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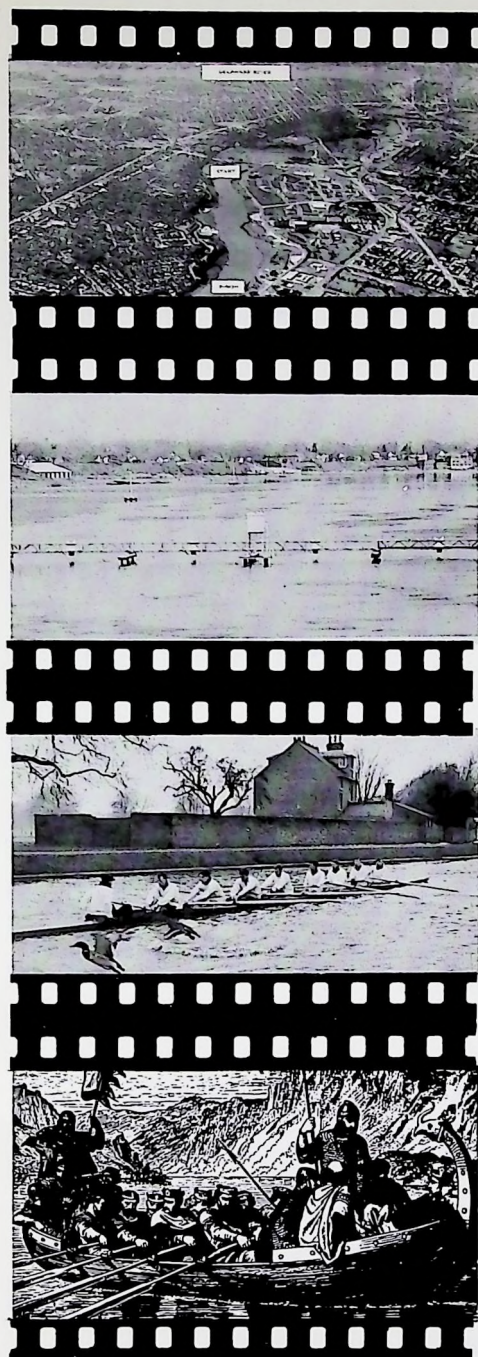
1971 National Youth Championships Regatta

For information booklet write to:

Mr. Brian Ronayne, Secretary
260 Wayne Ave.
Haddonfield, N.J. 08033



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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.

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THE OARSMAN

Volume 2, Number 2

May, 1970

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LETTERS TO THE EDITOR

All correspondence should be directed to F. Andy Geiger, Manley Field House, Syracuse University, Syracuse, N. Y. 13210.

SENDS COMPLIMENTS TO OARSMAN STAFF

Dear Sir:

I appreciate your acceptance of the article on St. John's in Sweden and the superb presentation of the Hughes Cup Memorial Trophy.

Further, I would like to commend you and the other staff members of the *Oarsman* for what you have done to create an outstanding publication.

Matthew F. Mauro
Faculty Advisor, St. John's
Vice-President Metropolitan
Intercollegiate Rowing Assoc.

WANTS MORE FACTUAL REPORTING

Dear Mr. Geiger,

Enough about our non-athletic, overweight women "competitors!" Enough of H.B. Budd's drinking career!

What happened at Klagenfurt? Order of finish? Times? Strokings? Rigging?

Perhaps less of the "old timers" and more of a specific, detailed, Ted Nash type report!

Robert P. Madden
Cincinnati, Ohio

STERN POST LASHES MR. CLARK

Dear Sir:

I have been the recipient of four issues of The Oarsman Magazine during 1969 and have, in general, been delighted with your coverage of my sport. However, on pages 21 and 22 of the November issue, there appeared an ill-concealed character assassination of the vilest sort written by the "International Editor" of The Oarsman, Mr. Emory Clark. Rarely has an individual's anonymity been so

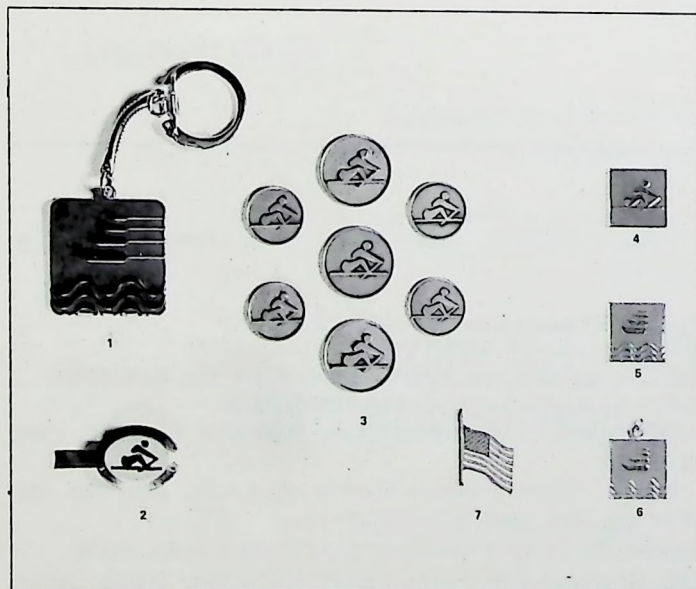
grossly ignored—rarely has such ignorance of the distinction between fact and fiction been so keenly displayed.

"HBB" is a close friend of mine and I can assure you that he will remain aloof from defending himself from Mr. Clark's spurious attacks. However, as an acquaintance of Mr. Clark's and a participant in many of the rowing trips to which he alluded, may I assure you that Mr. Clark has done grave injustice to the innocent and kindly attention which "HBB" has always displayed toward all female friends of rowing. In addition, Mr. Clark, in making such an attack, has left his ample (and expanding) flank open. I question whether I should bore you and your readers with details of how he stationed different members of his long-suffering family with four different lady friends whom he tried in vain to keep separated around Orchard Beach Lagoon during what was his most important (and only) pair-oared race in his life, the 1964 U.S. National Championships. He failed! The floppy hat and flamboyant personality of one of the four did him in, fortunately after he won in a pair stroked by the same "HBB." No one ever saw the fourth, the major's daughter, but

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we have been assured by the member of the family assigned to her, that we were all better for it.

Following the 1964 European Championships in Amsterdam, his behavior with a delightful young hotel clerk, who had indicated clearly her preference for the same "HBB," was anything but exemplary for an oarsman representing the U.S. I leave to your judgment whether or not to print the enclosed lurid photograph of Mr. Clark taken the day after that regatta—an athlete, I remind you who had Olympic aspirations and on whom other sincere oarsmen such as "HBB" were forced to depend.

Certainly, it wouldn't interest you to know why, following Tokyo Olympiad, Mr. Clark thought it best to lie low somewhere in the Orient. It was at this desperate moment in Mr. Clark's brief career, that the same "HBB" found honest employment for Mr. Clark in Hawaii, far from those female acquaintances who sought him in the Eastern U.S. "HBB", as only a tried and true friend would, interceded for Mr. Clark with one Miss Payson and successfully calmed the pressure to bring Mr. Clark to bay, causing himself a great deal of anguish, expense and hard work in the process.

Though I could go on with these tales of perfidy, I have said enough. The ranks of true oarsmen are sometimes sullied by the likes of this fellow Clark, but women the world over, recognize this type for the opportunists they are. I have written this letter only to defend the character of an exemplary ex-oarsman, who holds womanhood in the highest esteem, and to call into question your choice of contributing editors.

Stern Post
Philadelphia, Pa.

ASKS ABOUT BETTER INSURANCE COVERAGE

Dear Sir:

Is there any way that an all-risk type policy, possibly on a Group Insurance type issue, could be made available to schools, clubs and private owners? I am thinking of a type of policy which would cover the boat beyond the deductible amount, i.e. twenty-five dollars. Shells are too expensive to have them rendered a complete loss by a floating telephone pole or something similar, a risk that you would never encounter *inside* the clubhouse.

Ernestine Bayer

THE PRESIDENT'S MESSAGE

Children's Rowing

by William J. Knecht



At our recent annual meeting in New York, I spoke about the need for a children's rowing program in the United States. The value of starting children in a sports career while they are young has been proven beyond doubt to have made the United States the greatest country in the world in such sports as swimming, track and field, figure skating, boxing, football and baseball.

It has been the development of the skills and dexterity in a youngster while his sense of balance and muscular expansion are at their most formative and flexible stages that has produced the best foundation for future athletes.

