,000 worth of equipment on loan from a Canadian boat firm. The months of effort by Oscar Tasane, the shellhouse chairman, and his gang to turn Henley Island into a colorful centre which will have to be a model of efficiency for regattas in years to come. The long trips (20,000 miles in all) put in by Gerry Cheevers and his helpers trailering shells so generously loaned by rowing clubs and universities in the U.S. and Canada. There were 44 boats in all.

The examples could go on and on. But they all added up to a regatta which, by all known terms of reference, has to be described as a huge success.

From all over the world, the letters have been pouring in. Each has left a warm glow with anyone who was in the least way connected with the planning and staging of the III World Rowing Championships.

To say the least, it was an experience for all of us. And looking back, we might even admit it was fun. There was plenty of hard work and there were plenty of worries. But it was a once in a lifetime.

And as someone suggested: St. Catharines will never be the same again.

WITHER WORLD ROWING

(Continued from page 13)

when they joined their best pairs into the eight and fours. There are now so many elite class oarsmen that all their National Rowing Centers (of which there are about seven) are well manned and competitive with each other in the larger boats as well as the small. Except for the rare occasion when a small boat from one of the lesser clubs can win their championships (such as Hill, the sculler), an oarsman who hopes realistically to compete internationally must aspire to acceptance into one of the National Centers. Acceptance is based upon meeting exceptionally high standards of fitness, capability and motivation, and carries with it "help" in arranging for new housing, job and educational opportunities for the family where a change in domicile is required. In order to counter the small clubs' reluctance to let their best men go, and to encourage the coaches to develop men who meet the standards, coaches are directly paid a stipend for each of his oarsmen accepted.

The *West German* approach has also been modified since 1968. Adams' influence is no longer so dominant, but coincident with Adams' "retreat" is the fact that only one man from the '68 gold medal eight is still rowing.

This year, after the Nationals in which no mixed entries are allowed, oarsmen from different clubs were permitted to join together as they chose to make mixed crews for their Trials regatta. The "Bulls of

Konstanz" were really also from Wetzlar, for example, and there were six clubs represented in the eight. The time between these regattas was short however, and the West Germans plan a unique departure from this scheme for next year. Then, the National Championship regatta will be held *after* the Europeans. In this way the mixed crews will form ("voluntarily," as before) very early in the season and come under the influence of the National Team director for essentially the entire summer. Trials will be held late. This plan will serve the two-fold purpose of providing incentive for clubs to continue rowing longer—through the Nationals, and additional time for the National Team director to influence boat selection and training.

The *New Zealanders* continue to learn from and refine their more-or-less "pure" approach to a National Team. In this approach, a fairly large number of men are pre-selected on the basis of the National championships and prior known capabilities and a final selection is made after extensive testing at the National Team Center. Whereas this process took thirteen weeks when it was begun, they have found that seven weeks is sufficient and will continue to try to reduce this time requirement.

The *Canadians'* attempt at a National Team this year failed to materialize. Agreement in principle was reached at the National level last year to try a plan whereby the best individual club oarsmen would be brought together for training and boat selection, but some clubs foiled the plan by not cooperating in the effort. Realizing the scheme would not really receive a fair test without more widespread endorsement, it was not put into effect.

In *England*, rowing's future will be guided in part by their National coach, Bob Janosek. The feeling there is that they currently must rely too heavily on amateur coaching of modest capabilities, and that a cadre of professional and semi-professional coaches must soon be developed. Means are now under study for realizing this goal. Their initial approach to a National Team, the ill-fated "Nautilus" plan conceived four or five years ago, failed for much the same reasons as the *Canadians'*. Yet the importance of some such scheme has been widely understood, and the British are now thinking in terms of a National Team plan which parallels that of the West Germans to some extent.

(Is it only coincidence that those three countries which make no attempt whatsoever at a "National Team" concept, i.e. Canada, Great Britain and the United States, placed only *one* of their *twenty-one* entries in the finals)?

What course should the United States take? At this point in time we have neither the manpower to support our current multiple National Centers approach (such as the East Germans and Russians) nor a team selection system which makes the best use of limited manpower (such as New Zealand, Australia, France and others). How much importance do we, should we, put on winning at the international level? Shouldn't we be thinking both short and long-term? Is there a short-term answer which will not subvert long-term goals? I strongly suspect that any and all good ideas are worth exploring—if you have a suggestion to make why not write *The Oarsman*, the NAAO Board member nearest you, or the author.

GOLD MEDAL EIGHT AT THE MEXICO OLYMPICS

ROW A

WILHELM KARLISCH

EIGHT

WITH THE WORLD'S FOREMOST
SHELLS & OARS
YOU TOO CAN BE A WINNER!

8-oared shells

Extra light construction	218 lbs.
Regular construction	250 lbs.

for information contact U.S. agent:
DIETRICH ROSE
756 Hill Road
Philadelphia, Pa. 19128

A Woman's View Of St. Catharines

While I have grave doubts as to the efficacy of making this column a family affair, the complete domination of the World Championships by the East Germans at St. Catharines makes any further comment on international rowing either trivial or inane. No one seems to know quite why they were so fast so consistently, but the boys from the German Democratic Republic have said it all. Hence my wife...

September 8, 1970
Metamora, Michigan

Dear Mary,

I am so sorry you couldn't make it to St. Catharines as we had hoped. We missed you, but we had a grand time, with the weather just perfect so I got to wear my new grey outfit on Saturday and my yellow pant-suit for the finals.

But never mind the wardrobe, Mary, I've found the man for you. I mean you've simply got to come to the next one of these things. He's not very tall, but he has immensely powerful shoulders, long black sideburns, romantic eyes and (no it's not Boyce, silly) he's Argentine. I never quite got his name but he won the single sculls, which probably doesn't matter much to you, and he looks like the kind you wouldn't want to be alone with too long—delicious.

Of course the East Germans won everything as I'm sure you read in Sports Illustrated or someplace, but then they row for their mean old Communist government don't they, and sort of *have* to win? Anyway they all moved together like robots and never splashed any water or looked tired and really weren't that interesting. Everything else was though.

You should have *seen* the color! Russian red, Swedish yellow, Irish green and all kinds of blues—after about four races had come down, the national colors on the blades and the shirts all blended rhythmically into rainbow patterns and then re-emerged when the boys made their final bids in the last 200 meters.

The prettiest thing was the way all twelve boats (including the six from the petite final) paraded in formation in front of the grandstand after each final while the Royal Mounted Police band

came with a lilting tune. Just imagine if the twelve nations represented by those twelve crews could set along together in such perfect harmony, with each nation running as smoothly within itself as each crew rows. My analogies are never quite apt but you know what I mean.

The most fun was Sunday before the finals when they got me into the enclosure around the docks and

the boat sheds—I had to climb a wicked wire fence because they had guards all around to keep people like me out and I almost ruined my suit, but it was worth it—besides dozens of handsome men with next to nothing on, they had a food stand with free ice cream. Well my dear, it was as if St. Peter had let me through the Gates before my time!

(Continued on page 18)

Reprinted From:

The Standard

FRIDAY, SEPTEMBER 4, 1970

Memories Are Made Of This

Another couple of days and it'll be all over.

The oarsmen will have made their last sweep down the Henley course. The reporters, scores of them from as many countries, will have folded their notebooks. And the Henley grandstand—now a babel of tongues and accents—will once again stand empty.

But will St. Catharines ever be the same again?

Surely those of us who have seen the excitement of the last few days, and hope to be around to see the culmination of this athletic spectacular tomorrow and Sunday, can never feel quite the same again—neither about the Henley nor about our town.

