

THE

OARSMAN

Official publication of The National Association of Amateur Oarsmen

November/December, 1977



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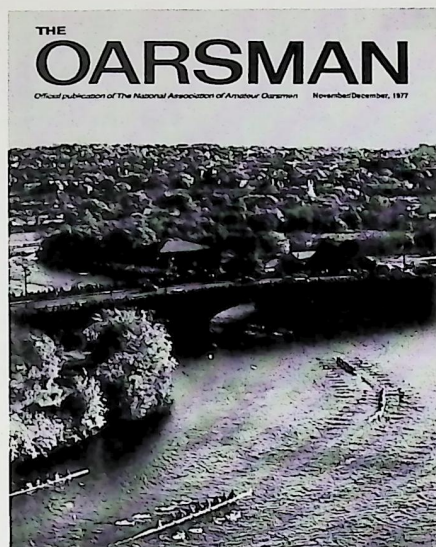
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THE OARSMAN®

Volume 9, Number 6

November/December, 1977

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The cover photo was taken by Monty Graham of the Cambridge Boat Club: the Women's Eights at the Elliot Bridge.

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The Oarsman welcomes articles on any aspect of rowing. Articles should be typed, double-spaced and accompanied by a 50-word biographical statement. Send all submissions to the Editor-in-chief.

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John Ferris, rowed for five years at Francis C. Hammond H.S. under Jack Franklin, then stroked the U. of Penn varsity in '67. He coached T. C. Williams H.S. '70-'76 then rowed at Vesper B.C. and Potomac B.C., then became the Cornell Freshman Heavyweight coach in '76.

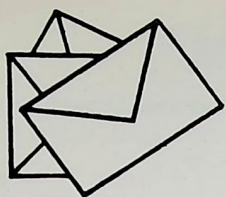
David G. Sparks is Assistant to the Coordinator for the Middletown, Ct. Municipal Development Committee and while writing proposals for Middletown historical preservation and improvement of their boat-house, coordinated the Head of The Connecticut Regatta. Municipal Bldg., Middletown, Ct. 06457.

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Letters To The Editor

Your comments on any issue related to rowing are welcome. Address all correspondence to Peter Raymond, Editor, *The Oarsman*, 105 Beacon St., Apt. #6, Boston, Ma. 02116.

Washington, D.C.
November 3, 1977

I feel it is time that something be said about an issue that has been affecting rowing in this country for the past six years. This issue is the "unchallengeable camp boat".

In the past years, the success and failure of the camp boats has been open to praise and criticism. The purpose of my writing is not to find fault with national camps and their performance. The idea of a composite crew is sound. Boat clubs indirectly have been doing this for some time. But there is a problem I see with the unchallengeability of these composite crews.

Next summer we will see the U.S. sending a partial team, for financial reasons, to the World Championships in New Zealand. The proposals I have heard are calling for no more than eight sweep seats on the team and this includes the two spares. A camp will be set up to develop a four with (4+) and choose two spares to race the pair with (2+). This leaves two seats to be developed by the clubs or regional training centers or to be challenged out of the camp.

TWO SEATS! A pair is all there is if next year's camp boat is unchallengeable as in years past. If this happens it will be tragic. It is tragic because most of the experienced international caliber oarsmen in this country are no longer in college or floating around sleeping in the third floor at Vesper. They are out working, training and approaching their peak performance years with responsibilities that say they cannot take off 6-8 weeks to row and leave family and or job.

Motivation is the name of the game when you have to spend a bare minimum of between 500 and 600 hours a year developing strengths and skills to qualify for the National Team. It is hard to keep yourself motivated when year after year doors are slammed in your face. In the past the unchallengeable eight and four have been two of the five doors open to club oarsmen. The

three doors left have offered enough incentive to keep only the most successful and experienced oarsmen training hard. Next summer with the possibility of one out of the two doors being closed, this (coming off the '77 season that saw the fewest number of entries at the trials in my memory) might be the final blow that will knock those few good people that are left right out of the picture.

If only a small team can be afforded, fine; send a small team. But make all the seats on the team open to challenge. Competition has always been good for rowing. Challengeable boats are good for rowing in the short term and the long term.

I see unchallengeable camp selections as not only degrading to U.S. rowing but insulting to the club oarsmen and coaches.