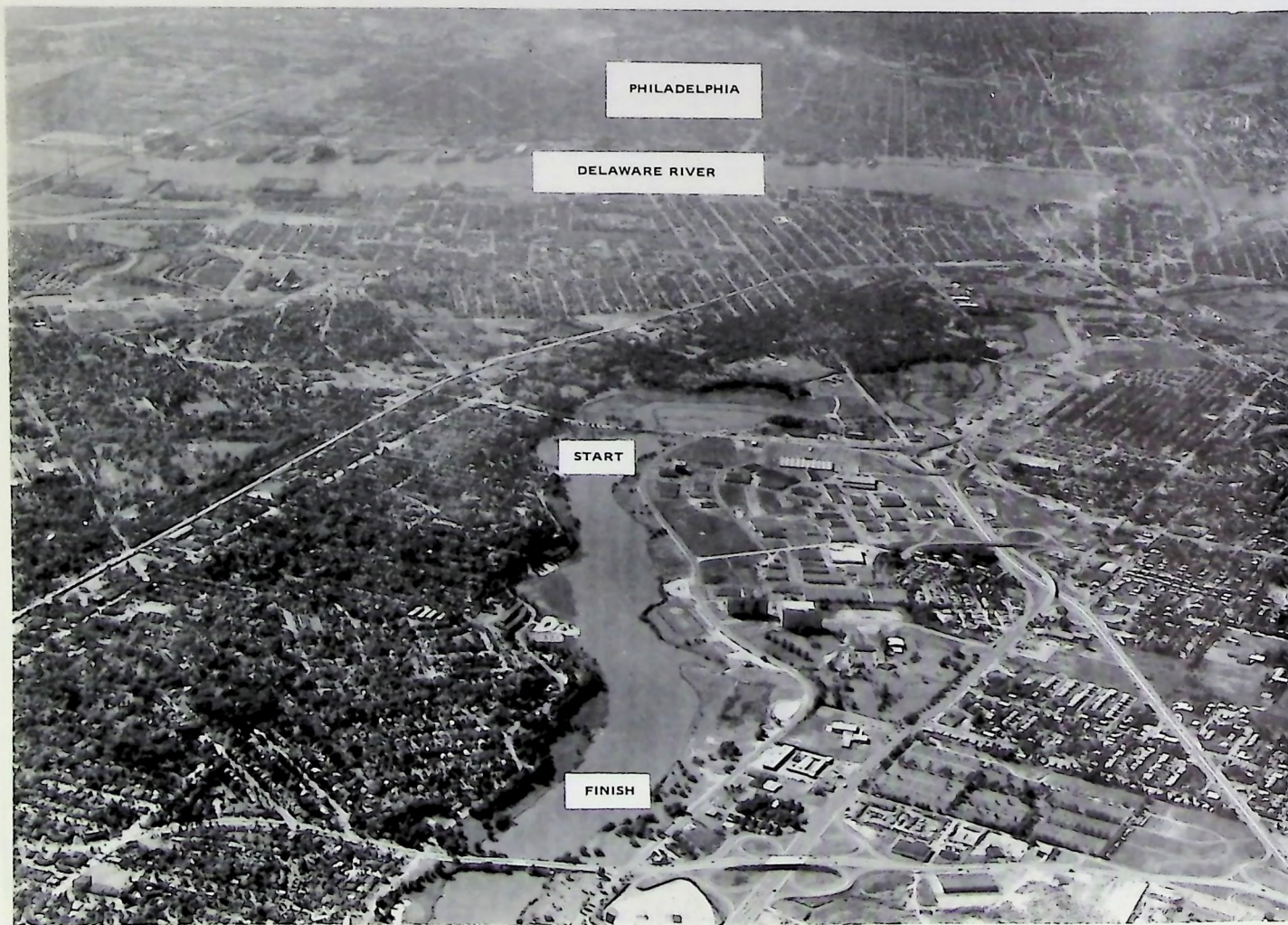
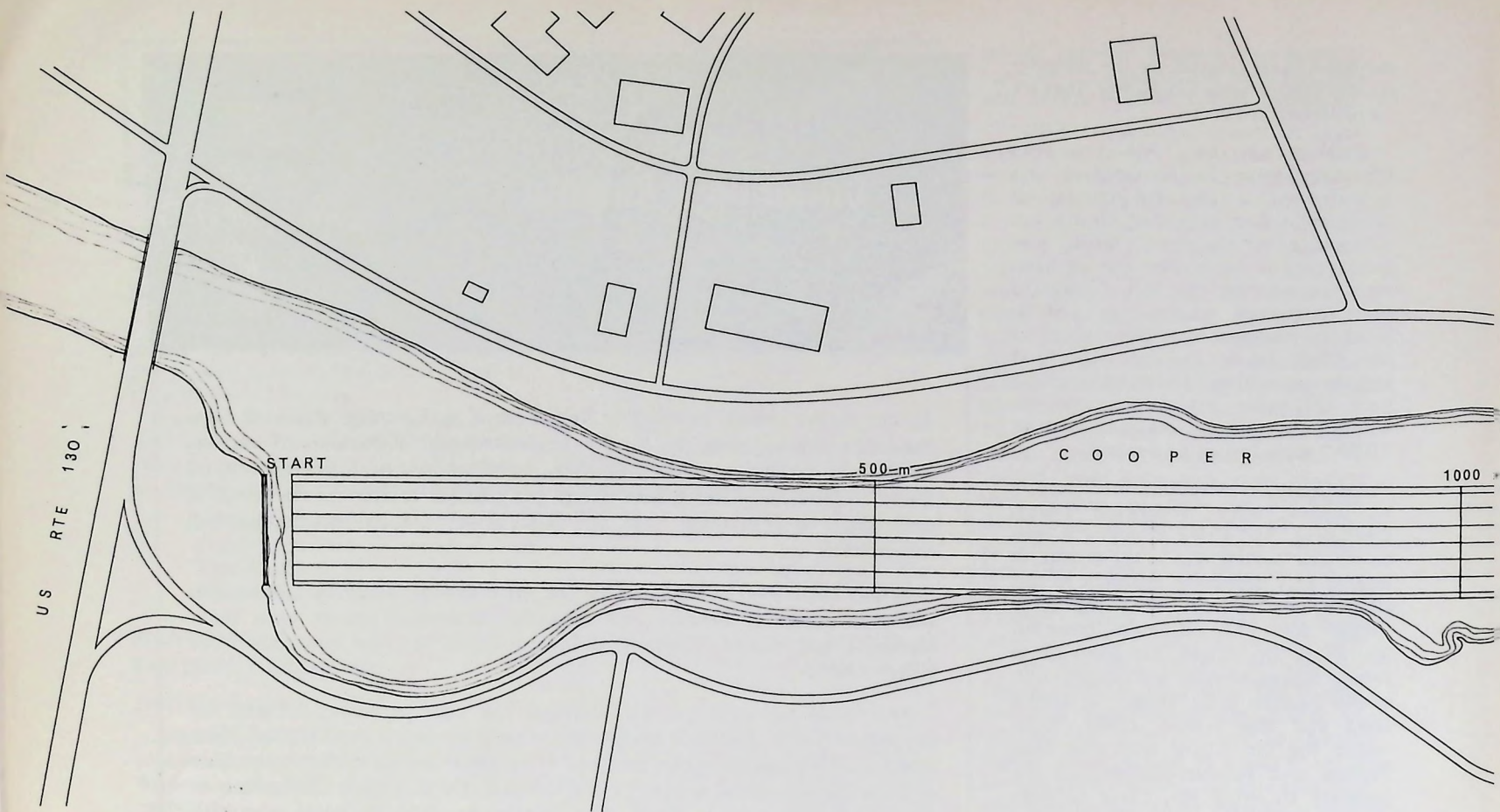
Our sport has such growth potential and ever increasing demand for expansion that a children's rowing group must be created and started. How could such a program get under way? It could be started with the purchase of a number of plastic singles by the U.S.O.C. Development Committee or simply by private funds. These plastic singles are available made especially for children from the ages of 10 to 12 and 12 to 14 years of age. They are shorter in length, narrower in width and have restrictions on the maximum weight of the child. They are extremely durable and require very little housing or maintenance. These singles could be sent to rowing centers and summer camps where they could be utilized by student coaches to orient boys in the practice of sculling exactly as they now teach basic, intermediate and senior swimming.

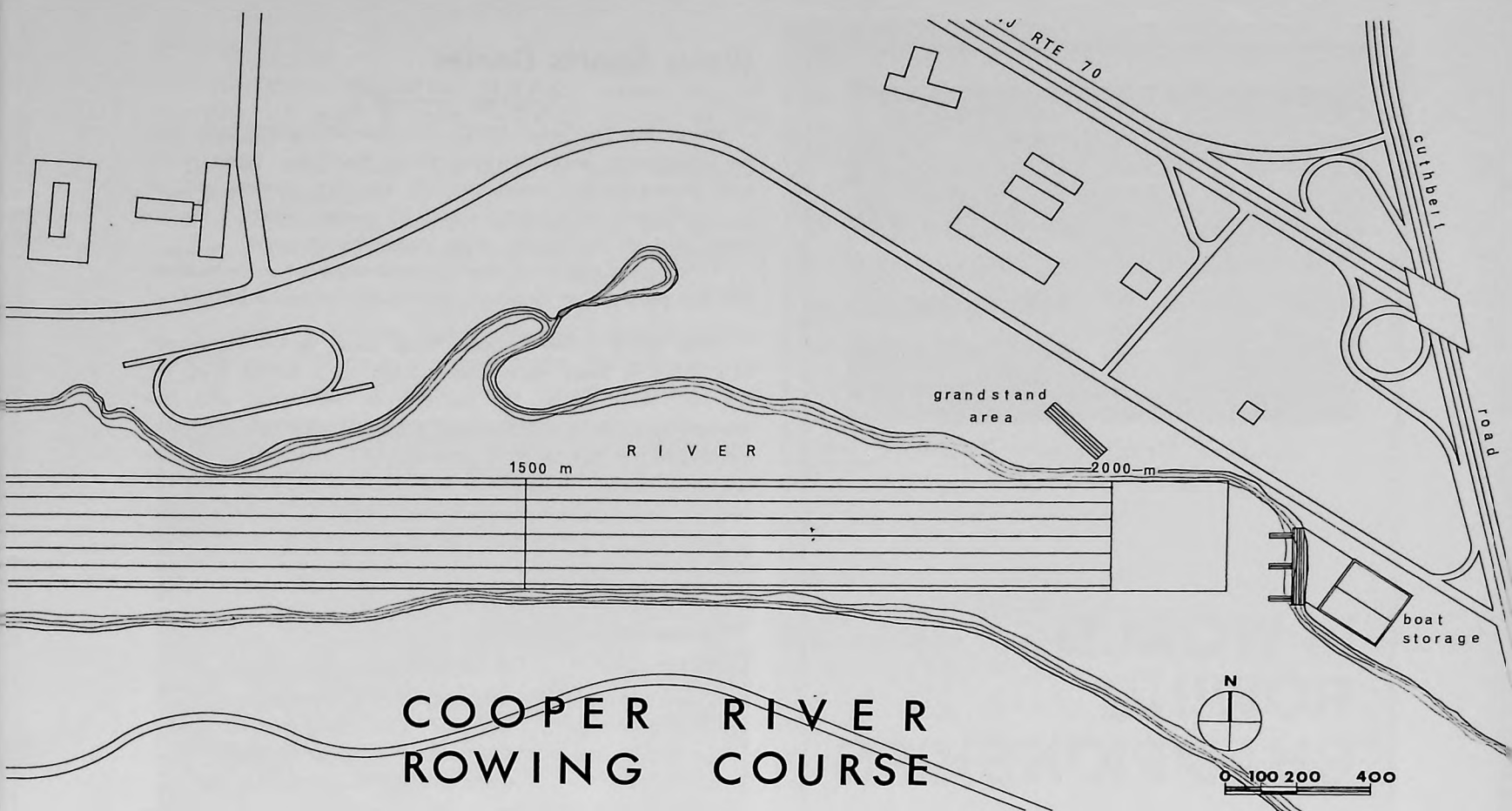
After accomplishing phase one of this program, children sculling orientation, the other shells available for children's rowing could be utilized; namely, the double, pair without, four with and the quadruple sculls with coxswain.

Children's rowing is a recent innovation in European countries and has gained great popularity in East and West Germany. A Children's Championships sponsored by Mercedes Benz Co. will be held at Nurnberg, West Germany, on July 24 to 26. The Boys' Regatta will have two entries from each of the twelve Provinces of West Germany in each of the following categories: singles, doubles, pair without, four with and quadruple sculls with coxswain. In the Girls Races there are only three categories: singles, doubles and quadruple sculls with coxswain. All children are given thorough medical examinations and all races are 500 meters long. The age group theory is applied in that the races are for eleven and twelve year olds in one group and thirteen and fourteen year olds in the second group of boys and girls. The winners are given a ten day trip to England with language courses by the sponsoring organization, Mercedes Benz.

It is quite possible that our large corporations could help our development of children's rowing and provide the much needed funds for equipment. A proposal for granting funds to purchase children's rowing equipment will be tendered to the U.S.O.C. Development Committee.

All of you oarsmen and women who have special interest in developing our youngest generation are kindly invited to write to NAAO and confirm your intentions and needs for developing children's rowing.





Development of the Camden County Water Sports Center

by Charles "Chuck" Colgan
Chairman, National Regatta Committee

The Camden County Rowing Course Committee has as its ultimate goal the creation of a Class A international rowing course on the Cooper River basin in Collingswood, New Jersey. This is a three-stage project:

Phase 1 — Course meeting N.A.A.O. requirements ready by July 1, 1970. This course will have six lanes 15 meters wide and a 12.5-meter passing lane. Movable starting gate will allow the shells to be started bow on. Aligner's tower and towers at 500, 1000 and 1500-meter marks will be of metal scaffolding rented for the duration of the regatta. Grandstands at the finish will also be a rented facility.

Overhead markers will be erected at the 500, 1000, 1500 and 2000-meter marks. The judges' stand at the finish and all docking facilities will be temporary, but will be enclosed by a wire fence and have a 24-hour guard on duty. Oarsmen will be asked to do all changing

of clothes and showering at their motel or hotel rooms.

Computerized timing of races will be supplied with times at the 500, 1000 and 1500 meter marks. A printout will be available shortly after each race. These facilities will be rented, as will the communication system. An inaugural Open Regatta will be held on July 25, 1970 from 1 to 5 p.m.

Phase 2 — By July, 1971, the Albano system of buoys will be installed for the National Youth Championships Regatta. Since the lanes are 15 meters wide, the buoys will only have to be 50 meters apart. At each 250 meters a buoy of a different color will be used.

This phase also calls for the construction of a permanent boat house including changing, showering and toilet facilities. This will enable the nearby high schools to initiate rowing programs at a minimal cost.

(Continued on page 6)



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Water Sports Center

(Continued from page 5)

Phase 3 — By July, 1972, a permanent grandstand will be completed incorporating toilet facilities, press room and closed circuit television. All spotters' towers will be of permanent construction and all communication equipment will be permanent with underground cable.

This phase calls for the incorporation of a Federation for the purpose of organizing an international regatta.

THE SITE — The Cooper River basin at Collingswood, N.J. This is slack water being kept to a stated level by use of tidal gates. No current is permitted and the prevailing wind is a following one. Four dredges are being employed to create this facility. The water will have a uniform depth of 10 feet and the total course is 107.5 meters wide. Expense is being borne by the Camden County Park Commission which is also the body which authorizes the use of this lake.