For one brief, magic moment, as history goes, St. Catharines and the Henley were touched by the glittering wand of fame. Chances are it'll never happen again; certainly not in the lifetime of many of us. But so what? As the song goes, memories are made of this...

And the memories of this week should last us a lifetime.

There's also cause for pride. Pride that it all happened here, in

our town, in lil' old St. Catharines that so many people still can't spell properly.

All in all, it's been a great week for St. Catharines. Perhaps the greatest.

For one thing, we've been hosts to an elite among athletes. We can only hope we didn't fail them and that they'll be kind to us and our town in the memories they'll take with them.

For another thing, we have had a look at the world without the blinders of prejudice. We found ourselves cheering oarsmen whose governments we may detest; but we cheered just the same, because somehow we felt a warm kinship with these young men who came from far away to test their mettle against the best.

Who'll win the final score? Does it really matter?

What matters is that they all came as champs and that they all rowed as champs.

But perhaps the greatest lesson of the week—a lesson we should never forget—is that even in a small community great things are possible if enough people of stout heart are determined to make them happen.

WOMAN'S VIEW

(Continued from page 17)

But before I can tell you about Sunday I've got to tell you about the Veteran's Race on Saturday afternoon in which all the old timers go against each other over 500 meters just to ease their nostalgia a little. Well the boys from the '64 Vesper eight went down to get in the Veteran's Race figuring to clobber everyone else (they still think they're great) but they wouldn't let them row because they were too young to be "veterans"—I guess Bill Knecht would have been the only one eligible, but, being a big-wig, he was tied up with the Australian protest. So they got in a boat anyway and paddled around challenging people, but only got a race out of Columbia University's marathon crew which had rowed all the way from New York City to Buffalo or something silly like that. It wasn't a bad boat though, I mean the '64 bunch, they had Robby Zimonyi steering, Bill Stowe at stroke, John Abele, seven, Boyce Budd (just as huge and just as cute as ever), six, Emory, five, Tony Johnson, four, Don Spero, three, Hugh Foley at two and Bill Donovan in the bow.

When they came off the water Don Spero said he had missed his calling, that he didn't know you could have so much fun in an eight and they were all excited about how well it had gone—so excited that that night at the party an exuberant Bill Stowe challenged

some Canadians to a \$1,000 U.S.—Canadian race over 500 meters—that, you see, explains our being out there Sunday.

Only Sunday everybody was serious—the Canadians had been out early practicing and the Americans put a couple of ringers in their boat, Bill Maher at seven and Bob Montgomery in the bow—perhaps to offset an aging Jack Kelly in the two seat as Foley didn't show up. A good thing anyway as the Americans won by less than half a length and you have to consider Al Rosenberg was steering the Canadian boat.

Afterwards everyone enthused about what a fine race it was but all seemed pleased with its length. Emory said he felt like dropping his oar after 300 meters. I think his nostalgia is under control for a while. Nobody mentioned the \$1,000.

Of all the crews there the Australian eight was the coolest. They talked their way into the final without rowing in the semis because they weren't ready when the starter gave them the "Partez"—they start the crews in French, you know, it's very exciting. Anyway the Aussies refused to row, which must have taken a lot of courage on someone's part. Then they paddled down to the finish line where Paul Guest, who Emory says is a ten-year veteran of Australian crews, stood up in the five-seat and made his point quite forcibly with a very unhappy referee who probably didn't even speak English. After a high level conference they

decided to have a seven boat final, but said the Australians had to do a course by themselves that night to keep things fair. Bill Knecht, who was referee for the row over said he told them they had to do six minutes, meaning they couldn't just loaf, and they must have listened to him, as they rowed a 5:59.

Well I better stop rambling, Mary. I'm getting worse than Emory with this rowing business, but I must tell you about some of the people first because just everybody comes to these regattas—it's like a giant fraternity party with all the old grads back. There's Harry Parker, the Harvard coach, looking wiser than it is possible for anyone to be and inscrutable as the Sphinx; Karl von Groddeck, German six-man with dozens of gold medals from the heyday of the Ratzeburg crews under Karl Adam (they were like the Green Bay Packers and Vince Lombardi); Christopher Davidge great English stroke who looks more British with each regatta; Kurt Engelburt, South African rowing representative, present without a crew—probably because they didn't have one fast enough, but maybe because of the South African apartheid policy; and of course Thomi Keller, charming, dignified perfectionist who heads the International Rowing Federation and, Emory says, puts the competitors first unlike so many other stogey old sports' officials who get mesmerized with their own importance.

He's Swiss and always speaks to you (or drinks with you) in your own language no matter what country you're from and everyone calls him Tommy even though he runs the regattas with an iron hand, albeit in a velvet glove. There's never any question who is in charge. He didn't even let Prime Minister Trudeau upstage him at the closing ceremony where the Prime Minister stood silently respectful while Mr. Keller said the final appropriate things. Can you imagine Mr. Nixon not saying *anything*, no matter where he was?

Well, Mary, I'm really stopping this time—think about that Argentine, he can't row all the time.

Love,

Christina



**A photographer donated this photograph
The N.R.F. donated this space.
Your donation is needed most!**

Support the U.S. Rowing Team . . . Send Your Contributions To:

NATIONAL ROWING FOUNDATION
1100 6TH ST., S.W., WASHINGTON, D.C. 20024
ALL CONTRIBUTIONS ARE TAX DEDUCTIBLE

Do U.S. Colleges Really Need J.V. Crews?

by Boyce Budd

Having witnessed the performance of the U.S. team at the III World Rowing Championships this past September, like many other observers, I asked myself where have we gone wrong. At the same time, a statement which by now has become a cliché amongst foreign coaches and rowing officials was heard again at St. Catharines: "If only I had in Germany (substitute England, France, Russia, etc.) the kind of men you have in the U.S., I would make a world champion crew."

The dichotomy expressed above leads to long and heated discussions which, though necessary at this juncture, I will not attempt to tackle in this column. One subject, however, that came to mind while watching the golds, silvers and bronzes (with one exception) head off to Europe and South America, is our traditional emphasis in U.S. colleges and universities on eight-oared boats.

Having put in a two-year apprenticeship in a J.V. eight, I can appreciate the effect that being on the J.V. eight has upon the oarsman. Therefore, I must ask whether by having J.V. and even 3rd varsity eights, our college coaches are providing their oarsmen with a training format which is the most challenging, the most fun, and the most rewarding for them. In so doing, are U.S. collegiate coaches tapping the true potential of U.S. oarsmen to develop early their ability to move a boat effectively?

I submit that we are missing the boat by opting always for eights; that coaches will provide their oarsmen with the ultimate in water training and fun by having them work regularly in fours and pairs. Of course, one man cannot simultaneously coach an eight, and fours and pairs, and yet what coach can really coach three eights rowing side by side? Ever-present coaches just like over-indulgent parents spoil the object of their attention. Good coxswains and motivated oarsmen should be capable of both hard work and self-criticism, away from their coach. The recent decision of the IRA to sponsor coxed-four competition was welcome but late in coming and the sooner coxed pairs and even coxless boats and sculling events are introduced, the more the individual oarsman and the nation's rowing program will benefit.