Thank you.

Sincerely,

Mark Borchelt, Potomac B.C.

I have been competing in the sport of rowing for over three years and have come to love it like no other.

Unfortunately, an incident occurred this past summer which tended to lower my opinion of the sport.

Last June, after many long and exhausting hours of grueling practice, two fours from the Simsbury (CT) Rowing team made the trip to Washington, D.C. to compete in the Schoolboy Championships. The regatta, which was held at Potomac Boat Club, seemed to be fairly well organized and the race I participated in (lightweight fours) went off on schedule. The boat I was in rowed very well and won the event. After the race, we were told by the race officials that the medals for our event could not be located. The officials assured us that the medals would be promptly sent to the team through the mail.

The women's four from Simsbury also won their event and they, too, were told their medals were also among the missing.

After a month had passed, our coach, Joe Falco, wrote several letters to the officials of the regatta; he received in response no medals but reassurances that they would be sent

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shortly. Now, over four months later, the two Simsbury boats are still without medals. How many other teams have been disappointed like this?

My goal in rowing is not collect as many medals as I can, but I feel that they are a symbol of the pain and determination that it takes to win. I still love the sport, but I have lost some of the great respect which I had for the regattas and their organizers.

Chip Cooper
c/o Terrace 10-A
Ithaca College
Ithaca, New York

October 7, 1977

I call your attention to the most recent issue of *The Oarsman* regarding an article on page 21, "Breitenbach Memorial Award" by Robert Cumming. In the first paragraph the author states that one Salesian High School is the smallest school to have ever entered the National Schoolboy Rowing Championships with an enrollment of 350. While we at St. Andrew's applaud the success of this small school in rowing, we should like to point out that our school's enrollment is just over 200. We have a very active crew program under the able leadership of Davis Washburn and Robert Moss and have competed in the Schoolboy Regatta consistently for at least the past two decades. To cite more recent examples, in 1973 our Junior Eight won the Championship, in 1976 the Girls' Varsity Eight (there were but 37

girls enrolled) won the Championship, and finally, in 1977 the Junior Four won the Championship. We heartily admire the spirit in which the Breitenbach Memorial Award is given.

Sincerely,
Paul Hannah
Tom Schreppler
St. Andrews School
Middletown, De.

November 17, 1977

I'm sick of reading accounts of our

National Teams' performances that are laced with excuses. While unpredictable events may in fact adversely affect our record, the only real solution is tougher physical and psychological training. Winners don't make excuses, and excuses don't make winners.

When someone asks 'what happened?' after a poor showing, don't compromise yourselves. Simply reply 'we lost.'

Paul Garbaczski
Cambridge Rowing Club
Cambridge, Mass.

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The President's Message

Jack H. Fralley
66 Martha's Point Road
Concord, Mass. 01742
(617) 253-4971



As we come now to the end of the first year of service of this administration (albeit foreshortened to eleven months as a result of the Annual Meeting date change), I should like in this message to summarize the three or four most important of its activities.

Foremost of these is the greatly heightened involvement relating to the U.S. Olympic Committee. Chronologically, the first event of note was our successful appeal for supplementary funds for this year's Development Plan, resulting in a grant of \$20,000 and a commensurate reduction in the requirement for each competitor to finance his or her own costs to the World Championships. Since then, of course, next year's plans for Men and Women have been submitted and approved — and here, again, we were successful in requesting and receiving a total grant some 20% larger than what had been initially allocated to us and about four times what we received at this point in the last quadrennial.

More important than the size of the grant, however, is the totally new scope our plans embrace. Financial support from the \$193,000 we shall have next year will be given, in part, to novices, youth, regional centers geographically at the extremes of the country, and for the purchase of much needed equipment in significant quantities. This massive program is broken into a number of projects, as detailed in my last message, and individuals assigned project management responsibilities will be identified in this and future issues of *The Oarsman*.