Scheduled Events *(tentative)*

Thursday, August 20, 1970

10:00 a.m.	Championship Single—Heats
11:00 a.m.	Championship Eight—Heats
3:00 p.m.	Officials "Fun" Single—Exhibition
3:20 p.m.	Championship Single—Finals
3:40 p.m.	Championship Eight—Finals

(If more than 12 entries in the Single or Eight, the heats and repechage will be held on Wednesday, August 19, 1970)

Friday, August 21, 1970

10:00 a.m.	Heats for Saturday Events
3:00 p.m.	Heats for Sunday Events

Saturday, August 22, 1970

12:30 p.m.	¼ mile Singles dash
12:45 p.m.	150-lb. ¼ mile Singles dash
1:00 p.m.	Pair with Cox
1:20 p.m.	150-lb. Four with Cox
1:40 p.m.	Association Single Sculls
2:00 p.m.	150-lb. Quadruple Sculls
2:20 p.m.	Four with Cox
2:40 p.m.	Intermediate Eight
3:00 p.m.	International Single (Invitation)
3:30 p.m.	Officials "Fun" Eight (Exhibition)

Sunday, August 23, 1970

1:00 p.m.	Four without Cox
1:20 p.m.	150-lb. Single Sculls
1:40 p.m.	Double Sculls
2:00 p.m.	Intermediate Four with Cox
2:20 p.m.	150-lb. Eight
2:40 p.m.	Pair without Cox
3:00 p.m.	Quadruple Sculls
3:20 p.m.	150-lb. Double Sculls
3:40 p.m.	International Eight (Invitation)

Monday, August 24, 1970 is reserved for use by the Foreign Regatta Committee to resolve any questions regarding U.S. participants in the III World Rowing Championships.

PRIZES

First Place — Regulation N.A.A.O. medals to all members of winning crew. N.A.A.O. plaque to the association.

Second Place — Silver gilt medal to each member of the second place crew.

The prizes will be awarded at the conclusion of each race at a special dock moored in front of the grandstand.

LODGING

A special price has been arranged for competitors, coaches and officials at a nearby motel. Tentative price is \$21.00 for rooms sleeping four. Tentative reservations



An aerial view of the Cooper River looking south from Philadelphia to New Jersey.

should be made immediately through the regatta committee and confirmed by August 1, 1970.

REGATTA HEADQUARTERS

The South Jersey Chamber of Commerce Building, situated at the 250-meter mark facing the course, will serve as regatta headquarters. This facility will be open from August 19 through August 24 and all regatta and course committee meetings will be held here.

Press headquarters and hospitality room will be in a nearby motel.

ROWING COURSE COMMITTEE

This committee, chaired by Chuck Colgan, former Vesper and University of Pennsylvania stroke-oar, has been meeting every two weeks at the South Jersey Chamber of Commerce building since March. The committee is determined to conduct a first-class regatta in every respect.

The Oarsman will present reports on the development of the Sports Center in following issues.

SCHEDULE OF INTERNATIONAL REGATTAS - 1970

May 2, 3	Gent, Belgium; Men and Juniors
May 9, 10	Lyon, France; Men
May 16, 17	Berlin; Men and Women*
	Ostende; Men, Women and Juniors***
May 23, 24	Lubeck; Men and Women*
	Heidelberg; Men and Women*
	Paris; Men and Women
	Belgrade; Men and Juniors*
May 30, 31	Mannheim; Men*
June 6, 7	Milano; Men**
	Prague
June 13, 14	Ratzeburg***
	Hamburg (Juniors)*
	Mainz; Men and Women*
	Vichy, Men and Juniors**
June 20, 21	Bled
	Grunau; Men and Women**
June 27, 28	Amsterdam; Men and Women**
	Wein; Men, Women and Juniors*
	Zurich
July 1-4	Henley Royal Regatta
July 4, 5	Soxo, Denmark; Men, Women and Juniors*
July 11, 12	Luzerne; Men and Juniors**
	Sein Longen; Men and Women***
July 18, 19	Berlin RDA*
	Copenhagen
July 25, 26	Klagenfurt; Men, Women and Juniors**
	Hanover; Men and Women*
	Amsterdam; Men and Women**
August 1, 2	Arimgen, Norway; Men, Women and Juniors*
	Albano — five nations
August 5-8	FISA Championships for Juniors — Greece
August 8, 9	Copenhagen; Men, Women and Juniors**
	Duisberg
August 22, 23	EUA National Championships*
Sept. 2-6	FISA World Championships — St. Catharines, Ont.
Sept. 12, 13	Villach; Men, Women and Juniors*
	Lecco*
	Hamburg****
Sept. 19, 20	Essen****
Sept. 26, 27	Wein; Men, Women and Juniors (International, Veterans)

* — International

** — FISA Championship Regatta

*** — International—FISA Sanctioned Course

**** — Veteran's Regatta



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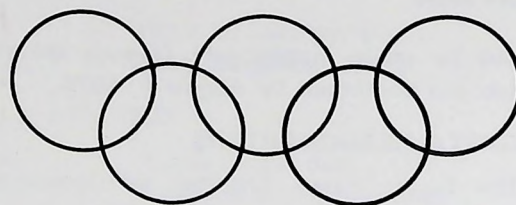
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1970 N.A.A.O. SANCTIONED REGATTAS

March 28	College-Club	New York
April 4	College-Club	New York
April 11	Grimaldi Cup Regatta	New York
April 18	Hughes Cup Regatta	New York
April 25	College-Club Regatta	New York
April 25	Southern Intercollegiate Regatta	Charlestown, South Carolina
April 25	Corvallis Invitational Regatta	Corvallis, Oregon
May 2	Metropolitan Intercollegiate Championship	New York
May 2	District of Columbia Championships	Washington, D.C.
May 2	William Konick Trophy Race	Corvallis, Oregon
May 10	Knickerbocker Regatta	New York
May 17	Spring Festival Regatta	Lowell, Massachusetts
May 17	Metropolitan Scholastic Championships	New York
May 30	Memorial Day Regatta	New York
June 13	American Henley	Philadelphia
June 19-20-21	National Women's Rowing Association	Oakland, California
June 20	NYAC 102nd Open Regatta	New York
June 27	Schuylkill Navy (Olympic Events Open)	Philadelphia
June 27	Olympic Development Regatta	Long Beach, California
July 4	Independence Day Regatta	Philadelphia
July 5	Central States Regatta	Ecorse, Michigan
July 5	Philadelphia Youth	Philadelphia
July 11	New York R.A. Development Regatta	New York
July 11	Olympic Development Regatta	Long Beach, California
July 12	West Side Invitation	Buffalo, New York
July 16-18	Youth Nationals	Kent, Connecticut
July 18	Pelham Bay Park Regatta	New York
July 25	Inaugural Regatta	Camden, New Jersey
July 25	Olympic Development Regatta	Long Beach, California
August 2	Middle States Regatta	Philadelphia
August 8	Mid-Summer Regatta	New York
August 9	President's Cup Regatta	Washington, D.C.
August 9	Riverside Sculls 1,500 Meters	Boston, Massachusetts
August 15-16	New England Championship Regatta	Lowell, Massachusetts
August 20-23	NAAO Championships	Camden, New Jersey
Sept. 12-13	Metropolitan Championships	New York
Sept. 19	Fall Regatta	New York
Sept. 26	Indian Summer Regatta	New York
October 11	Columbus Day Regatta	New York
October 18	Fall Festival Regatta	Lowell, Massachusetts
October 25	Head of the Charles	Boston, Massachusetts
November 7	Election Day Regatta	New York
November 28	College-Club Regatta	New York
December 31	New Year's Eve Regatta	New York

OTHER IMPORTANT ROWING DATES IN 1970

May 8-9	Dad Vail Regatta	Philadelphia
May 9	EARC Sprint Championships	Worcester, Massachusetts
May 15-16	Western Intercollegiate Championship	Long Beach, California
May 15-16	Stotesbury Cup Regatta	Philadelphia
May 22-23	Schoolboy Rowing Ass'n. Championship	Princeton, New Jersey
June 11-13	Intercollegiate Rowing Association	Syracuse, New York
July 1	Dominion Day Regatta	Toronto, Canada
July 1-4	Henley Royal Regatta	Henley, England
July 23-26	Canadian Henley	St. Catharine's, Canada
August 5-8	FISA Youth Championship	Ioannina, Greece
Sept. 2-6	FISA Championship	St. Catharine's, Canada

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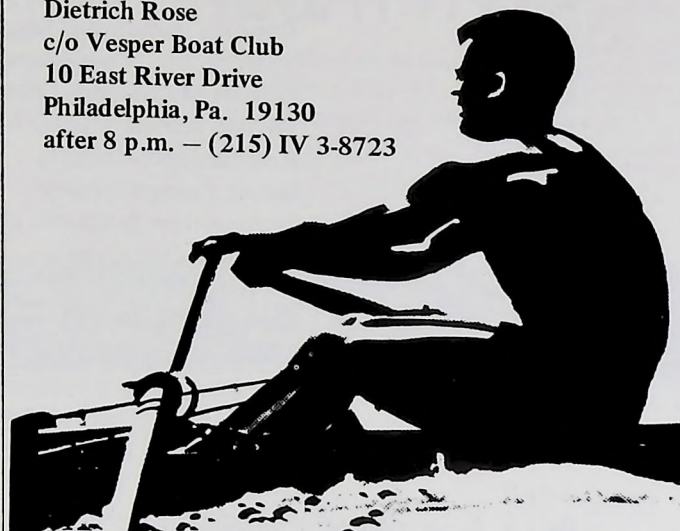
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History of the National Women's Rowing Association

by Ingrid Johnson

The 5th Annual National Women's Rowing Association Championship Regatta will be held in Oakland, California in June. In announcement of this regatta I thought the readers of *The Oarsman* would be interested in the history of the NWRA.

Starting in 1962 there was an exchange of letters between Miss Jeanne Wright of the Philadelphia Girls Rowing Club, Mr. Ted Nash of the Lake Washington Rowing Club, and Mr. Ed Lickiss of the Lake Merritt Rowing Club, culminating in the organizational meeting of the NWRA in the spring of 1964. These three met in the back room, behind the bar, in Mitch's Restaurant in Oakland to discuss the formation of a national women's rowing association.

(Continued on next column)

New Concept In Fund Raising

American oarswomen needing money for their boat clubs may be interested in a recent fund raising row made by the ladies of England's Civil Service Women's Club. As reported by the British "Rowing," 16 stalwarts of the fair sex paddled two 30-year-old VIIIs from Barnes Bridge to Tower Bridge and back again on the Thames in some 6 hours. One doesn't know how far that is, but it meant passing under 44 bridges, on each of which the club had "various friends" collecting pounds and shillings. It was a bitter cold day and the outing was supposed to take only two hours each way, but someone had misread the tide tables so liberal use was made of the substitutes and bottles of Scotch in the accompanying launch. (It was noted that the Breathalyzer Test has, apparently, yet to go afloat.)

The row was very successful resulting in some £300 toward the cost of a new shell. It was reported that from the size of the crowd at the finish one "might have been excused for thinking that Raquel Welch and her bare-breasted crew were paying a flying visit to Barnes Bridge." It seems reasonable to hope that our American girls would follow Raquel's lead and go the English girls one better.



1969 U.S. Women's Rowing Team from Lake Washington R.C. that went to the Women's European Championship Regatta, Klagenfurt, Austria.

However, before this meeting there occurred the first coast-to-coast competition between the Philadelphia Girls Rowing Club and the Lake Merritt Rowing Club in 1963. Lake Merritt defeated Philadelphia in a double sculls race in the July Fourth Regatta held in Philadelphia.