Certainly it is universally held that small boat training is essential to the

formation of fast eights. The superb East German gold medal four-without demonstrated this in 1969 when two of their members pressed Johnson and Hough so hard at Klagenfurt thus winning a silver medal in the European Championships. There are examples of this too numerous to mention. Why then is the same not true on the level of a university crew program? Why shouldn't J.V. crews be broken up into fours and even pairs? Why at the same time shouldn't varsity eights train regularly in small boats as well, with regular intra-squad regattas between all the oarsmen? Some of the more progressive U.S. coaches are now breaking with the old eight-oared tradition and practice sessions are being spiced with hot intra-squad small boat races on a regular basis.

Many college coaches with limited budgets maintain that they can't afford the 'extra' boats, namely the fours and pairs. Perhaps we should stop thinking of fours and pairs as 'extra' boats but rather as essential parts of a modern collegiate rowing program. A coxed-four costs approximately 60% of the cost of an eight so that by investing a modest premium, a coach can have two fours in place of one new eight. Admittedly pairs are a slightly heavier financial burden than fours but they offer a coach an ideal way to determine his strongest combination of oarsmen for both fours and eights.

On the most fundamental level, what oarsman who has experienced small boat racing, who when offered the opportunity to represent his college in a Varsity four or pair event, would choose to return to the J.V. boat with the other guys who couldn't make it in the Varsity eight? The answer seems obvious, especially as coaches and regatta officials begin to accept the importance of small boats in collegiate regattas.

So often rowing officials seem to be concerned only with the wishes of those who used to row rather than with the interests of current participants, and regattas seem to be planned accordingly. This kind of thinking combined with thoroughly un-exciting collegiate training programs will continue to jeopardize the appeal of our sport to the modern college student.

What could be more boring than most collegiate regattas which feature three to six eight-oared races, spaced one-half hour apart. It should be no surprise that spectators frequently resort to throwing automobiles or each other into the river or even beer cans at the boats in order to liven up an otherwise deadly dull afternoon. If small-boat rowing were added to our eight-oared programs in more colleges, we may accomplish three important tasks. First, we would offer the prospective college oarsman a rowing program which is more diverse by offering the individual oarsman more opportunities to excell. Second, we would make collegiate regattas into exciting sports events which could be enjoyed by spectators as well as by the oarsmen, thus increasing popular interest in the sport. And third, we would begin to explore more thoroughly the vast wealth of talent that our collegiate rowing programs produce and then lose each year, year in and year out - a process which agonizes foreign observers of U.S. rowing.

The excitement and satisfaction of small-boat rowing is an experience that shouldn't be denied any oarsman. And any coach who doesn't believe that one form of training contributes vastly to the other need only check the records and study the make-up of the world's best crews in almost every event. Are J.V. eights relevant? It's a question to which more coaches should give some serious thought.

SCHOOLBOY SCULLING REGATTA

(including 4's & 8's)

Sunday, May 16, 1971

SCHOOLBOY SUMMER SCULLING PROGRAM

**Narragansett
Boat Club
Providence, R.I.**

for further information contact:

Albin Moser, Lieut. Fleet Captain
350 Benefit Street
Providence, R.I. (401 421-1903)

VESPER 1971

Many members of Vesper's U. S. National Championship squad are training at Vesper right now for 1971 and 1972. Now is the time for you to contact Vesper if you want to be a part of the country's toughest boat club.

Dietrich Rose
c/o Vesper Boat Club
10 East River Drive
Philadelphia, Pa. 19130
after 8 p.m. — (215) IV 3-8723



VESPER BOAT CLUB

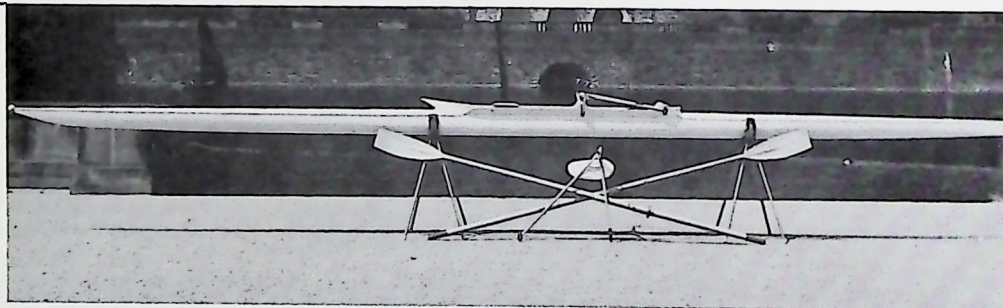
PHILADELPHIA

FOUNDED 1865

**RETRACTABLE
S.S. FIN**

**SAFETY
FLOATS**

**WEIGHT
45 LBS.**



**The First
CARBON
FIBRE
Reinforced
Boat**



**SEE
THEM**



**BUY
THEM**



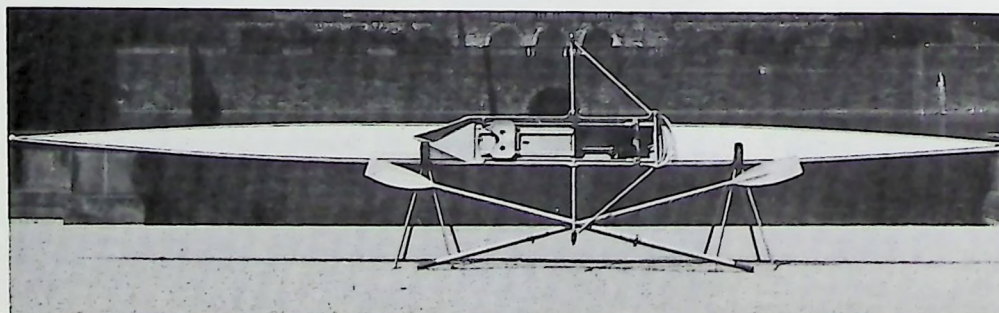
**TAKE
DELIVERY**



**FROM OUR STAND AT THE NEW YORK
COACHES CONFERENCE**

Also Available:

- SCULLS
- ROOF RACKS
- STORAGE RACKS
- STANDS
- ALL FITTINGS



**A. H. BAKER
(Derby Ltd.)
45 Hilltop
BREADSALL
DERBY
ENGLAND
TEL.
BREADSALL
312**



Early morning rowing approaching Albany on the Hudson River under the New York State Thruway (Mass. Turnpike extension) bridge. Houseboat with cooking facilities on roof follows six-man shell.

Oarsmen Complete 504-Mile Row

By Dave Green

When Bill Stowe sent out word that he was putting together a group of screwball oarsmen for a marathon row from New York City to St. Catharines, Ontario, few took him seriously. "You must think that I am crazy to want to go along on a venture like this," explained some 19 young men to their parents, wives, girlfriends. No one disagreed with the adventure-minded oarsmen.

The idea to row long distances is not new, but, to other than galley slaves of ancient times, it is punishment that is uncalled for. For years oarsmen traveling the New York State Thruway to the National Collegiate Championships in Syracuse have commented on the beauty of the Erie Barge Canal, and how great it would be to row to the regatta. This past summer Coach Stowe was driving some of his Youth Championship oarsmen to the Canadian Henley when the idea of the Marathon row took hold, not to be shaken. While in Greece for the World Youth Championships, Stowe received a partial pledge for support from the Italian shellbuilders of Donoratico for the historic row, and the organizers for the third World Rowing Championships in St. Catharines supported the idea as a means of further publicizing their regatta.

Upon his return to the States, Stowe set out to seek a sponsor for the stunt, likened to some as attempting to sell ice boxes to Eskimoes in this time of tight money. After a week on the telephone, the marathon promoter found another rowing enthusiast that liked the idea, Skip Walz, the former coach of rowing at Wisconsin and Yale. Skip is currently the director of Public Relations for the Canada Dry Corporation. Canada Dry not only offered to pay expenses of the trip, but supplied enough soda to almost sink the accompanying houseboat. To protect the oarsmen's amateur standing, the project was cleared through the National Association of Amateur Oarsmen.