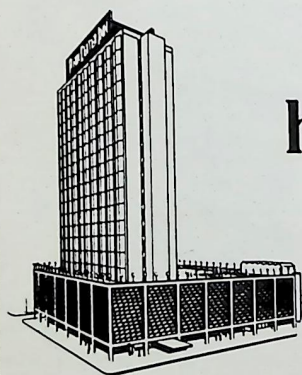
Secondly, with regard to Olympic House, we are just now beginning to accelerate our coordinative efforts with them relative to a new scheme scheduled for next year, called the National Sport Festival. This plan will bring together competitors from each of the Olympic sports for a four day period at the end of July. Although of modest scope for rowing in terms of numbers and categories of competition, it will guarantee the kind of national TV coverage we have needed so badly and

thereby hopefully result in added stimulus to the growth of interest in our sport. Ongoing, detailed coordination is being ably provided by Anita de Franz and Peter Gardner.

Thirdly, we have reconfirmed the absolute requirement for establishing the new full time paid position of Executive Director of the NAAO, as reported in detail in several recent issues of *The Oarsman*. I won't repeat that material here, but I can report that a search committee chaired by Boyce Budd has formalized its approach, will shortly reduce the list of candidates from eight to two or three, and will meet during the first quarter of next year to make a final selection, subject to Board approval.

Fourthly, we can report progress in our joint efforts with the American Sports Development Service to solicit corporate financial support. More than 150 letters have been sent from the NAAO and the NRF to ex-oarsmen, coxswains and others likely to have a deep and abiding interest in our sport, asking them to identify people they know who can arrange for us to present our case to well-placed and sympathetic corporate officers. We have already had some encouraging responses, and initial discussions are being held. The results of this arrangement with ASDS can be of far-reaching import, and we're all anxious to see this work meet with more immediate success. But the effort is one that requires extensive ground work, never before laid by us; and we must realize that, except for chance, it will be many months before significant income can be reasonably expected.

We close by extending our warmest regards and deepest gratitude to all with whom we have worked in these efforts. All of them have given of their precious time and expended from their personal resources in a continuous effort to improve the state of rowing at all levels, in all categories, everywhere throughout the nation. What progress we make, now and in the future, is directly attributable to these people and their devotion to our sport.



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The N.W.R.A. President's Message

Debby Ayars
7 Chadwick Court
Amherst, Mass. 01002
(413) 256-0372

This is the first of what will hopefully be a regular contribution on women's rowing and the issues currently affecting it. While I was in Amsterdam, I was asked to meet with the FISA Women's Commission to answer questions about the U.S. system and to respond to several requests for support for both the upcoming New Zealand and junior girls' World Championships. We were also able to discuss the program for lightweight rowing in the U.S. and what developmental directions that might follow.

This fall a survey was conducted of the NWRA organizations, 1977 Women's USA team members, and Olympic Committee members on the subjects to be discussed at the FISA Extraordinary Congress in November which affected women. The results, which I will summarize here were passed on to Frailey, Franklin, and Perry, who represented the USA to FISA.

Significant differences were shown favoring a coxless quad for the women and favoring a coxed four. Also there was no support for a new classification of the age group 19-21. There was mixed support for minimum weights for boats, a system to assign lanes by heat placings if there were unfavorable wind conditions, starting with a pistol rather than a voice command, and for establishing a FISA championship competition for Junior Girls.

Many of the questionnaires included written in comments on the questions of junior and lightweight women. Some felt that junior women were ready for a FISA Championship, but that the U.S. should not participate as we were not ready.

Others felt that there should be lightweight championships before there were junior championships.

It is to the last point about lightweight women that I would like to address myself. Certainly, if the entries in the Nationals reflect the participation in the country, then the U.S. has more lightweight racing at the competitive level than they do juniors. There are two factors that have to be considered here though. One is to question whether Nationals represents the U.S. competitive picture when little if any of the high schools who row compete there. The second is to point out that the lightweight situation in the U.S. does not reflect the international situation. In meeting with the FISA Women's Commission, I was definitely discouraged from pursuing FISA status for lightweight women. Their suggestion was that we build the support base first in our own country, then in our own Hemisphere. It also was suggested that as we do this lightweight rowing was *only* for women who weigh naturally less than 130 lbs.

With these thoughts in mind, Coleen Fuerst will be continuing as the chairman of the Committee for Lightweight Women working on further developing domestic competition. Persons interested in working with her can write her at 45 Emerson Road, Durham, N.H. 03824.