During the season of 1964 compe-

tition began to grow and get very keen. A team of pioneers from Mills College in Oakland met the Lake Washington Rowing Club in Seattle, the ZLACS in San Diego, and the Philadelphia Girls Rowing Club in Philadelphia successfully in official "shirt" races in eights. These pioneers

(Continued on page 13)

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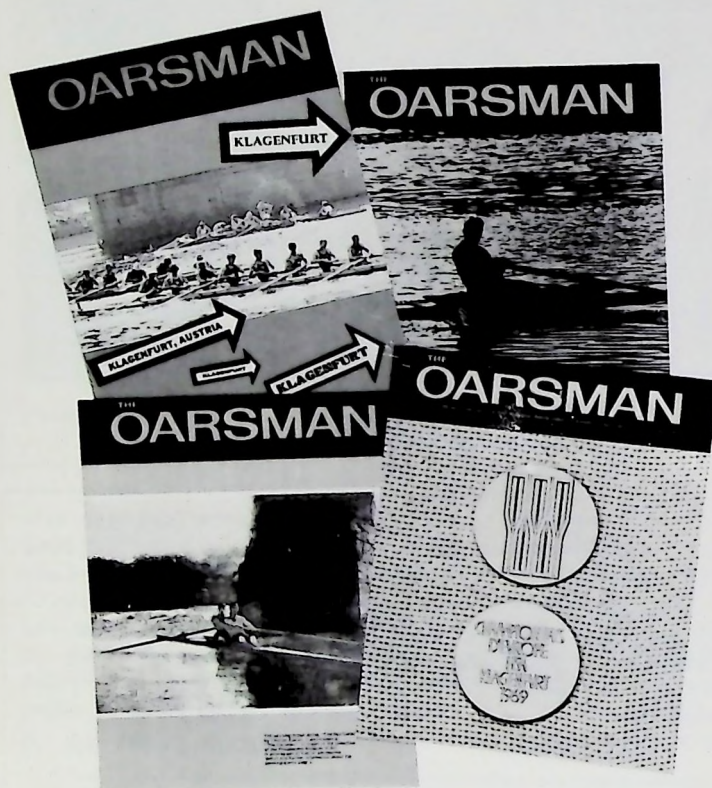
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N. W. R. A. HISTORY

(Continued from page 11)

thus inaugurated national eight-oared competition in women's rowing in the U.S. Based on the performance during these regattas the articles, by-laws, and regatta rules of the NWRA Constitution were formulated. The Constitution has since been altered and has grown to accommodate the increasing needs of the NWRA.

The following year, 1965, there were no National Championships, but West Coast all-event competitions started and began to grow rapidly. Therefore the first official National Championships were held in June of 1966 in Seattle. The first national all-event Barnes Trophy was won by Lake Washington with Lake Merritt placing second. The next nationals were the following year in Oakland, during which the Lake Merritt Club captured the Barnes Point Trophy. In the 1968 National Championships, held in Philadelphia, Lake Merritt successfully defended the point trophy. In June of 1969, the Philadelphia Girls won the trophy by a scant half point margin over the Lake Merritt Club. However, the Philadelphians lost the heavyweight eight for the first time to Lake Washington.

During the past few years the NWRA has sent a United States team to the International FISA Championships twice. We certainly have come a long way since the first meeting in the back room at Mitch's. The competition has become extremely keen, and we soon hope to send a crew to the Olympics to represent the United States with honor and success.

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The geese in answer to the call rise to make their morning flight to the island. The crescendo of noises from the Freeway gradually creeps into the solitude of the morning. The noise is like a footprint on virgin snow. The lack of perfection makes it the more realistic and you are slowly eased into the beginning of another day.

The noises wander into your solitude with increasing intensity, until, finally, it is true day and it and its realities have fully dawned.

Reprinted From **The Evening Bulletin**
Philadelphia

Boating All Her Life

Columbia Coxswain Wears Silk Stockings

by Ray Didinger

When Mr. and Mrs. Dave Hawkins arrived at the East Harlem River at 5 A.M. yesterday, they didn't have to worry about fighting off any crowds.

The sun didn't make it to the river until about 5:20. The fish don't even arrive at East Harlem until after 7. About the only thing already there was the pollution.

This was the big morning of tests for Sally Hawkins. She passed the first one by simply getting up. For the second, she would have to become the coxswain of a pairs rowing team on one chilly, rainy morning.

The 24-year-old Holyoke College graduate has to be ready for the Childs Cup Regatta on the Schuylkill Saturday afternoon. She planned to attend the races to see her husband row for Columbia University anyway but she didn't expect to be getting wet until last weekend.

It all happened when Columbia crew coach Bill Stowe learned his team was entered in the varsity pairs with coxswain event. He had a varsity pair but there was no coxswain available. At least, no male coxswain.

"Sunday night this thing began to get formulated when the coach learned they needed someone," Sally explained. "Naturally, my husband, Dave, volunteered me and that was when I found out about it."

Worried About Reaction of Fans

There wasn't enough time to get a divorce before the race, so Sally was committed. Actually, she was anxious to enter the regatta. The only thing that worried her was the reaction of the traditional rowing fans who can't accept a coxswain who wears silk stockings to work.

"I hope the boys at the regatta won't take this amiss or look at it in the wrong light," Sally said. "A girl in competition isn't too easy to tolerate, I guess."

"When a girl ventures into a man's sport she has to be ready to take some kidding. I imagine some boys would want to do their thing and they think the girls should be left to do theirs."

The boys don't know that sailing is Sally's thing. She was navigating sailboats around Penobscot Bay, Maine, at an age when most kids couldn't keep rubber ducks afloat in their bathtubs.

"I've been around boats most of my life because my family had the place on the bay in Maine," She said. "It seemed I could sail and swim before I ever learned to walk. I've always loved the water."

Lindsay Not in Attendance for Launching

So in yesterday's 5:30 A.M. drizzle on the East Harlem River, a woman sailed as part of a Columbia crew for the first time. Mayor John V. Lindsay and the president of Columbia headed the list of dignitaries not in attendance for the launching.

In fact the whole world missed the historic moment, perhaps discouraged by either the time, the weather, Harlem or perhaps all three.

The only ones who saw the work out were Mr. and Mrs. Hawkins, Pat Henney, the other rower, and coach Stowe, who forgot to hit the front of the shell with a bottle of champagne.

As historic moments go, this one was pretty routine. No one got too excited about it except Sally, who enjoyed being in the water again even if it was the East Harlem before sunrise.

"The water was choppy and cold but I loved it," She said. "I was quite excited about boating again. This is a good chance to go out in the water. I didn't have any trouble learning my job, I had it down in about five or ten minutes at the most."

For a rookie, she makes it sound easy. Sally says she provides nothing more than direction while her husband and Henney are the power. There was no way Stowe could criticize her after yesterday's practice unless the shell had hit the Empire State Building.

"All of his evaluation was directed to the boys," Sally said. "The coxswain is there simply for morale and steering. I had no trouble steering so there wasn't much he could say to me."

"In a two person shell, it is small enough for the two rowers to talk to each other and set up their own strokes. The coxswain doesn't have to call strokes like he does on the eight-man crews."

Will Oppose Crews From Penn, Princeton

The Columbia crew will be matched against two from Penn and one boat from Princeton in Saturday's race. After one day of practice, Sally has learned enough to be cautious but optimistic about her shell's chances.

"We know the competition will be stiff, this is supposed to be a tough race," She said. "We'll just go out and do the best we can. I'm a novice at this form of boating. I think we look pretty good but I might not be a good judge."

"I wondered about how they would allow me, a non-Columbia student, to row for the school. But coach Stowe said he cleared it with the coach at Penn."

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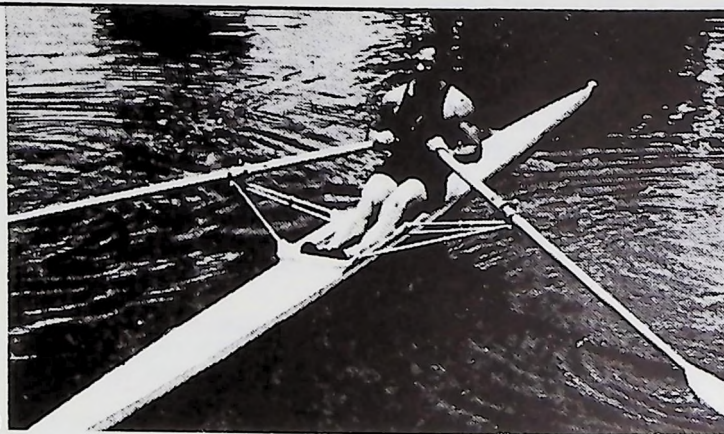


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Equipment Developments

U.S.O.R.C. To Study Rowing Ergometer

The U.S. Olympic Rowing Committee is sponsoring this year at a modest funding level, a study effort by a committee of Jack Frailey, Carl Ullrich and Harry Parker into the problems of bringing rowing ergometers into more

machines uniformly attest to their great value not only as training devices, but more importantly as comparative means for partially judging an individual's capability and potential.

It is well known that many of



general usage in the United States.

The appreciation of the value of ergometers for the measurement of working capacity when simulating rowing is relatively new. Their rather extensive use in New Zealand and Australia in the last decade or less is known, but not until two years ago when Harvard put two units into use as a standard part of their training program did we, in this country, begin to develop first-hand operating experience with these machines.

The devices which are the subject of this study depend for the extraction of work upon the introduction and maintenance of rotary motion to a heavy flywheel, as compared with a different ergometric device recently developed and publicized in England which uses a linear "oar" motion and the compression of air for this purpose. It is felt the former device is a more faithful simulation of rowing, although admittedly no first-hand comparisons have been made.

The coaches who have used these

these devices (probably between 10 and 20) are in active use in New Zealand and Australia. There are now four in the United States; the two at Harvard and two now at the Naval Academy which were delivered and installed early this year. The only source for these machines, the company from which Navy bought its units, is in Australia. The total cost to the Naval Academy Athletic Association was about \$4300 for the two.

From experience to date these new machines seem to be significantly superior to those at Harvard. The Harvard machines suffer in comparison mainly because of their sensitivity to changes in operating conditions, i.e. their non-repeatability and non-"equivalency," (i.e., identical scores in Seattle and Boston indicate identical effort). Due to the special design of the mechanical friction brake on the newer machines, there is real promise that these two deficiencies have been eliminated. A third type of machine, dependent upon

eddy-current (or electric) braking, has been used successfully in New Zealand. Its principal advantage was seen to be in the area of "equivalency," but perhaps at the expense of the somewhat less reliable electrical braking feature.

Some of the machines are available at costs between \$500-\$1000 each in small quantities, and the manufacturer is being asked if they can be provided at half the cost if orders were placed in sufficiently large numbers.

Crews Request Coxswain's Megaphone

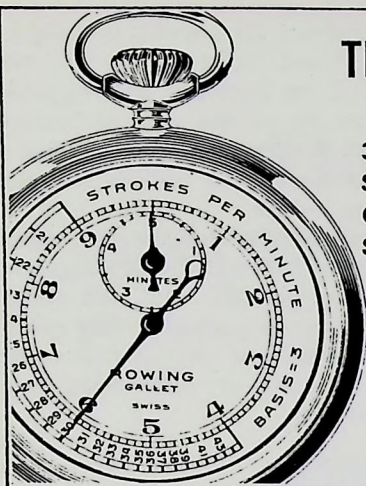
by Ollie Brundage, Chairman
N.A.A.O. Development Committee

A few years ago the Parkersburg High School machine shop made up a rather durable coxswain's megaphone at the request of the crew coach. We copied the design at the Ohio Valley Rowing Club. During our travels about the country we have had numerous requests to "make one for us" from schools and colleges. This we could not do, we are sorry to say, though we did try to get into production.



The photo shows the design and construction of the megaphones. The head band is simply an adjustable plastic band from a welder's shield available from any welding supply shop. The metal fabrication is aircraft aluminum.

They are rather indestructible. For further information, write to me at 1110 - 20th Street, Parkersburg, W.Va. 26102.