With time running out on the departure date, details were rapidly hammered out. About \$600 worth of food was ordered, a 32 foot rental houseboat was dispatched from Geneva, New York to act as a floating restaurant, and a host of safety devices were purchased. Insurance for the borrowed Donoratico shell was sought from Lloyds of London, over \$100 worth of medical supplies were secured to assure proper health, and film supplies were stocked to guarantee a record of the journey. Permission to travel the Erie Barge Canal was secured and the lock keepers were alerted to arrival times.

Candidates were carefully screened, and a trip roster was made at the National Championships, four days prior to departure from Manhattan. Two girls, a professional photographer, a poet, and one coxswain were refused the trip because of their inability to row. "We will not have any dead weight on this trip...everyone rows, including myself," the 30-year-old Stowe was quoted as saying. The three coxswains that did make the trip all took turns rowing, in addition to their steering assignments. Several oarsmen were rejected because they refused to get haircuts. "If we are going to get publicity, it is not going to be as hippie oarsmen," the hard line Stowe went on to comment. Three oarsmen from UCLA were late for the pre-departure meeting and were dropped from the journey two hours before scheduled departure. Stowe's reason: "If they can't make the first assignment, they will never make it over the 500 mile row." Two oarsmen that had come to the departure party at the Columbia Boathouse were quick to volunteer to take their places, and the sixteen oarsmen—three coxswain group was complete.

Departure time had been set for 10 p.m. for several

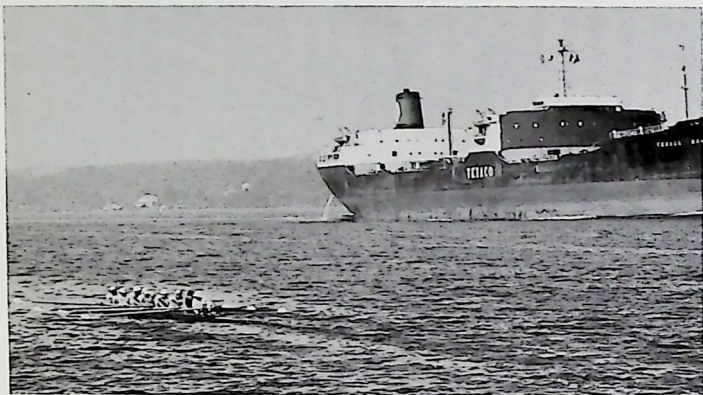
(Continued on page 22)

MARATHON ROW

(Continued from page 21)

reasons. First, it would permit the eight-oared shell to take advantage of six hours of incoming tide on the Hudson at a point on the River where the tide has the greatest effect. Also, the evening generally offers better water conditions on the rough river. In addition, the night departure would permit those that had to give up jobs to work an additional day.

Canada Dry hosted a press reception and Bon Voyage party at the Columbia Boathouse which was attended by over 100 well wishers. Water conditions were perfect and



Freighter slows down for the marathon oarsmen on the Hudson off of the Marist College Boathouse in Poughkeepsie.

everything was set with one exception—the rental houseboat had not arrived. A decision was made to go ahead and launch

the shell departing for Albany, and the houseboat would catch up as soon as it loaded the tons of equipment and soda. Larry Gluckman, Columbia's Assistant Coach of Rowing, took charge of the first section rowing while Stowe remained on shore to supervise loading and departure of the late houseboat tender.

To the light of photographers' flashbulbs the trip began at ten sharp when the shell and a small outboard accompanying them left the Harlem River, turned right on the Hudson and disappeared in the moonless night. It was not until 1 a.m. that the delinquent houseboat arrived, took an hour to load and fuel, and headed upstream after the shell. A light breeze had blown up but the chop was not dangerous. The houseboat plowed into the darkness searching for the running lights on the shell and accompanying launch.

When dawn came the houseboat passed the magnificent cliffs of West Point, still confident that the oarsmen were ahead. Upon arrival at Poughkeepsie, 76 miles from the starting point, it was realized that the shell must have been passed in the darkness. Telephone calls to New York found that the shell had experienced rough water and had not made the time that had been hoped for. It had waited for the houseboat in Newburgh. The exhausted and hungry oarsmen were united with the houseboat in mid-afternoon, after 17 hours on the water. The first change of oarsmen occurred, as they continued northward. After a rather disappointing drop of a \$400 outboard motor into the depths of the Hudson and several rough exchanges of oarsmen, the routine began to smooth out. The original intention was to change two oarsmen every half hour, with each man going for a total of two hours. This proved to be

HOPKINS, HARBACH & CO. INVESTMENT SECURITIES

Members

NEW YORK STOCK EXCHANGE

PACIFIC COAST STOCK EXCHANGE AMERICAN STOCK EXCHANGE (Assoc.)

NATIONAL OIL BUILDING

SIXTH AND GRAND, Room 707, LOS ANGELES, CALIF. 90017

MAdison 9-3564

Schuylkill Navy of Philadelphia

4 BOAT HOUSE ROW, FAIRMOUNT PARK, PHILADELPHIA, PA. 19130

Bachelors Barge Club
Malta Boat Club
Fairmount Rowing Association

Crescent Boat Club
University Barge Club
Penn Athletic Club
Rowing Association

Undine Barge Club
Vesper Boat Club
College Boat Club
of Univ. of Pennsylvania

unworkable, because too much time was spent making changes. It was better to make entire shift changes every two hours. At night, in order to get some sleep on the houseboat, it was arranged for three shifts of four hours each, rowing only six men and not using coxswain. This was done from dusk to dawn. Prior to leaving, Tony Baker, a shell outfitter from England, had rigged the Donoratico boat so the stroke could steer with his foot, to eliminate the need for a



Nearing Albany on the Hudson River, six-man eight-oared shell with stroke steering permitted rest of the crew to sleep while shell continues at 5 mph.

coxswain on straight and easy stretches. Later in the trip, an eight would row shifts between locks, ranging from ten miles to the longest of 42.

As the second night approached, the Hudson was like a mill pond, and a television team came on board at Kingston for an interview. The Albany-based sportscaster was a former Georgetown University oarsman, and he was ready to chuck his job and continue with the group. The sunset was beautiful, and the picture of the eight, the houseboat with resting oarsmen cooking steak on the rooftop grill, and the towed launch was unreal.

The second night it was realized that the shell would have to have someone qualified to navigate, after the boys rowed within twenty feet of a head-on collision with an island. After a talent search, Dick Livingston and Dave Green were instructed to learn the charts. With a flashlight and charts they instructed the shell from the houseboat via megaphone through this difficult portion of the Hudson. Dawn found them in Albany!

To get the shells through the locks, three hundred feet of nylon line had been purchased to steady the shell and all hands were ready for the experience. The lockkeeper was of great help and the crew encountered no trouble at all. With 35 more locks to pass through before reaching Buffalo, they were greatly relieved. Without exception the lockkeepers were of great assistance and made the journey pleasant. Coxswain Andy Dunn said, "They would call ahead to the next lock to prepare for our arrival and gave us a commercial clearance which greatly speeded our trip. Perhaps they began to take book among themselves as to our speed and time between locks, because one lockkeeper upon being told that we were averaging six miles an hour was visibly disappointed and said, 'I thought that you could do 40 miles per hour.' We were all sorry to let him down."