Since the survey has been made, the FISA Congress has approved Junior Girls for the championships in Belgrade this summer. The newly formed Junior Women's Committee will be getting information out shortly on their projects. Watch for that news.

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I don't give my love lightly to crew races, but I love the 'Head.' Since mine is unquestionably the most jaundiced eye in the history of crew spectating, that's quite a compliment. Before coming upon the rowing scene, my high water mark for catatonic boredom was an all-day wait while a mechanic dithered with a car, which, in spite of large amounts of my money and his time, stubbornly refused to exert itself beyond three cylinders. Innocent that I was. I had yet to while away eternities between crew races while my meagre reserves of interest and good humor dwindled to nothing.

The Head of the Charles is different; it always goes off precisely on time (oh joy, oh bliss) and offers something for everyone. The children come. The dogs come. For those on the bank, an unprecedented piece of the action: unrestricted verbal participation in each and every race. Rude remarks regarding the competitor's prowess, his sex life, and his I.Q. flow freely from the river banks and from returning crews. Exhortations peel from the bridges. "I love it! I love it!" screamed a female fan as a weary sculler hauled under Elliot bridge. Gallantly he tried acknowledging the tribute, but the required backward, upward, crook of the neck proved impossible to combine with steering to miss the abutment.

It is a coxswain's race par excellence. The fiendishly curvaceous course finds first time coxswains fighting for their lives: passing and being passed on curves, giving way or not, overlapping buoys with the oars, but without a buoy violation, and skirting scenes of disaster without becoming part of said disaster. No wonder we all love it. It's so hairy.

The regatta is the brain child, or love child, of Dr. Howard MacIntyre and D'Arcy MacMahon of Cambridge Boat Club. They decided on a 'Head' race after considering 'bumping' races and other possibilities. It was to be a race identifiable with Cambridge Boat Club and concluding in front of the boat-house. The idea was both to promote sculling and to introduce college oarsmen to club rowing.

Women were actively recruited, though in the early years all they could come up with were demonstrations by women's crews and not actual women's entries. Before it was fashionable, Cambridge encouraged mixed entries and multi-level experience. It is, and always has been, a regatta for everyone with a reunion-like atmosphere. The members of the 1972 Olympic boat emerge from under rocks and behind desks every year to row in the elite eights. Editor Raymond and his wife, the Doctor, have rowed in a double scull, and this year John Brock (freshman lightweight coach at Harvard) and his wife, Sheila, did. They started seventeenth, passed some boats, and won a bumper boat clash. John stroked and steered and went on to row in the winning elite eight from Harvard. Winsor School rowed in the lightweight fours, started forthleth, finished forthleth and had a wonderful time.

If you have never looked at a Head prize, do so immediately. (I know you want to hear about the races, but first a small dose of history and culture.) It is a bronze (or silver colored) medal with a sculler in bas relief. In keeping with the popular tradition of spectating from the different bridges along the course, one seems to be looking down upon the sculler. Perfectly simple in design, it exactly captures the grace and the solitary effort of sculling.

Dr. MacIntyre commissioned Joe Brown, recently retired from the department of Art and Architecture at Princeton to design it. A college athlete himself, Brown became interested in sculpting while modeling for a well-known sculptor, Tate MacKenzie. In 1965, at the eleventh hour after the design had been worked in plaster and was about to be cast, Dr. MacIntyre

October — You Go To My Head

by Wendy Higginson



Women's Fours in the basin.

discovered via a sketch that it contained one fatal flaw: the sculler's elbows were bent at the catch. Dr. MacIntyre so impressed Brown with the gravity of the error that Brown raced into New York City to the Medallic Art Company and reworked the design in the plaster. As a result, to this very day the riggers on the medal are slightly asymmetrical.

Now for highlights (and low lights) of the races:

Since each race is limited to forty entries, space is at a premium. This year there were no Yale women racing. They hadn't entered on time. On Saturday morning, impromptu two-boat races were held over the course between Yale and Radcliffe. There were no referees, some cheating, and lots of champagne. It was reportedly the friendliest race ever between Yale and Radcliffe.

In the crash department: Lee Dublin, rowing for Ithaca College in the women's singles, got caught in a jam on a curve and capsized. She was towed to the Boston side by a returning pair and, amidst cheers of support and encouragement, got back into her boat and finished the race.