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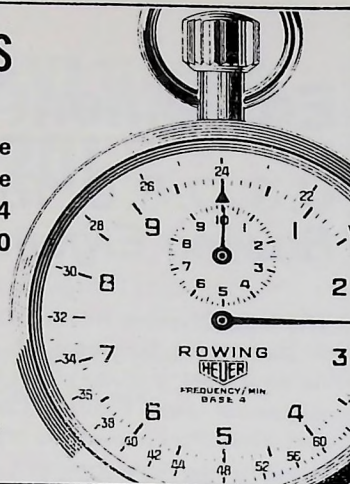


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The NWRA extends a warm welcome for all women's rowing organizations to join the Association and compete in the Fifth Women's National Championship Regatta to be held in Oakland, California, in June. For information contact the Secretary of the NWRA.

Addition of a Lightweight Eight

by Craig Swayze

While the organizers of the III World Rowing Championships are busily involved these days in a variety of activities designed to culminate this September in the greatest sweep oar outing North America has ever seen, many of the enquiries coming into regatta headquarters at St. Catharines involve the proposed exhibition races scheduled as part of the global rowing event.

Most of these questions have to do with the lightweight eight, which along with an open quadruple sculls race, is scheduled as part of a series of exhibitions the afternoon of Saturday, September 5.

The lightweight eight was suggested by North American coaches in an effort to show the world just how extensive and strong 150-pound rowing has become on this continent. The quad was added at the request of FISA President Thomas Keller, who regards the category as a natural addition to elite international rowing.

As of now, the seven events rowed at Worlds and in the Olympics involve 20 oarsmen and only three scullers—in the single and the double. There is a feeling that a quad would not only help even up this imbalance, but at the same time provide scullers with a natural base leading to the double and then on to the single, often regarded as the premier race of any regatta.

While a token number of tentative entries have been logged already for the quad, there is ample indication that heats will be required for the lightweight eight. Some 15 colleges and clubs in the United States and Canada have indicated their desire to sign up.

Official entry forms for both the quad and the eight will be sent to each national federation by June and those organizations wishing to row these events must obtain them there.

The rules are strict though. And not the least of these is a \$50 fee for each entry.

When the Worlds were first planned, no thought was given to either a lightweight eight or quad race. And as a result, there was no allowance for the exhibitions in the regatta budget.

The entry fee is designed to cover the cost of accrediting the exhibition competitors, taking care of their shells and providing medals for the winners.

Most of the questions being asked about the lightweight eight race involve FISA regulations covering the weight of the oarsmen rowing in this exhibition.

Initial confusion has resulted from an English translation of the FISA rules which sets the maximum weight out in pounds. But because of the conflict between Troy and Avoirdupois weights, FISA President Keller has ruled that Kilos will be used in weighing both the lightweights and coxswains at St. Catharines.

And the FISA rules covering lightweights set a maximum average weight for the eight oarsmen in the crew at 67.5 kilos with no individual oarsman to weight more than 70 kilos. Coxswains will not weight less than 50 kilos.

The St. Catharines organizers will have a kilo scale at the shellhouses and official weigh-ins will take place the morning

of each race, heats having been scheduled for the afternoon of Thursday, September 3, and the final for the afternoon of Saturday, September 5.

The Saturday finals for the lightweight eight and quad will be part of an exhibition program which is expected to involve spare oarsmen, veterans and perhaps even press-radio crews. Draws for these other events will be made regatta week.

Stringent regulations will govern all of the training period leading up to the III World Rowing Championships, but no more so than for the exhibition events.

Competitors entered in these races will receive special accreditation. But their access to the shellhouses and the rowing course will be restricted to pre-set times. They will also be required to take care of their own transportation and accommodation at St. Catharines.

The rules may be rather rigid, but with some 400 elite oarsmen and scullers from up to 40 of the world's leading rowing nations on hand, they are a must. Without them, the regatta would dissolve into chaos.

Still, many look to the lightweight eight-oared final as the highlight of this III World Rowing Championships.

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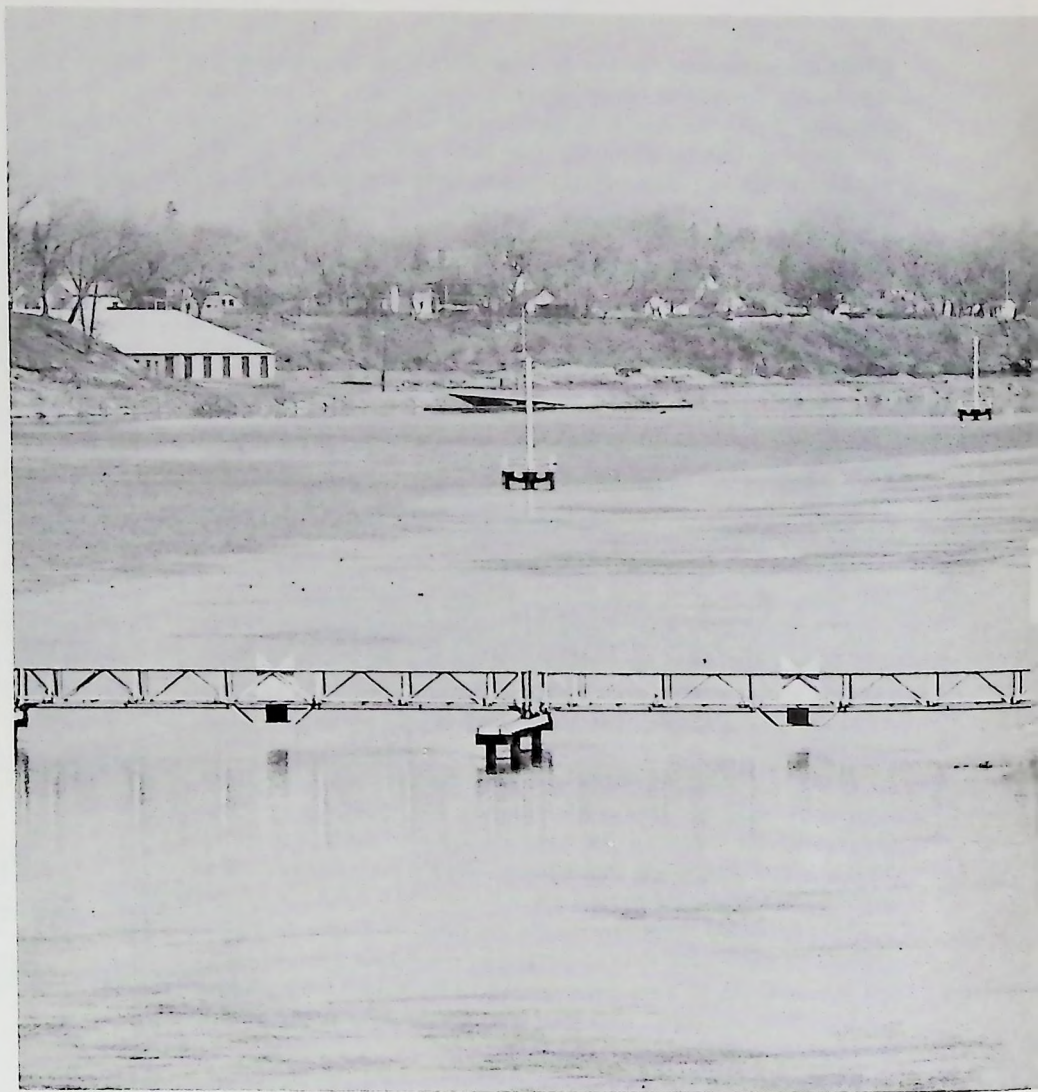
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All Systems Go



Looking over the starting gates and down the Henley Course.



Spacious facilities of Ridley College will be available to visiting oarsmen to the 1970 World Championships. At left is section of Twelve Mile Creek, upstream from the Henley Course.

When the people at St. Catharines were granted sanction to stage the III World Rowing Championships, they were bold enough to suggest that the 1970 global regatta would be the greatest gathering of international oarsmen and scullers in history. Yet everything points that way.

Entries are continuing to pour into regatta headquarters in the Canadian city and already there is ample evidence that there will be more crews churning up the Henley Course the week of September 2-6 than at Lucerne in 1962 or Bled in 1966, the two previous world championships.

"Frankly, the interest in this thing is fantastic,"

At St. Catharines



revealed Craig Swayze, who is the regatta chairman. "And it's worldwide too. We're getting enquiries every day from all over the place."

The return of preliminary entry forms shows full seven-boat teams from such countries as Great Britain, the United States, Holland, the two Germanys, France and the Soviet Union. And they're coming from such far-away places as New Zealand, Japan, Korea and Australia with surprisingly large entries from such eastern bloc nations as Hungary, Bulgaria, Yugoslavia and Czechoslovakia.

There are air charters of supporters too. The British

are bringing 100 fans along with them. The Scandinavians, the Swiss and the French will all have their own rooters at St. Catharines. There are even 30 Yugoslavs coming out for the festivities.

"Of course, we're still banking on most of our support from American and Canadian rowing buffs," added Swayze. "But I'll tell you one thing; they'd better hurry, because tickets are going fast."

Extra open stands are being built in the vicinity of the familiar covered Henley Grandstand, which at last count was 75 percent sold.

(Continued on page 20)

All Systems Go

(Continued from page 19)

"We're going to be tight," was the way ticket chairman Tim Rigby put it. "We're hoping for about 7,000 seats when we finish, with standing room for about another 25,000 from the 1000-meter mark on."

The stands, however, are where the action is. And this is especially true with a Worlds, the colorful medal ceremonies on the final afternoon being the highlight of the whole four days of rowing.

The famed Royal Canadian Mounted Police band will be on hand for the finals, which will see both the small and grand finals rowed in one big 14-race windup to the

regatta. It will be the first time this has occurred in men's rowing.

However, the entire regatta week will be one conglomeration of festivities ranging from band concerts, to FISA meetings, to banquets, to street dances, to a series of parties put on by St. Catharines' national clubs for the various teams. Included will be a colorful opening ceremony in downtown Montebello Park, complete with bands, choirs and fireworks...a miniature Olympic opening.

But just a word of warning. The St. Catharines people

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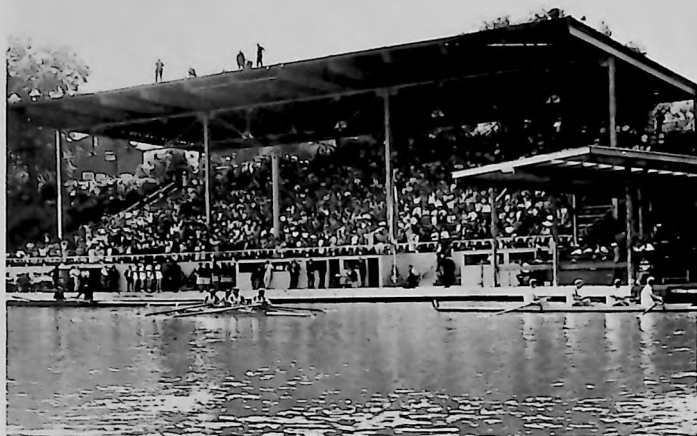
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Main Henley grandstand.

are bound by FISA regulations in running the III World Rowing Championships. And as a result, security will be tight.

"Only those directly involved in some phase of regatta



Six eights in full flight for the finish line on the Henley Course.

operations will be badged," Swayze revealed. "And if you're not badged, there's no hope of you wandering around like a Henley."

In other words, rowing enthusiasts who are not eligible for official accreditation from their national federations should get those ticket orders in before it's too late.



Brock University residences where non-English speaking competitors will be quartered.

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May 2, 1970
OHIO RIVER, MARIETTA, OHIO

Stork Sanford Retires After 34th Cornell Season

R. Harrison (Stork) Sanford, the dean of American rowing coaches; will retire in June on completion of his 34th season at Cornell. The 66-year-old coach has long been recognized as a master technician whose crews, displaying classic form and stamina, were most notably accomplished from 1955 through '65.

Sanford's all-senior boating in 1957 swept to a perfect season that included solid triumphs over a Russian club and Yale for the Grand Challenge Cup in the Henley Royal Regatta. His '63 product was acknowledged national champion after an undefeated campaign against U.S. competition; the only setbacks were by the world champion Ratzeburg Club of West Germany, after the Big Red had upset the visitors in an Eastern sprint trial, and by London University in the Grand Challenge final.