Having logged the first 150 miles the marathoners were not having any difficulty with the shell or the men rowing it. Golf gloves had been purchased to avoid extreme blisters and they were completely successful. They had not had any cramps or disabling injuries. The shell had not had any rigging problems nor had it taken on excessive water. Prior to leaving New York the outriggers had been raised to enable

them to row in the roughest water, and canvas splash guards were put on the riggers.

Because of the constant cooking on the roof of the houseboat, the *Schenectady Union-Star* labeled a picture of the craft "The Stroker Stoker." However, it was the houseboat that caused the most anguish for the 19 persons on the trip. The boat lost most power in Troy and fifty dollars of repairs improved nothing. At St. Johnsville (224 miles from New York City) the crew attempted to fix it themselves and proceeded to drop the fuel filter overboard. After diving in 12 feet of water for an hour, Cal Coffey, a sophomore from Northeastern University, jury rigged something up and they were off again! About this point, they realized that the chemical toilet was not designed for nineteen persons and required more frequent pumping, which was not always possible. That night, on a straight stretch of the Barge Canal west of Rome, the sleepless driver of the ill-fated houseboat became hypnotized by the starboard bank and ran aground on the port side, breaking the steering apparatus. Coffey again was able to fix it after a two hour delay. Finally four hours west of Syracuse, the powerplant on the houseboat just gave up, never again to go for the Marathoners.

At this critical stage, 339 miles into the journey, it was decided to abandon the houseboat. Sending the eight oared shell west, Stowe towed the houseboat ten miles east, rented a truck and loaded all the gear, including the remaining 26 cases of Canada Dry soda, into the closed truck, the new off-the-water home. Eight hours after separating, they reunited and relieved the weary oarsmen.

With all of the openness of the Hudson River, it came as a surprise that the fairly small Oneida Lake would claim the

(Continued on page 24)

Ecorse Boat Club

WHERE MORE COLLEGE OARSMEN ROW
THAN AT ANY OTHER CLUB

Experienced Junior and Senior Oarsmen wanted with a minimum of two years rowing experience. Excellent equipment, summertime employment guaranteed for the men selected. Also aid in locating reasonable housing.

ROW WITH A WINNER!

Contact: Thomas Judge, c/o Ecorse Rowing Club, P. O. Box 4555, Ecorse, Michigan 48229



MARATHON ROW

(Continued from page 23)

only swamping. The Erie Canal runs the middle of the 14 mile lake. The oarsmen approached it at night and attempted a crossing around 2 A.M., but turned back due to swells. At dawn they again attempted the quartering tail wind row. One man on starboard was taken out to keep the straight course and to keep the bow from diving below the surface. The coxswain pumped water most of the way across and all concerned thought they had made it when they were within two miles of re-entering the canal. However, the swells enveloped the stern and she swamped in about 30 seconds.



Waiting for the water to rise in one of 36 locks, the marathon crew welcomes the opportunity to catch their breath.

They had anticipated this sort of problem somewhere along the way, and there was no panic. The wind almost blew the boat the rest of the way in where it was bailed out and continued on west.

The contingent of weary rowers detoured about one half a mile in Syracuse to visit the University Boathouse where Orange Coach Bill Sanford had hot showers ready, the first in four days! At dusk, our heroes headed off into the face of an electrical storm, the worst to hit the area all summer. There was more light than darkness, and it was a real thrill to row during it," exclaimed cox Jim McHaney. The next morning, it was apparent that it had been worse than they thought, because of the broken trees and a lockkeeper that reported it had knocked over some 40 nearby house trailers.

After 418 miles of rowing the group was well received in Rochester where Allen Rosenberg, head coach of the 1964 Olympic team, led a group in welcoming the insane oarsmen. The accompanying truck was working well and all hands were glad to be rid of the bogus houseboat. The problems now were primarily the lack of lights along this section of the Barge Canal. The crew went mostly on night vision and the light from the beautiful Northern Lights. The last night out of Buffalo they experienced low bridges, which made it almost impossible to continue. The canal closed to all traffic along this stretch between 11 P.M. and 7 in the morning, hence there were no men to open the low bridges. The shell could pass under the two foot clearance by having the oarsmen lie down and push the bridge with their hands. However, the safety launch needed over three feet. Therefore, on three bridges it took six oarsmen from the shell to get in the launch to lower the waterline, so it also could pass. The local police in Brockport came out in force and really could not believe their eyes. They were sure that something was being done illegal, it being four in the morning. After they were shown a letter from the State Director of Waterways they left scratching their heads.

Thirty-five miles east of Buffalo, the oarsmen were given the bad news that they had been refused permission to pass through Canada's Welland Canal, the last thirty miles of the

adventure. The Mayor of Lockport was meeting them when they were notified of this premature end to the trip and turned his office in City Hall over to organizer Stowe who attempted to phone for exemption to the rules in the Canadian waterway. No luck and the disappointed crew was informed of this on route to Buffalo. It was decided to terminate the voyage at the West Side Boat Club in Black Rock Channel, Buffalo, some 504 miles by water from the Columbia University Boathouse. The weary crew arrived exactly six days to the minute from departure time.

The entire 19 man contingent was still enthusiastic about the trip, and the beauty of the scenery, both day and night, would have to be the highlight. When grubby, rough, tired oarsmen can appreciate the beauty of the trip, it is something to note. Bob Kidd, a former Captain of the Columbia crew wrote... "The whole experience introduced me to a new realm of consciousness in rowing, something I never came close to during the competitive rowing of the last four years. The stretch from Lake Oneida to Syracuse was the most beautiful piece of rowing I've ever done. It was a lyrical piece of motion which is almost too much to handle." During one lonely stretch of pre-dawn rowing, Dan Johnson, a Marine Vet and graduate of Orange Coast College proclaimed, "You know, I really cannot think of anything in the world that I would rather be doing right now than rowing this section of the Erie Canal!

It seems incredible that the delicate racing shell received no damage and did not even need a rigging adjustment for the entire trip. The oarsmen all came with different styles, but had little difficulty setting the Donoratico on keel.



"Bill's Buffalo Bombers" adjust for a two-hour row on the Erie Barge Canal near Troy. Taking a turn in the bow seat is Columbia coxswain Andy Dunn.

Physically, the oarsmen stood up very well under the strain of the muscular activity and lack of sleep. No oarsmen missed an assigned row for any reason. Meals were supplemented with Vitamin C and salt tablets. Due to the logistics, rowing, public relations, and other responsibilities, Stowe estimates that he got less than a total of ten hours sleep on the six days, and these were not sound. However, the compelling desire to finish kept all hands going. It took over three days to recover and several of the oarsmen were sick after the row.

For those interested in rowing style, no attempt was made to standardize, but after a while a common, and perhaps natural style emerged. It was a smooth flowing one speed continuous stroke with a stiff arm catch. They generally rowed about 24 strokes per minute.

At a press conference in St. Catharines after the 504 mile row a newsman asked what would be next, and Stowe jokingly suggested that he was organizing a row from New York to Miami on the inland waterway. Would you believe that 19 oarsmen believed him and that six have already volunteered for the journey?

THE INTERNATIONAL SCENE

by Emory Clark

How would you like to row out of a club boasting 200 to 300 active oarsmen, two or three professional coaches, 80 boats to choose from and four full-time boatmen? On a river running right by your back door step, off limits to commercial power boats and so clean that you could go for a swim after each workout instead of taking a shower? And maybe take a three week spring training trip to a southern resort each year and have your girl, who rows out of the same club, go with you?