In the novice singles, Peter Griggs from Dartmouth caught an oar and teetered agonizingly, only to lose the struggle. He quickly positioned his boat lengthwise to avoid being sliced in two by boats bearing down on him. All of Weeks Bridge howled its appreciation of his strong instinct for survival... he finished thirty-first.

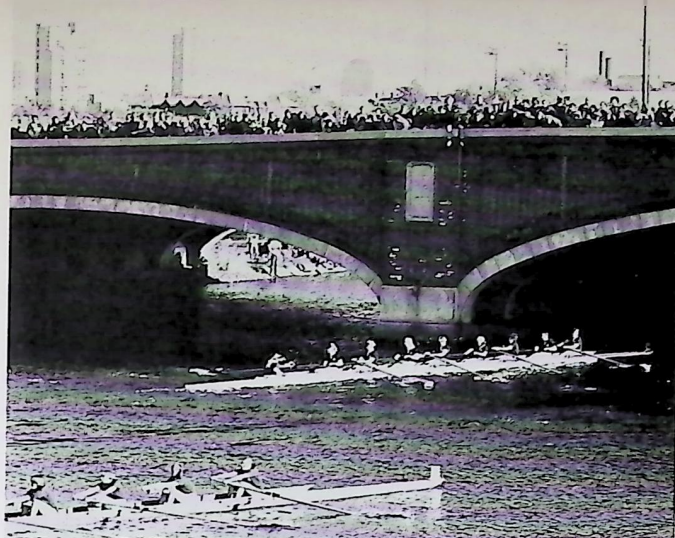
The top-seeded brothers Borcheldt won the pairs race in 19:23.3. Mark Borcheldt won last year with his brother-in-law, Bob Blakely, this year with his brother Fred, and in 1972 with Tony Brooks. The combined effort of rowing a small boat into a head wind and steering aggressively in order to precisely execute the buoy trick paid off.

In the elite singles, the sceptre passed unequivocally as Gregg Stone defeated Jim Dietz, enlarging upon his victory over Dietz last summer. Though he appeared to be rowing a strong first half, it must have been just after Anderson Bridge that, Popeye-fashion, he opened his can of spinach. At the half-way mark Stone had gained only two seconds, though he went on to win by thirty-four seconds. To no one's surprise Jim Dietz was as unobstructive and sportsmanlike as possible.

Stone and Tiff Wood won a close (2.8 seconds) double sculls race over Dietz and Klecatsky for the Cromwell Trophy. Sy is very much in the hearts and minds of everyone in the rowing world. Tiff and Gregg won Sy's race in his boat, using his oars. And it wasn't easy for them. Sy would have been pleased.

Harvard University had the sleeper of the day, as well as one of the bitterest disappointments. The Elite eights race was

(Cont'd on next page)



Mt. Holyoke, Radcliffe.



Ted Nash, Holly Hatton, Dietrich Rose.

photo: Classen

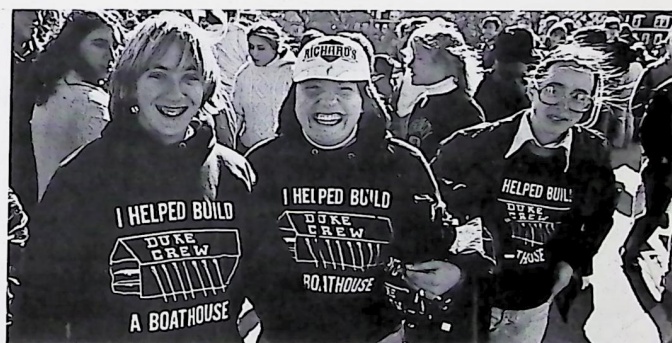


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photo: Wolbarst Vespoli.