Starting in 1955, Sanford's varsities won four straight Intercollegiate Rowing Association titles at three miles. In '62 the Big Red beat undefeated Washington to win the I.R.A. regatta.

In addition to the victories in '57 and '63, Eastern sprint

titles were secured in '56 and '60. In '65 the Big Red was runnerup in both Eastern and I.R.A. races.

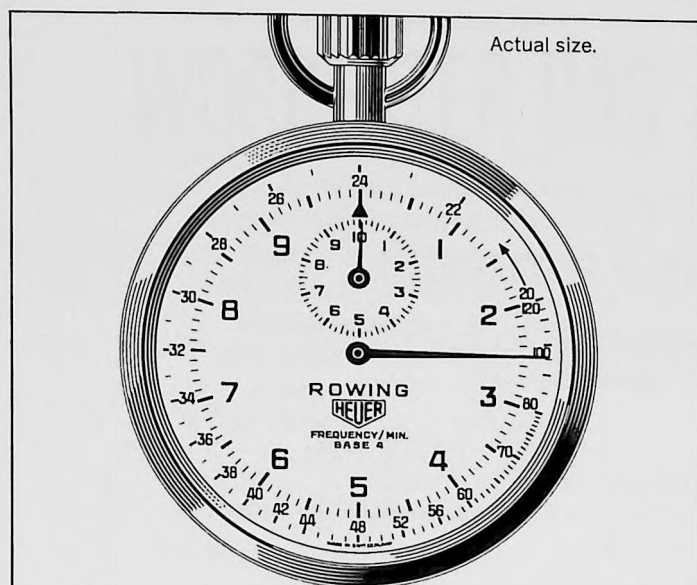
In 1952 Sanford coached the Olympic fours and pairs at Helsinki.

A native of Seattle, Sanford is a 1926 graduate of the University of Washington where he rowed for the late Rusty Callow. Prior to starting his coaching career at Cornell in 1937 on the recommendation of Tom Bolles, a crewmate at Washington and later head coach and athletic director at Harvard, he was engaged in business in Seattle.

Two of Sanford's most prominent strokes are currently head coaches. Bill Stowe, who paced the 1962 I.R.A. winner and led the Vesper Club to the '64 Olympic title, is at Columbia and Pete Sparhawk, a '54 graduate, at Princeton. Carl Ullrich, a former Cornell lightweight oarsman who coached Sanford's freshmen for five years through '60, is in charge at Navy after head coaching stints at Columbia and Boston University. Two other assistants, Norman Sonju and Loren Schoel, became head coaches at Wisconsin and Syracuse in '46 and '55, respectively.

Todd Jesdale, highly successful coach of the lightweight (150-pound) crews here the past seven years, is in his first season as freshman coach, replacing Clayton Chapman, now assistant athletic director, who was captain of the 1957 crew.

The Cornell Club of New York will honor Sanford with a testimonial dinner May 26.



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For more information or catalog, write to: Heuer Time Corporation, 135 East 44 Street, New York, N.Y. 10017.

Women's Liberation— But In Rowing?

With amazing frequency, women are breaking into the male-oriented sport of rowing; not only by forming their own rowing organizations, but also by participating as coxswains in men's boats.

To illustrate this statement, we refer you to page 13 of this issue, where we have reprinted an article from the Philadelphia Evening Bulletin regarding Columbia University's first female coxswain. And right before press time we got wind of two young ladies, Anne M. Forrestal and a Miss Walker, who will be coxswains for Williams College and Notre Dame (respectively) in the Dad Vail Regatta on May 8 and 9.

These developments lead us to ask: Has the Women's Liberation Movement finally hit the sport of rowing? Are we witnessing the inauguration of what we might call (for lack of a better term) "co-educational" boats? It will be interesting to observe the many college regattas during the next few months to see whether this female movement will really catch on!



Cambridge University Blue Boat training on the River Cam in January. (Stern four rowing)

THE INTERNATIONAL SCENE

by Emory Clark

Editor's Note: With this month's column concentrating primarily on Great Britain, we wish to acknowledge as sources, along with Mr. Clark's imagination, Peter Ayling and 'Rowing,' the English rowing magazine.

Great Britain's Oxford-Cambridge Race commands almost every distinction but fast crews—nor is it to be disparaged on those grounds. Few nations can boast of a boat race that is indeed a national event, one that captures the attention of the nation's royalty, heads of government, news media and bookmakers.

Surrounded by tradition and ritual, the Boat Race (as it is known) was inaugurated in 1829 and has been run 116 times, with Cambridge leading Oxford by 64 victories to 51 in the series—there was a dead heat in 1877. The race is rowed over a four and one half mile S-shaped stretch of the Thames River between Putney and Mortlake. Coxing skill in handling the bends, tides and varying water is at a premium, and often the race is won after but a mile. The luck of the draw also seems very important for in the last nine years victory has gone to the crew winning the toss and choosing the southern side of the river. The record for the course is 17:50 set by Cambridge in 1948; one suspects that crew had some help from wind and tide.

This year the Boat Race, rowed in late March, was won by the Cambridge VIII which finished three lengths ahead of Oxford in 20:22.

Cambridge, in its third successive victory, took the lead in choppy water at the outset and led all the way although Oxford rowed a strong race, refusing to allow open water until Barnes Bridge, past the three mile mark.

The lone American in the race was Steve Wilmer of Concord, N.H., who rowed at No. 3 in the Oxford boat. Following a long succession of Ivy Leaguers who have rowed in the Boat Race in recent years, Wilmer came from Yale where, strangely enough, he was a squash player, not an oarsman, having done his only rowing in Yale's intramural

program. At Oxford to study Zambian politics, he wanted to do something typically English and rowing was the answer.

An American may wonder why all the hoopla about a race rowed over an unrealistic distance, usually in bad water, by two slow crews. An Englishman may answer that hoopla is good for the soul and that it is how you play the game that's important, not whether you win or lose. At the risk of sounding an editorial note, I am with the Englishman if that is really his position.

The American "win-lose" thesis carried to its logical extreme simply means that only those who feel they have a good chance of winning compete—the rest take a seat on the stock exchange, lie on the beach or smoke pot—nothing ventured, nothing lost. But there is much more to rowing than winning or even being fast. The man who won't row for fear of never being good or of losing cheats himself out of life. Granted, losing is bad and losing badly (blade washing out, legs gone rubber, arms dead, spirit broken) is a nightmare, but there is always Monday's practice to prove the loss a fraud. Granted too, that any competing oarsman, be he English or American, has a single goal: winning. But one's immediate goals and ultimate motivations need not be identical, rather they can compliment each other. The "win-lose" and the "how you play the game" philosophies are two sides of the same coin, both essential to

(Continued on page 25)



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Air Force – Air Force Regulation 215-6, Air Force Sports Program.

Navy – Special Service Manual, NavPers
15869B, Sec. 806

Marine Corps — Marine Corps Bulletin 1710,
Identification of Athletes.

Applicants should also contact the USORC through Chairman V.H. Michalson, Athletic Division, Brown University, Providence, R.I. 02912, giving complete information on rowing background and experience. If in the opinion of the USORC, the applicant is of Olympic caliber, he will be recommended for special assignment. We are advised, however that such requests or assignments will not excuse a man from foreign service.



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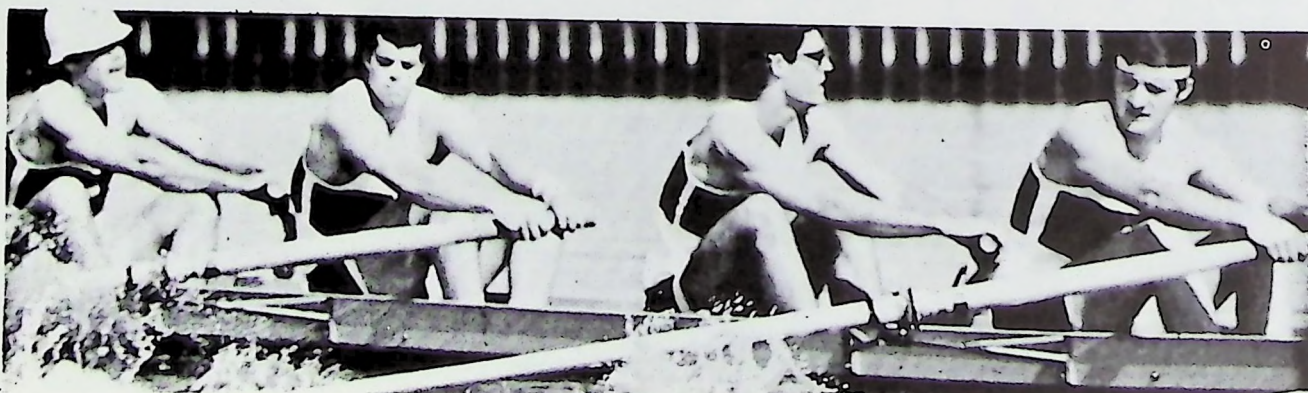
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INTERNATIONAL SCENE

(Continued from page 23)

rowing, and neither to be espoused in exclusion of the other. If the English prefer to stress one it is not because they have forgotten the other, a fact to which I am sure Steve Wilmer of this year's Oxford crew would attest.

England's Henley Stewards have unanimously adopted two amendments to the qualification rules for the Grand Challenge Cup. They are as follows:

1. Any crew of amateurs who are members of any university or school, or who are serving in Her Majesty's Navy, Army or Air Force, or who are members of any amateur club established at least one year previous to the day of entry, shall be qualified to contend for this prize.
2. Where members of two or more clubs have combined to make an entry, the entry must be made in the names of not more than two clubs.

This means that composite crews (made up from two or more clubs or schools) will for the first time be allowed to enter the Grand (also

the Stewards and the Prince Philip whose qualification rules are the same as those of the Grand). The hope is to assist the English Selectors in the formation of national crews, and to increase the chances of keeping the various trophies in England.

A word of explanation may be of interest here, especially in light of the present debate (Rosenberg-Fraily) in the United States on the best rowing set up to produce international caliber crews.

In England national selectors pick the crews which will represent the country in major international regattas. Potential candidates for international selection must submit their names to the Selection Board in the December preceeding the rowing season, the idea being to keep abreast of their training throughout the winter. Then standard qualifying times are set for each boat (eight, fours, etc.) along with qualifying regattas in England and Europe at which the selectors are present. Crews are expected to prove they can consistently beat the standard times.

This year working with oarsmen of international caliber will be England's new national rowing coach, Bohumil (Bob) Janousek

whose appointment was announced last fall by the Amateur Rowing Association.

Hugh Wardell-Yerburgh, one of Great Britain's finest oarsmen of the last decade was killed in January in a car accident at the age of 31.

The fastest English sculler ever to cover the Henley Royal Regatta course, he was also a member of the English straight four in Tokyo which took the silver medal away from the American boat (stroked by Ted Nash) by a fraction of a second.

In 1965 Wardell-Yerburgh finished three quarters of a length behind Don Spero in the Diamond Sculls at Henley. The following two seasons saw him at No. 7 in the Tideway Scullers VIII which finished fourth in the World Championships at Bled in 1966 and seventh in the Europeans at Vichy in 1967. In 1968 he at last won the Diamond's, five years after his first attempt.

His death is cause for great sadness among his many friends in America and throughout the rowing world.



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View From The Bow Seat

Andy Geiger
Editor "The Oarsman"

The Intercollegiate Rowing Association is planning for the biggest regatta in its history on June 11, 12, 13, on Onondaga Lake in Syracuse, N.Y. Innovations this year find a new event, the Freshman Four-oared division; a new name—The National Intercollegiate Rowing Championships; and for the oarsmen—medals for second and third place finishers as per international regattas.

The second annual Stewards' Clambake will take place at Hinerwadel's Grove in North Syracuse on Friday night, June 12. This new affair was a highlight of last year's activities, and it will be bigger and better this year. It provides an informal atmosphere for coaches and old oars to gather and re-row that last race.