If it sounds good pack your bags for Leningrad, formerly St. Petersburg, home of the Russian Czars, City of Six Hundred Bridges. You will row on the clear, cold Neva River and sometimes, on a calm day, twenty miles out toward Finland on the Baltic Sea. If, of the eight clubs along the river, you are lucky enough to decide on that of the Leningrad Shipbuilding Institute, you will be met by the engaging smile of Michail Alexandrov, a one-time Olympian and professor of Naval Architecture who rowed for Russia in a coxed four in Rome and is one of about 200 Masters of Sport in the city.

Mike will tell you that the status of oarsmen in the Soviet Union is quite similar to that of their counterparts in the United States in that anyone can row, but rowing is not so popular nationally as is football (soccer) and basketball, so oarsmen must train in their spare time and are bonafide amateurs unlike the footballers who do not work. Usually there is some subsidization for the best crew in the club in the way of meals or board during a training camp — but who among us would not admit to an odd free meal sometime in our rowing careers?

For Mike, a native of Leningrad, his city is the best place for an oarsman in Russia, this despite the fact that the Neva is frozen from November to April. Moscow, Kiev, Leningrad and the Balkan Republics are the nation's main rowing centers,

with Moscow boating as many as 8,000 oarsmen (men and women) in any given season. Not hard to figure why the Russian national crews take a lot of beating. They even have two coaching schools, one in Moscow and one in Leningrad, which are run by the Special Institute of Physical Culture, a part of the Ministry of Higher Education. But just like anywhere else, the coaches, who often cox their crews in practice or use motor launches, have to produce or they lose their jobs. Today in Russia the older coaches are retiring, giving way to young blood and fresh ideas.

Mike estimates that 80 to 85 per cent of Soviet oarsmen are students and while there are no restrictions on which club one can join, except the Army Club, it sounds as if there just might be a little recruiting. If a big, strong boy with lots of heart decided he wanted to be a naval architect, he might have a little bit easier time getting into the Shipbuilding Institute if he indicated a desire to row. The money and the name of the club generally comes from the trade union or profession which sponsors it — Red

Banner, the working men's club is the largest in Leningrad with 1,000 active oarsmen. Spartak is the tradesmen's club and it, like the police, army and various trade union clubs, has from 200 to 300 active oarsmen. Because of complaints about club jumping (reminds one of John B. Kelly Sr. or the Amlongs) a rule allowing conglomerate crews has recently been passed with the various oarsmen keeping their home club membership.

WORK THEIR WAY UP

An oarsman starts out as a beginner and by winning two races or regattas within the category to which he belongs he moves from the third degree to the first and, if he keeps going up, becomes a Master of Sport. It used to be that to be a Master of Sport one had to be a national champion or have placed second twice in consecutive years. Now as the sport grows and more people become involved, the requirements have been lowered a little and those who row on the national level or win on the republic level (there are 15 republics in Russia) are named Masters of Sport. The highest honor an athlete can achieve is to be named an Honored Master of Sport; to win this title a Soviet oarsman must win the Olympics or a World Championship or be a member of a national crew five times.

USE CROSS-COUNTRY SKIING

In training, the Leningrad oarsmen have one secret weapon unavailable to

(Continued on page 27)

you CAN have it both ways!

- be right in center of town, and
- next to Boathouse Row, too

Philadelphia's only intown Motor Hotel with Free Ground-Level Parking, is but a step from the Park and River. Parking area accommodates your largest shells, and our team facilities will make you right at home.

FRANKLIN MOTOR INN

Benjamin Franklin Parkway at 22nd Street
PHILADELPHIA

Write or Call
for Brochure,
Rates and Reservations

(215) LO 8-8300



300 ROOMS • SWIM POOL

Cocktail Lounge • Dining Room • Dial-A-Phones • TV (7 Channels) & HiFi in Each Room • Individual Room-Control Air Conditioners • Free Ice Dispensers • Meeting Rooms (up to 150 capacity) • Special Group & Family Rates—No Charge for Children Sharing Parents' Room

GO PENNSYLVANIA IN '70!

1966—1969 winners of the I.R.A. Ten Eyck
Team and Freshman Eight Trophies.

1967—1969 holders of the
Varsity Challenge Cup.

Thank you, Joe Burk

for 19 years as coach of men and our crews



PENN BOOSTERS CLUB OF AMERICA

Seventh Annual Fall Rowing Festival

HEAD OF THE CHARLES

REGATTA

ENTRIES: Charles Attager
P.O. Box 52
Cambridge, Mass. 02138

SUNDAY, OCTOBER 24, 1971

Boston, Massachusetts

NAAO Sanctioned

National Women's Rowing Association

President Miss Ingrid Johnsen, 174 Rumson Rd., Rumson, N.J. 07760
Vice-President Miss Joanne Klecatsky, 1040 Summit Avenue, South St. Paul, Minnesota 55075
Secretary Miss Diane Czechovitz, 343 41st Street, Oakland, California 94609
Treasurer Miss Jinx Becker, 2220 Green Street., Philadelphia, Pa. 19130
NAAO Representative Miss Joanne Wright, Phila., Pa.
NWRA Advisor Edward McCagg, Seattle, Wash.

NWRA MEMBER CLUBS

St. Paul Women's Rowing Association
Greenland Junior Crews
Lake Merritt Rowing Club
Philadelphia Girls Rowing Club
Shorewood Recreation Center
Commonwealth Womens Rowing Club
Lake Washington Rowing Club
SLAC Rowing Club

Holy Names High School
Mills College Crew
Fremont High School
California Womens Crew
Minneapolis Rowing Club
Oregon State University
University of Washington

Vesper Boat Club
Cambridge Boat Club
Seattle Tennis Club
Devon Scullers
Dominican College
Duluth Boat Club
Blood Street Sculls

The NWRA extends a warm welcome for all women's rowing organizations to join the Association and
compete in the Sixth Women's National Championship Regatta to be held in Old Lyme, Conn., in June,
1971. For information contact the Secretary of the NWRA.

INTERNATIONAL SCENE

(Continued from page 25)

most Americans — cross-country skiing. With the annual training cycle for top flight crews starting in December, and the temperature averaging around zero with lows for long periods to 20 below, they ski twice a week 30 to 40 kilometers a crack across frozen lakes and snow blanketed fields. Mike said he used to hate it, but that skiing was the best training for rowing, developing the legs and wind as well as the upper body.

Running and weightlifting, with rowing in tanks once a week, rounds out the winter program. By February crews are running 20 to 25 tons per workout. Interspersed throughout these workouts are basketball and swimming.

DATES BACK 120 YEARS

The history of rowing in Russia dates back to about 1850 on the Neva in what was then St. Petersburg. Until early in the 20th century it was a purely local diversion for a small group of the Russian aristocracy. The Russians entered three boats in the 1904 and 1908 Olympics, but according to Mike, who grins when he says it, the actual development of rowing as a sport in Russia did not begin until after the 1917 revolution. Even then it was not until the 1952 Olympics in Helsinki that the Soviets began to make their presence felt on the international scene.

Today in Russia Mike feels less people are rowing seriously because "life is becoming more intense, more demanding, job pressures and requirements for professional skill are greater — I don't know why — there are a lot of oarsmen, but a great many of them just row in their spare time as a hobby."

As for those who are serious, Mike thinks "now the sport is getting more and more like a hard job. It is losing part of the fun and getting more and more businesslike." As the sport develops and the level of rowing expertise grows and speeds increase, it gets more and more difficult to reach the top and less and less people can do it. "Enthusiasm is a prerequisite for starting," he says, "but as the result keeps reaching higher levels the level of enthusiasm remains the same and you have to accommodate this somehow, possibly, with material

motivation. The real enthusiast," he concludes, "at times winds up hating it — you enjoy perfection, but you have to pay for this perfection and you don't like paying."