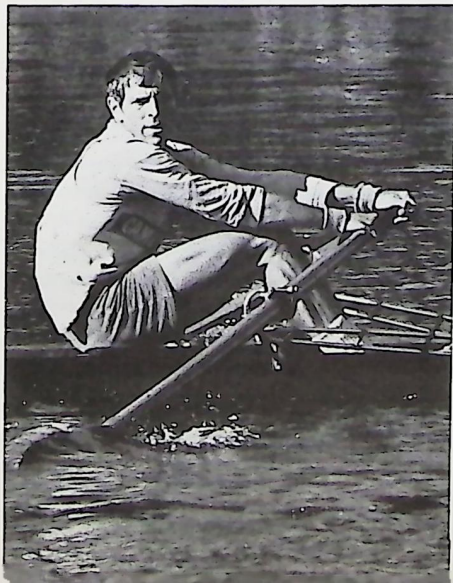


photo: Kerkorian Stone.



photo: Wolbarst

won by a scratch boat put together by the number six man, George Altken (Bow D. Edwards, 2. J. Kenary, 3. J. Wright, 4. C. Alcatraz, 5. J. Brock, 6. G. Altken, 7. G. Hatch, Str. D. Boghossian, cox C. Bolt). This high-minded boat was propelled by the overweening desire to beat the Harvard entry of Juniors, the top-seeded Harvard entry which started fourth.

The game plan was to have passed four boats by the Northeastern boathouse. By Magazine Beach corner they had passed Rutgers. Harvard managed to squeeze between Columbia and M.I.T. (who were at attempting to pass Columbia) just as the gap closed, meshing oars either side and infuriating both crews. There was an interesting exchange of civilities.

The Harvards rested between Weeks and Anderson bridges, missing the chance to look good going by the Radcliffe boathouse. They caught Northeastern at Cambridge Boat Club being on the inside of the curve, and almost passed them. Northeastern determined to hold Harvard off as the curve reversed itself, but was overcome with rage at Harvard's insults. The Northeastern coxswain very sensibly (but in vain) attempted to harness his boat's outrage and to verbally flog them on to victory. "Did you hear that? Let's go!" But it was too late. Harvard, having missed the chance to show off for Radcliffe, had to settle for showing off for coach H. Parker, returning from his elite single's seventh place finish. Parker allowed as how Harvard appeared to be doing well and urged them to keep it up. The show-offs tried to sprint but finished at a thirty to win the race by an astounding twenty-one seconds.

Larry Klecatsky won the lightweight sculls with a time of 20:1.7, well off his own course record of 18:39.8 and the average fast time of 19:24.6. Second was John Pickering of Harvard in 21:2.6. The rather slow times were probably due to the head wind, felt most by smaller boats.

The Lightweight Eights race was won by Princeton University (bow D. Fryer, 2. A. Pytte 3. D. Hauslohner 4. T. Platt 5. J. Nelson 6. R. Wilson 7. W. Matthews Str. R. Werner, cox S. Turpin) with a time of 16:49.1. U. of Penn was second and Trinity College third.

Some crews came from afar and in the face of almost insurmountable opposition. The University of Chicago women's crew had entered both the fours and eights races but got their boat here only by dint of a restraining order against the Chicago Park District which had locked them out and impounded their boat. Not yet recognized as a varsity sport by the University, they depend heavily on alumni contributions and outside facilities.

The fickle finger of N.A.A.O. justice landed heavily on Harvard's intermediate four. Cambridge Boat Club was forced to disqualify this winning boat because stroke Mudge, presently a freshman, had two years previously lost his junior/youth status by rowing in an intermediate eights race at the Independence Day Regatta in Philadelphia. The boat won, and Mudge was catapulted into senior oarsman's status as a result of a haphazard search for a race that day. The question of eligibility is a mares nest of inequities and contradictions, the clarification of which would be a real boon to rowing.

Lisa Hansen came from Long Beach to row in the Head and to train with double sculls partner Liz Hills. She breezed to a forty-seven second victory in the women's singles, passing all but two boats from her position of thirteenth seed. Second to her was another Long Beach sculler, J. Palchikoff, who lost her bow marker to Lisa in a little contretemps in front of Weld Boathouse. Liz Hills finished third.

A Masters' Singles race was added this year and won by Fred Dulling rowing for the Malta Boat Club (20:45.4). Second was Henry Hamilton of Dartmouth and third John Higginson

(Harvard). This is a middle ground race for scullers 30 years and older, very much in keeping with the spirit of 'The Head,' that society of the Water Rats of the world, devoted 'Mess-ers About in Boats' who know that there is absolutely nothing more worthwhile. A Master sculler is competing neither with the fastest elite scullers, nor with the time credit awarded the older Veteran scullers. (And unlike Ratty, who sculls dreamily into the riverbank, they go quite fast.)