It is unfortunate that the date of the N.I.R.C. is in conflict with the examination schedules of the West Coast universities. Hopefully, some of them will find a way to attend. This is the earliest date in memory for the regatta, and it is apparent that the date next year will have to be later. With the great variety of academic calendars at universities and colleges, it has always been difficult to schedule the Spring season. While it is true that the rowing fraternity has the earliest of all the National Championships, the hardship on most Eastern schools is the expense of housing and feeding athletes who are waiting for the National Championships to begin. The Eastern schools seem to finish the academic year about two weeks prior to the Western university, and this is the heart of the problem.

One Western coach suggested a National Championship for rowing to be held in the last weekend of May, which would turn the issue around as the oarsmen on the East Coast would almost all be involved in finals. The Stewards of the I.R.A. are aware of these difficulties, and will work toward a solution that is satisfactory for all.

I'm sure that I speak for oarsmen everywhere when I say that Stork Sanford's decision to retire gives rise to conflicting thoughts. One is pleased that Stork has a chance to return to his native Seattle and that he and his lovely wife Marion do not have to face any more Central New York winters. However, as one of the many who have benefited from his wisdom and generosity, I know how sorely he will be missed in the councils of rowing.

It will seem strange not to see Stork bending over a Cornell shell to check a rigger, or quietly talking to his Big Red oarsmen. All of us on THE OARSMAN staff wish Stork and Marion Sanford much happiness as they return to their beloved Seattle.

Our July issue will feature a comprehensive round-up of the college and schoolboy rowing seasons. We would like to run a picture of every school's squad or varsity boat, so please send them to the Editor at Manley Field House, Syracuse University, Syracuse, N.Y. 13210.

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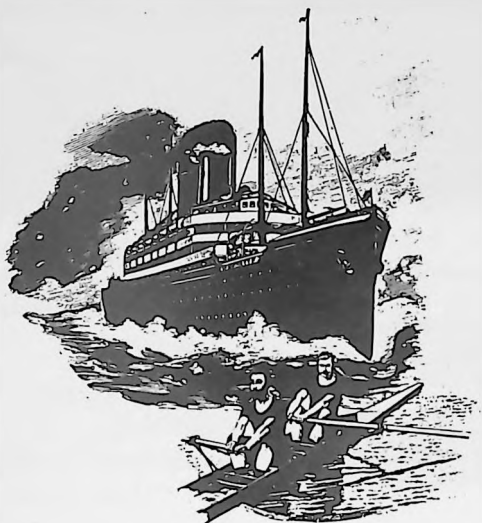
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"CREW CUTS"

by Jim Muldowney

For the past twenty years, Jim Muldowney has been superintendent of a small printing plant. During this time, much of his work was centered around the use of wood cuts as decorative fill-ins on various printing assignments. He began making a collection of wood cuts from old publications, some a century or more old. He attached humorous captions to these for the benefit of fellow employees and friends. They aroused so much interest that he decided to submit some to magazines.

Photoplay Magazine and the Philadelphia Bulletin Sunday Magazine have been using his work the past seven years. Other magazines featuring Muldowney are Boys' Life (the scout magazine) and Writer's Yearbook.

Jim also does conventional cartoons for various publications. He has written and illustrated children's books. The first of which will be published by the Hale Company in the near future.

Muldowney's art background consists of eight years of nite school at Philadelphia Museum School of Art.

When the weather is right, you'll find Jim sculling along Philadelphia's famous "Boat House Row." As a member of the Fairmount Rowing Association, Jim Muldowney was a crewman on two National Championship crews.

Muldowney has this to say about "Prints Charming:"

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Jim, wife Lucy and children Sharon and Mike reside in Exton, Pennsylvania.

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OVERSEAS LIGHTWEIGHTS AT ST. KITTS?

An unconfirmed report tells us that there is a possibility that the Netherlands may send a crew to the "Special" Lightweight 8-oared event at the upcoming World Regatta at St. Catherines this next September. If true, it would be a most delightful and significant development, especially because we have it from unofficial but reliable sources that Australia, too, has been considering this very same possibility.

FISA does not recognize an official Lightweight Class and this 150 lb. event at St. Kitts will be tagged as an exhibition. It will be contested on a club basis rather than by national crews. A similar race was conducted for American and Canadian lightweights at the first FISA North American Championships at St. Catherines in 1967 and it provided the closest, most exciting racing of that entire regatta.

An entry by two, three or more overseas lightweight crews would be absolutely unprecedented and would add immeasurably to the prestige of this 1970 Lightweight Race. While the race will have no official FISA status, the entry of a few overseas crews would result, inevitably and quite appropriately, in the winner being unofficially yet widely acclaimed as the "World Lightweight Champions." And such a designation would probably go a long way towards hurrying the day when FISA will finally recognize an official Lightweight Class.

It would be particularly appropriate if this ultimately comes about as a result of this race in Canada, because it was Canada which first introduced the idea of weight class rowing back just prior to WW 1. The system was embraced in the U.S. in the early 1920's and is now a deeply rooted, extremely important part of the North American rowing scene.

Weight class rowing has been somewhat slower in gaining acceptance around the rest of the world, but it has been spreading faster and gaining stature over the past 15 years or so. Germany, Holland, Denmark, Australia and New Zealand in particular have given increasing attention to weight class rowing.

The Canadian organizing committee for the III World Championships is prohibited by FISA rules and its own very heavy financial commitment from making any official overtures to foreign lightweight crews. But at an unofficial level, it would seem that some kind of strong encouragement might be extended to ensure that those remotely possible Dutch and Aussie Lightweight 8-oared entries actually do materialize and that other overseas 150 lb. crews are also encouraged to come to St. Catherines for this event.

Germany with its vast rowing resources and immense manpower pool of oarsmen would seem a natural for such unprecedented venture.

(Continued on page 32)

INTERCOLLEGIATE ROWING ASSOCIATION

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Secretary

WASHING OUT

(Continued from page 31)

Japan and Mexico will of course, send their best eights into the official World event. But many, indeed a majority, of their oarsmen are actually lightweights or very near to it. Both Japan and Mexico could form very strong "Second" eights that could meet lightweight standards. The Mexicans have already indicated this with their 1967 Pan American coxless four, which for two years running captured the senior 155 lb. Senior Four at the Canadian Henley.

There is no intention here to put anyone on the spot. The big bugaboo of course is the considerable expense for foreign crews traveling all the way to Canada. But where there is a will there is nearly always a way. It would seem that the large European rowing community could surely find the funds somehow if the Canadians offer strong enough encouragement to do so and perhaps even devise some sort of unofficial inducement, for instance, some kind of modest lodging.

North America crews of very limited resources have, after all, often managed to race in Europe. Various Mexican clubs have on past occasions sent crews to St. Catherines.

Of course, the possibility of overseas entries poses a most formidable challenge to American and Canadian 150-pounders. Certainly any overseas crew that goes to the expense and trouble of such a unique excursion would have to be an extremely fast crew indeed!

It may all be a pipe dream, but it is a delightful and

compelling dream, one that hopefully will materialize. With some encouragement and diligence in the right places it could! It would be a shame if this unprecedented opportunity passes without an effort. This would be the most important lightweight race ever held anywhere and, who knows, just might again be the best race of the entire regatta.

DONS SALUTE "TINY" THOMPSON

The sentiment ran thick but not gooey, and the caustic barbs were rough and sharp but not painful, on one most congenial but blustery night this past February in Toronto as members of the old Don Rowing Club gathered at the palatial Argonaut Rowing Club to salute a man who had, for many years, brought honor to both organizations and who must certainly rank as one of the great Don coaches in that ancient club's long history. These "salutory rites" are often sort of compulsory, routine affairs demanded by custom in the sports world, but this was something a bit different—a truly genuine tribute, long overdue, a healing of past, nearly forgotten acrimony, and for these reasons all the more heartfelt.

The subject of the Dons attention and affection was big Mark Thompson, who coached some of Dons finest sweep crews in a period between 1949 and 1956. A good-natured hulking giant of a man, Mark was dubbed "Tiny" Thompson back in his youth when he was a standout Toronto football player and just starting to row at Argonauts in a long distinguished career as a sweep oarsman and sculler that stretched from 1927 to 1948. In his final season in '48 "Tiny" moved over to Leander Boat Club to their Olympic Eight until a dispute between the stubborn veteran and

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Leander Coach Paddy Cline caused his premature departure from the boat. The next season Mark began his tour as coach of the Dons, a club that significantly has enjoyed rather little success in more recent years since he stepped from their coach boat.

Recalling another facet of "Tiny's" life, *Toronto Telegram* columnist Ted Reeve harked back to the days when he was a commanding figure, "A Rawboned Roarer" in kilts as the drum major of the R.C.A.F. band and later with local Irish pipe bands, so tall that he seemed to wave a "goal post" for a baton.

A half dozen Canadian rowing notables took turns to speak in glowing terms about Mark's dedication and long, long hours of toil as Dons coach. Among them, Curley Exner, President of the C.A.A.O.; Jack Guest, the new FISA V.P. for North America, himself the greatest Don of them all as a Diamond Sculls winner; Claude Saunders, Canada's "Mr. Rowing" and long-time Canadian Henley Regatta Chairman; big Johnny Coulson, probably Mark's closest pal, also a giant sized man, one-time top ranked sculler and Diamonds aspirant and even that Leander coach, Paddy Cline.

Then, "Tiny's" former oarsmen stood to praise their old coach, as perhaps best stated by Roger Sellars, recently a successful coach himself at Ecorse B.C., who summed up quite simply, "Thanks, 'Tiny,' for everything that you taught us."

But when it came Mark's turn to speak he began by growling at his former charges, "What's all the bloody fuss about? You did all the work."

This reporter was a privileged "outsider" as this big, gruff man, obviously deeply moved, now confined to a wheel chair by a crippling blood disease, proceeded to hold his "old boys" spellbound, regaling them for a delightful hour or more with his own reminiscences and personal anecdotes about nearly every single man in the room. It was a remarkable performance and a grand demonstration by both speaker and listeners of the deep hold that our sport can take upon some men.

But lest this all sound just a bit too sentimental, it must be noted that the evening was also filled with raucous, ham-handed humor, bawdy singing and a good deal of liquid cheer. Led by toastmaster "Foo" Middlebrook the particular butts of the jibes were massive Johnny Coulson, still an outrageously handsome, giant devil, about whom tales of his amazing exploits with the ladies are legendary and contrastingly diminutive Rog Sellars, whose burning tongue and temper are equally legendary up on Lake Ontario. All in all it was a grand night, the kind dear to the hearts of middle-aged ex-athletes.

A nod of approval must go to the evening's organizers, two of Mark's "boys" Jay Stocks and Ralph Gibson.

NEW CLUB ON DETROIT RIVER

Speaking of Rog Sellars, the volatile ex-Argos, Dons and Detroit coxie, who has been coaching winning crews at Ecorse, Michigan the past three years: He is now spearheading an effort to start a new rowing club on the Detroit River, the first there since the Ecorse club itself was started 32 years ago.

It is called Windsor Crew, although when originally conceived Sellars was tempted to call it Rebel Crew, a name

(Continued on page 35)

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1970 Schedule

March 28 College-Club regatta 12-3 p.m.
April 4 College-Club regatta 8-11 a.m.
11 Grimaldi Cup regatta 12-3 p.m.
18 Hughes Cup regatta 8:30-11 a.m.
25 College-Club-H.S. regatta 10:30 a.m.-1 p.m.
May 1&2 Metropolitan Intercollegiate Championships
8-10:30 a.m.
10 Father Knickerbocker regatta 12-3 p.m.
17 Metropolitan Scholastic Championships 8-10 a.m.
30 104th Annual Memorial Day regatta 8:30-11 a.m.
June 20 102nd Annual NYAC Open regatta 10:30-1 P.M.
July 11 International Development regatta 2-4 p.m.
18 Pelham Bay Park regatta, 9-11:30 a.m.
Aug. 8 Mid-Summer regatta 9-11 a.m.
Sept. 12 Metropolitan Championships 9-10:45 a.m.
13 Metropolitan Championships 9-11:30 a.m.
19 Fall Regatta 12-3 p.m.
26 Indian Summer regatta 9-11 a.m.
Oct. 11 Columbus Day regatta 9-11 a.m.
Nov. 7 Election Week regatta, 10-12 noon
28 College-Club regatta 9-11 a.m.
Dec. 31 New Year's Eve regatta 12-1 p.m.