Despite his philosophizing one suspects Mike always had the requisite amount of enthusiasm and never wavered in his quest for perfection. He was delighted when he learned recently that the Central Committee of the Communist Party had voted to set aside some land for the Shipbuilding Institute Club, and one wouldn't be surprised to learn that more than the usual quota of 6' 3", 195 pounders were being accepted at the Institute.

Toward the end of February if one is a student or has a reasonable boss, a southern trip is scheduled, usually to the Black Sea in the Georgian Republic or on one of the Ukraine rivers. There the crews row twice a day, much as American college crews in spring vacation, and also, as in America, the coach sets the strictness of the regime. Early in the season a coach may be responsible for several crews, but as the Nationals approach he will concentrate on one boat with a few reserves, concerning himself with every aspect of his oarsmen's training and life, from what they eat, to when they get to bed, to whom (sigh) they pass their few spare moments with.

By the middle of April the ice has broken up on the Neva and after a 10-kilometer spring marathon out into the Gulf of Finland at the end of the month, the season begins in earnest with a regatta in the 1st of May. With all races at 2,000 meters (for men) the first goal of Leningrad's 2,500 active oarsmen is to win the city championships, of which there are four, one in each class (with the 1st class oarsmen and the Masters of Sport racing together). The city champions normally go to the Nationals which are selective for the European or World Championships and thus are held a month ahead of the major international race of the year. The racing season closes with a final marathon, this time 20 kilometers, at the end of October, and by the middle of November the Neva is once again the domain of the hockey enthusiasts, ice-boaters and sleigh-riders.

While Russian oarsmen use foreign-made boats in international competition, most rowing is done in

domestic plywood boats, domestic boats being mandatory for the Nationals. With each club having anywhere from 75 to 150 shells one would think there would be plenty to go around, but the demand is terrific and the only way to make sure you have a boat to row is to put a lock on it (shades of Vesper).

Nor does there seem to be any need for a Women's Liberation Front in Leningrad, at least among the oarswomen. Though women row only over 1,000 meters, every other aspect of the sport seems about the same. Women belong to the clubs just like the men and there are just as many of them. They compete in the international regatta and are accorded the same recognition.

Mike's wife, Svetlana, is also a Master of Sport in Rowing, having finished second in the Nationals twice. When she was in training she could do 13 pull-ups and used to carry Mike on her back while she ran the stadium steps. I think most of us would volunteer to be carried if it would help the cause of American oarswomen.

Classified Advertising

For Sale. 16-man rowing barge built in 1967 by Peter Sparhawk. Limited use. Contact Tony Johnson, Yale Crew Coach, Box 402 A, Yale Station, New Haven, Conn. 06520.

For Sale or Trade. Double scull. Lightweight; no oars. Contact Sophie Kozak, (215) CE 6-0662.

Vesper Boats For Sale

1—1967 DONORATICO SINGLE. Good condition.

2—1963 DONORATICO EIGHT-OARED SHELL. Good condition. Won 1964 Olympic Trials.

3—1960 POCOCK QUAD. Fair condition.

4—1960 POCOCK PAIR WITH COX. Fair condition.

5—1955 STAMPFLI SINGLE. Fair condition. Used in 1956 Olympic Games.

6—1948 POCOCK DOUBLE. Poor condition.

(Continued from page 12)

III WORLD ROWING CHAMPIONSHIPS 1970 ST. CATHARINES, ONTARIO									
R+ ACHTER		EIGHT		HUIT		BULLETIN NO. 66			
SCALE 1 BOAT LENGTH ****		*****		*****		*****			
FINAL, PLACES 1 - 7		*****		*****		*****			
LANE	NAT	POSITION	WIND	NAT	TIME	500M	INTERVAL		

500									
1	AUS	*****	3.0M/S	RDA	1:20.65	1:20.65			
2	RDA	*****		URS	1:21.26	1:21.26			
3	HON	*****		AUS	1:21.71	1:21.71			
4	NZL	*****	---->	NZL	1:22.10	1:22.10			
5	POL	*****		RFA	1:22.44	1:22.44			
6	RFA	*****		HON	1:22.73	1:22.73			
7	URS	*****		POL	1:23.01	1:23.01			

1000									
1	AUS	*****	3.0M/S	RDA	2:46.33	1:25.68			
2	RDA	*****		NZL	2:47.30	1:25.20			
3	HON	*****		URS	2:47.64	1:26.38			
4	NZL	*****	---->	RFA	2:48.55	1:26.11			
5	POL	*****		AUS	2:48.55	1:26.84			
6	RFA	*****		HON	2:50.91	1:28.18			
7	URS	*****		POL	2:52.62	1:29.61			

1500									
1	AUS	*****	3.0M/S	RDA	4:12.01	1:25.68			
2	RDA	*****		NZL	4:14.31	1:27.01			
3	HON	*****		URS	4:14.60	1:26.96			
4	NZL	*****	---->	AUS	4:16.64	1:28.09			
5	POL	*****		RFA	4:17.43	1:28.88			
6	RFA	*****		HON	4:20.99	1:30.08			
7	URS	*****		POL	4:21.21	1:28.59			

2000									
1	AUS	*****	3.0M/S	RDA	5:36.10	1:24.09			
2	RDA	*****		URS	5:38.20	1:23.60			
3	HON	*****		NZL	5:38.40	1:24.09			
4	NZL	*****	---->	RFA	5:42.68	1:25.25			
5	POL	*****		AUS	5:42.77	1:26.13			
6	RFA	*****		POL	5:47.60	1:26.39			
7	URS	*****		HON	5:47.62	1:26.63			

FINAL, PLACES 8 - 12									
LANE	NAT	POSITION	WIND	NAT	TIME	500M	INTERVAL		

500									
1	GBR	*****	1.0M/S	GBR	1:23.13	1:23.13			
2	USA	*****		NOR	1:23.35	1:23.35			
3	ITA	*****		AUT	1:23.62	1:23.62			
4	NOR	*****		ITA	1:23.87	1:23.87			
5	AUT	*****		USA	1:24.11	1:24.11			
6									

1000									
1	GBR	*****	1.0M/S	NOR	2:47.62	1:24.27			
2	USA	*****		GBR	2:49.83	1:26.70			
3	ITA	*****		ITA	2:51.42	1:27.55			
4	NOR	*****		USA	2:52.34	1:28.23			
5	AUT	*****		AUT	2:52.80	1:29.18			
6									

1500									
1	GBR	*****	1.0M/S	NOR	4:15.02	1:27.40			
2	USA	*****		GBR	4:18.00	1:28.17			
3	ITA	*****		ITA	4:20.32	1:28.90			
4	NOR	*****		USA	4:21.25	1:28.91			
5	AUT	*****		AUT	4:24.20	1:31.40			
6									

2000									
1	GBR	*****	1.0M/S	NOR	5:43.00	1:27.98			
2	USA	*****		GBR	5:46.00	1:28.00			
3	ITA	*****		USA	5:48.20	1:26.95			
4	NOR	*****		ITA	5:49.60	1:29.28			
5	AUT	*****		AUT	5:56.81	1:32.61			
6									