To end with the beginning: Ed Lynch, holding up the family honor, won the Veterans' Singles with R. Cutler second and H. Rogers third. Winning time was 22:16.3 and the fastest Veteran sculler was R. Abromeit of Cambridge Boat Club.

SKIDMORE

by Barbara S. Hogan

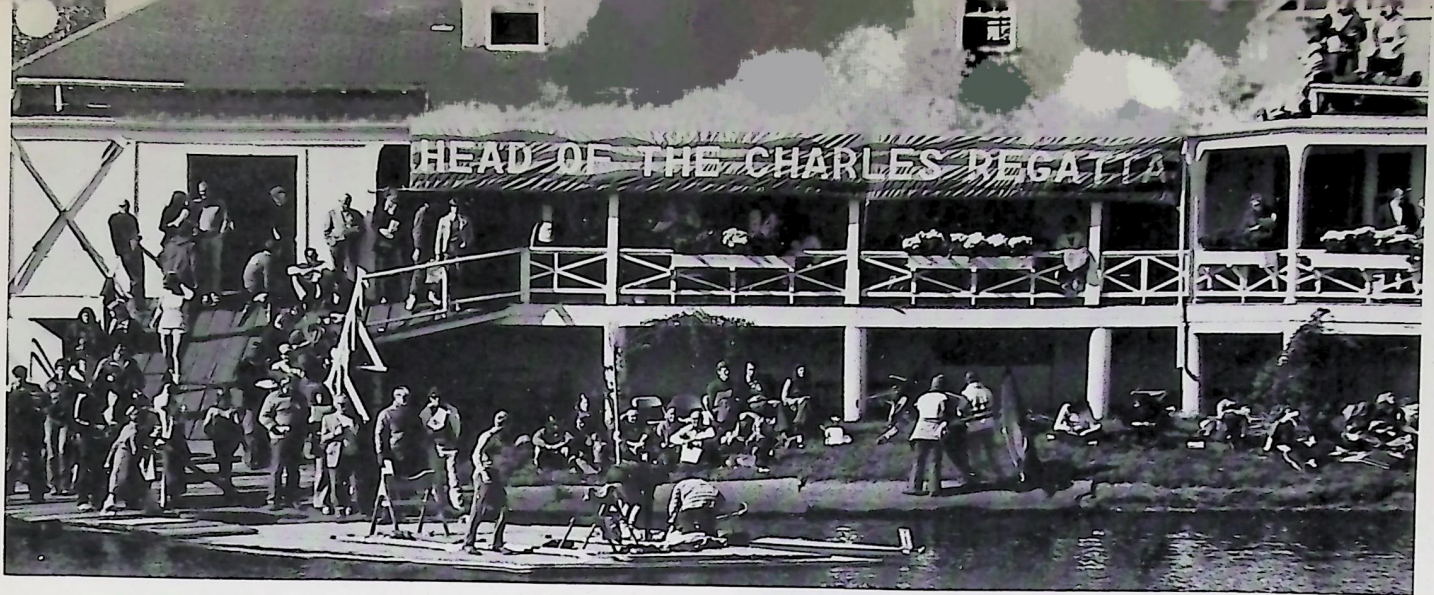
With great enthusiasm and anticipation and, as it was later proven, with brand new solid racing skills, a four-man novice crew from the Skidmore Rowing Club arrived two days early in Boston in order to practice in a borrowed shell, courtesy of Harvard University, for The Head-of-the-Charles Regatta. They had never raced anywhere before, and here they were in the middle of the largest regatta in the world. The infant Skidmore Rowing Club, almost a year old, knew they had nothing to lose and, perhaps, this gave them extra impetus to do their best and learn from the experience. Whatever the ingredients were, they jelled on that day. When the splashes died down, they had beaten 14 experienced crews in a field of 40. Quite a feat for the neophyte crew!



Bow H. Hoffman, P. Crowley, A. Peck, B. Spak, Cox A. Weber.