These regattas are open to all amateur oarsmen of the world. Closing date for entries is 8 days prior to regatta date.

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WASHING OUT

(Continued from page 33)

perhaps more in keeping with his own contentious nature. The new club will be located on the Ontario side of the Detroit River, a Canadian automotive center opposite Detroit, which is Sellars' home. The three established Detroit River clubs, Ecorse, Wyandotte and Detroit B.C. are, of course, all on the American shore. Windsor Crew will be the first rowing activity on the Canadian side in nearly 50 years.

Like most fledgling rowing operations, Windsor Crew will be poorly funded, pretty much a hand-to-mouth affair at the start. But the canny little red head has planned carefully. Foremost he will have the best rowing water on the otherwise generally turbulent Detroit River. His course is a beautifully protected stretch southwest of Detroit, a fine natural course, tucked away behind two long islands, isolated from the prevailing winds and commercial river traffic.

At this writing Sellars has firm commitments for first class, borrowed boats for his initial season and the club has applied for membership in the Canadian Association of Amateur Oarsmen.

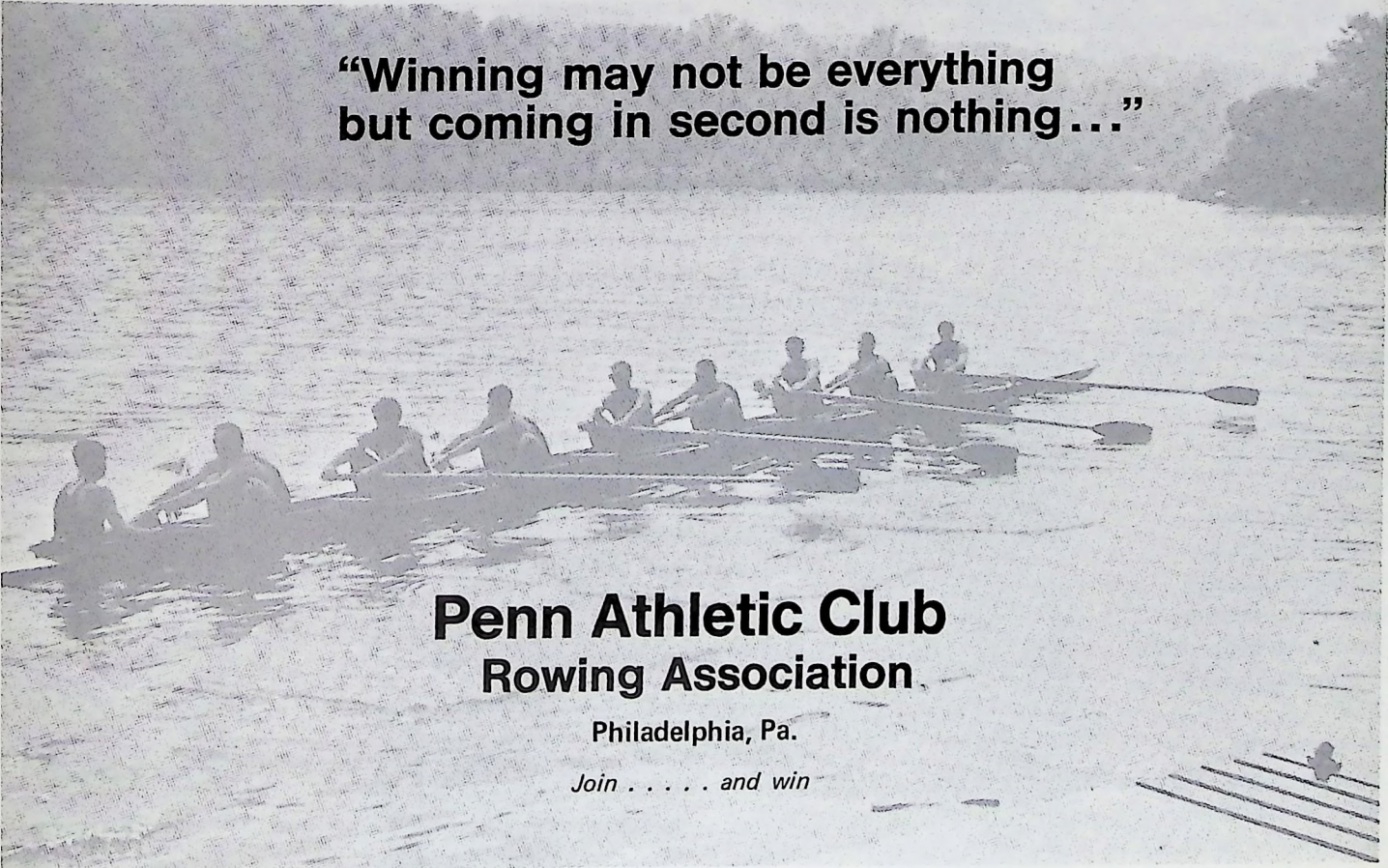
Although located in Canada, Roger hopes to start off by attracting a small, select group of American collegiate oarsmen to Windsor this summer. His prime goal, he openly admits, is no less than to recruit enough top quality lightweights from good Ivy League 150 lb. crews, so that he can build a serious contender for that "special" lightweight 8-oared race at the FISA World Regatta at St. Catharines, no small order for a brand new outfit, that at this moment

exists mostly just on paper. This special race is on a club basis, so nationality will have no bearing and Americans will thus be eligible for a Canadian crew.

Over the past three seasons, as coach at Ecorse, Sellars has attracted and trained more collegiate oarsmen for summertime rowing than any other club coach in America; last year alone over 35 of them from schools as diverse and far apart as Princeton, Purdue and San Diego State. These collegiate "imports" won two lightweight 8-oared events at the Canadian Henley last year and the Intermediate heavy eight at the U.S. Nationals the year before. They ran second or third in the huge point scramble at the Canadian Henley in all three of his seasons at Ecorse. So he seems to have a basis for hoping that he can draw a small group of quality lightweights, interested in a shot at this unofficial "World" event. Roger also has his sights set on possibly boating a strong junior heavy eight contender comprised of U.S. collegians. Success would go a long way towards selling the local community for both financial help and to recruit local manpower for the future.

Many might regard Sellars, a man of modest financial resources, as absolutely crazy, and I suppose maybe he is! But so dedicated is he to this effort, that he is now attempting to sell his home in Windsor, a home that he designed himself and built four years ago, so that he can purchase a three acre piece of property on the River, where he intends to locate his club. There is an old farm house there, into which he will move his wife and four sons. A bit of farming along side the boat house may be a feature of Windsor Crew. At any rate if all goes as hoped, the club

(Continued on page 36)



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WASHING OUT

(Continued from page 35)

quite literally will be in Sellars' back yard. With this kind of determination, the project, it would seem, can hardly fail and by next fall we just may all recognize the burgee of Windsor Crew!

AUSTRALIAN COLLEGIANS RACE IN TOKYO

The 1969 All-Japan National Rowing Championships, held in August, are particularly worth noting because of some unprecedented visitors; the 8-oared crew from Melbourne University in Australia. Melbourne has won the Aussie Collegiate Championship for the past three years and this year's crew had also finished a most credible second to the veteran internationals of the Mercantile Rowing Club's senior eight in the Victoria State Championships.

The Australian Collegians rowed in three Japanese regattas climaxed by championships in which they finished a strong third, no small feat since they were racing out of season. (August is winter time in Australia).

Unfortunately some members of the regular Melbourne "Varsity" were unable to make the long trip due to prior scholastic commitments. It was nonetheless a formidable crew that challenged the Japanese on their famed Toda Olympic Race Course.

During the two weeks preceding the championships, the Aussies sharpened themselves by racing in two official preliminary 1000 meter "Time Trials." In the first "test" with 19 crews entered, Melbourne won their heat in 2:58 and then ran third in the final behind Keio and Tokyo Universities; winning time 3:01.6.

A week later in the seco "Spring" Melbourne again romped in the heat, in 2:57, but they were edged out in the final by Doshisha University, the 1969 Japanese Olympic entry; time 2:53.6.

Another week later, the All Japan Championships were raced at 2000 meters. Coach Harvey Nicholson's long, rangy Melbourne aggregation, with an assist from a brisk head wind, had little trouble in capturing both its heat and semi-final by three and four lengths respectively in a relatively slow 6:17 and 6:29.

The big field of 23 crews was cut to six finalists. The Doshisha Olympic Veterans led all the way to take the title in 6:04.3. Keio was second and Melbourne came next, a close third, followed by Tokyo and Washeda.

The Aussie "Emergencies" (spares), R.S. Benson and W.G. Magennis, entered both pair-oared events and made good use of their size and weight advantages as they captured the coxed-pair gold medals and finished second in the coxless race. The latter was all the more notable because the long legged Australians could borrow no coxless pair that would fit them. So, believe it or not, they raced in a coxed shell, without the coxswain, but with a bag of sand to help trim the boat. They ran second only to Hose University in 7:28.

But in the coxed pair the "Down Under" boys romped to an 11-second win in the heat and then took the Japanese title by four lengths in the final over Tokyo Nautical College with an 8:03.8 clocking.

MID-WEST LABOR DAY REGATTA

Who can remember the dim past when Minnesota B.C. of St. Paul last lost a point championship in a regatta on their own Mississippi River baliwick? Certainly it wasn't at the 13th Annual Mid-West Labor Day Regatta. The host club posted 194 big points to runner-up Duluth's 75, while capturing nine of 15 events.

It was another story in women's competition however, as Minneapolis R.C. romped over St. Paul, winning the Girls' Four by five lengths and repeating by 1½ lengths in the Distaff Eights, the latter in 3:54 (1,000 m.).

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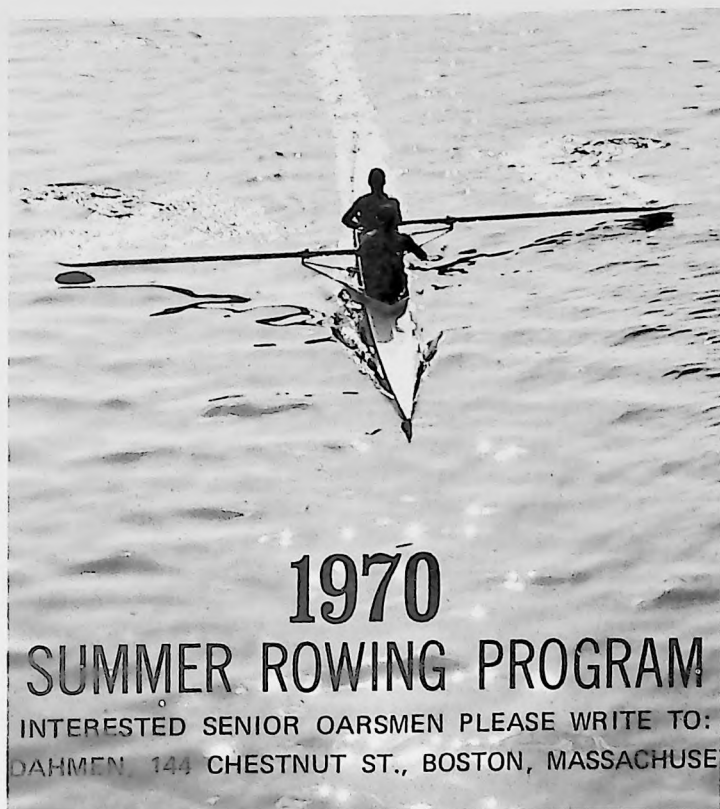
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