I WORLD ROWING CHAMPIONSHIPS 1970 ST. CATHARINES, ONTARIO									
2X DOPPEL ZWEIER		DOUBLE SCULLS		DUEX RAMFURS EN COUPLE					
SCALE 1 BOAT LENGTH		*****		BULLETIN NO. 64					
FINAL, PLACES 1 - 6		*****		*****					
LANE	NAT	POSITION		WIND	NAT	TIME	500M INTERVAL		

500									
1	RFA	*****		.5M/S	DAN	1:30.78	1:30.78		
2	RDA	*****			USA	1:31.20	1:31.20		
3	USA	*****			RDA	1:31.70	1:31.70		
4	DAN	*****			SUI	1:32.48	1:32.48		
5	URS	*****		*.*	RFA	1:33.06	1:33.06		
6	SUI	*****		*	URS	1:33.61	1:33.61		

1000									
1	RFA	*****		.5M/S	DAN	3:10.01	1:39.23		
2	RDA	*****			RDA	3:11.86	1:40.16		
3	USA	*****			USA	3:12.49	1:41.29		
4	DAN	*****			SUI	3:13.99	1:41.51		
5	URS	*****		*.*	URS	3:14.46	1:40.85		
6	SUI	*****		*	RFA	3:14.80	1:41.74		

1500									
1	RFA	*****		.5M/S	DAN	4:51.01	1:41.00		
2	RDA	*****			RDA	4:53.03	1:41.17		
3	USA	*****			USA	4:55.02	1:42.53		
4	DAN	*****			RFA	4:56.38	1:41.58		
5	URS	*****		*.*	URS	4:56.84	1:42.38		
6	SUI	*****		*	SUI	4:58.97	1:44.98		

2000									
1	RFA	*****		.5M/S	DAN	6:28.68	1:37.67		
2	RDA	*****			RDA	6:31.35	1:38.32		
3	USA	*****			USA	6:32.68	1:37.66		
4	DAN	*****			URS	6:33.56	1:36.72		
5	URS	*****		*.*	RFA	6:33.77	1:37.39		
6	SUI	>-6		*	SUI	6:45.57	1:46.60		

FINAL, PLACES 7 - 12									
LANE	NAT	POSITION		WIND	NAT	TIME	500M INTERVAL		

500									
1	JPN	*****		1.0M/S	GBR	1:34.12	1:34.12		
2	GBR	*****			AUT	1:36.40	1:36.40		
3	AUT	*****			MEX	1:37.23	1:37.23		
4	CAN	*****			HOL	1:39.06	1:39.06		
5	MEX	*****		*.*	JPN	1:43.29	1:43.29		
6	HOL	*****		*	CAN	1:44.44	1:44.44		

1000									
1	JPN	>-6		1.0M/S	GBR	3:16.51	1:42.39		
2	GBR	*****			AUT	3:20.72	1:44.32		
3	AUT	*****			HOL	3:23.30	1:44.24		
4	CAN	>-6			MEX	3:23.95	1:46.72		
5	MEX	*****		*.*	CAN	3:32.79	1:48.25		
6	HOL	*****		*	JPN	3:34.52	1:51.23		

1500									
1	JPN	>-6		1.0M/S	GBR	4:59.86	1:43.35		
2	GBR	*****			AUT	5: 4.90	1:44.18		
3	AUT	*****			HOL	5: 8.40	1:45.10		
4	CAN	>-6			MEX	5:16.16	1:52.21		
5	MEX	>-6		*.*	CAN	5:22.89	1:50.10		
6	HOL	*****		*	JPN	5:27.63	1:53.11		

2000									
1	JPN	>-6		1.0M/S	GBR	6:42.69	1:42.83		
2	GBR	*****			AUT	6:47.28	1:42.38		
3	AUT	*****			HOL	6:48.59	1:40.19		
4	CAN	>-6			MEX	7: 5.28	1:49.12		
5	MEX	>-6		*.*	CAN	7: 9.58	1:46.69		
6	HOL	*****		*	JPN	7:17.39	1:49.76		

COPYRIGHT 1970 JAMCO, INC.									
308 S. CLARK AVE. LOS ALTOS, CALIF. 94022 U.S.A.									

INDEX OF ADVERTISERS

	page
E. Ayling & Sons, Ltd.	Inside Front Cover
A. H. Baker	20
Cornell Crew Club	12
Daniels Boat Co.	10
Donoratico	9
Ecorse Boat Co.	23
Feldmar Watch Co.	10
Franklin Motor Inn	27
Head of the Charles	26
Hopkins, Harbach & Co.	22
Wilhelm Karlisch	15
John B. Kelly	2
Charles Knecht	10

Narragansett Boat Club	20
National Rowing Foundation	18
National Women's Rowing Association	26
Penn Boosters	26
Rowing Magazine	12
Helmut Schoenbrod	Inside Front Cover
Schuylkill Navy	22
Gerald F. Selinger Co.	11
George Sims	7
Stampfli	2
Union Boat Club	14
University of Wisconsin	2
Vesper Boat Club	20
York Barbell Co.	Outside Back Cover

Having A Mailing Problem?

If you are not receiving your copy of The Oarsman or if you have moved and magazine is going to the wrong address, correct the situation now by sending the coupon at the right to: Executive Secretary N.A.A.O., No. 4 Boathouse Row, Philadelphia, Pa. 19131

NAME _____

New Address _____

Paste label from front of this book below —

ROWING WEEKEND PLANNED FOR JANUARY 22-24, 1971

Rowing's Annual Convention Weekend planned for January 22-24 in New York City promises to be the best ever, with several new attractions added to last year's program. Events begin on Friday, January 22, at the Columbia University Fieldhouse, 218 Street and Broadway in Manhattan. At that time there will be several committee meetings and the equipment show in an area where more items may be exhibited and discussed. Free parking is available for the entire weekend.

As in the past two years, the National Rowing Foundation will sponsor the Annual Rowing Awards Dinner at the Grand Ballroom of the Biltmore Hotel. The Rowing Champions of 1970 will be honored, The Helms Hall of Fame Awards, the Vesper Cup, the Callow Award, and the National Association of Amateur Oarsmen Service Award will be presented. As last year the Foundation will have a distinguished speaker. The reception begins at six and the dinner at eight.

The Rowing Coaches of America have a rowing seminar scheduled at 9 a.m. Saturday at the Columbia Fieldhouse, and will also have a brief business meeting. Inexpensive box lunches will be available before the annual meeting of the NAAO at 1 p.m. The Dad Vail Rowing Association and the EARC Coaches will also meet over the weekend. Activities end on Sunday with the NAAO Board of Directors' Meeting.

The famed National Boat Show at the Coliseum is being held over the same weekend. For the first time the NAAO will have a booth at the Boat Show. The Biltmore Hotel has made discount room rates available to out-of-town visitors for the Rowing Weekend.

The activities should be of interest to all oarsmen, past, present and future, and we look forward to a successful reunion of all rowing buffs.

Mr. Sig Stanke
The Biltmore Hotel
Madison and 43rd St.
New York, New York 10017

National Rowing Awards Dinner
c/o William A. Stowe
Rivermere 1-A
Bronxville, New York 10708

Please reserve me:

- ☐ Single at \$19.00
- ☐ Twin at \$21.00
- ☐ Triple at \$25.00

For the following nights of the Rowing Convention.

- ☐ Friday, January 22
- ☐ Saturday, January 23

Please reserve me _____ places for the Rowing Awards Dinner, January 22nd at \$15.00 per person (student oarsmen \$10.00). Tickets will be forwarded.

Name: _____

Address: _____

Rowing Affiliation: _____

Make checks payable to:
ANNUAL ROWING AWARDS DINNER