Last year Kat Clute, assistant dean of studies, and a group of women students, none with rowing experience, formed a club and began looking for equipment for use on Saratoga Lake. A Middletown prep school loaned them a shell and the gift of another came from the parents of a student. A Schuylerville resident offered her motorboat. Ms. Clute, an experienced oarswoman from Dartmouth, needed coaching help and found it in Tom Foster, former stroke at Cornell University. The crew practiced daily, with double workouts on weekends, and learned fast — fast enough to enter the regatta.

Winter plans are for cross country ski races in preparation for what promises to be a very active spring schedule.



Cambridge Boat Club.

photo: Kerkorian

THE HEAD OF THE CHARLES AT RANDOM or Bits and Snatches

by Emory Clark

"Nat Case in the five seat? You must be kidding."

"No, that was the day before — the Yale women didn't enter in time for the Head."

"Looked like the day *after* to me the way Carrie Graves was going by him at the Harvard Boat House."

"The Munich Olympic Eight was feeling its age, at least the guys said it hurt for the first time."

"They were showing their age, too, at the Cambridge Boat Club bridge — they were twelfth, four behind their finish last year — and it might have been sixteen if Attorney Hoffman hadn't negotiated several more timid souls out of his way by loudly reciting Hoffman's law of the Charles River: 'It's all mine'."

"I don't care how they looked, I'm envious. I hope they row till they're ninety. God bless them."

"The best looking crews I saw all day were the Vesper and Wisconsin Women's Eights. Is it possible they row better?"

"I don't know, but it looked to me like they could give lessons in oarsmanship to 90% of the crews out there."

"Who would you rather lose to, women or lightweights?"

"Now don't be bloody stupid. That's a ridiculous question. Women can't actually beat men."

"Boy, it looks like the Harvard Boat House is the center of the World today; there must be a hundred schools rowing out of there."

"Yeah, they tell me the resident deity puts a towel over his head and hides behind the ergs all day. He only comes out to row in the elite singles."

"He did a pretty good job, too, coming in seventh again."

"That is good but I wonder what it says about American sculling."

"Never mind the sculling. Did you notice Harvard won four and entered 13 events?"

"The girl who won the single came in second in the Women's Elite Four less than an hour before her sculling race

— with both races into a wicked head wind."

"She's got to be tough. I promised I wouldn't write too much about her but she's one hell of an athlete. I hope she goes to New Zealand."

"Isn't a little early to start thinking about New Zealand?"

"Not if you want to get there."

"I saw Bill Middendorf on the bank trying to learn how to scull by watching styles."

"You probably could learn if you knew which of the 280 scullers in the Head was doing it right."

"Did you get a chance to watch those oarswomen on the dock at the Weld Boat House? Doesn't matter whether they're from Yale, Radcliffe, B.U., or wherever, they all seem to love each other."

"I don't know whether the women love each other but they do practice the golden rule and exhibit an esprit de corps typical of minority groups which have known discrimination — which is not to say women are a minority, any fool knows otherwise — but oarswomen have at least not always enjoyed the God-given historical right to the river and all things there unto pertaining as have their male counterparts."

"Gee, whose side are you on? I didn't ask for a lecture."

"Wasn't that Lloyd Dahmen rowing again? He didn't look half bad. Those old Vards keep popping up."

"Yes, but wasn't that Tommy Charlton *still* rowing — I thought I saw him at six in the Potomac Elite Eight. Didn't I read where he had taken to racing women in his old age?" (See box insert.)

"Did you wander down into the Coast Guard dock area? If you didn't know Harry Parker had that seat sewed up you'd have thought Bill Stowe was God."

"Yes, he is The Coach all right in a rabid Coast Guard outfit. If you happened to have rowed with him he'll introduce you as a member of *his* crew."

(Cont'd on next page)



Radcliffe, Mt. Holyoke, Dartmouth at the last turn.

photo: Wolbarst



Wichita State before Weeks Bridge.

photo: Thomas

Coast Guard (foreground), Princeton Elite Fours.

"Can't blame him. I wonder if they serve beer in Heaven?"
 "They will as long as he's officer in charge of the mess hall."

"Did you notice the Wisconsin Women's Eight was only two minutes 15 seconds slower than the winning Elite Eight from Harvard?"

"Yeah, they would have beaten Princeton, the Coast Guard and the New York A.C., too."

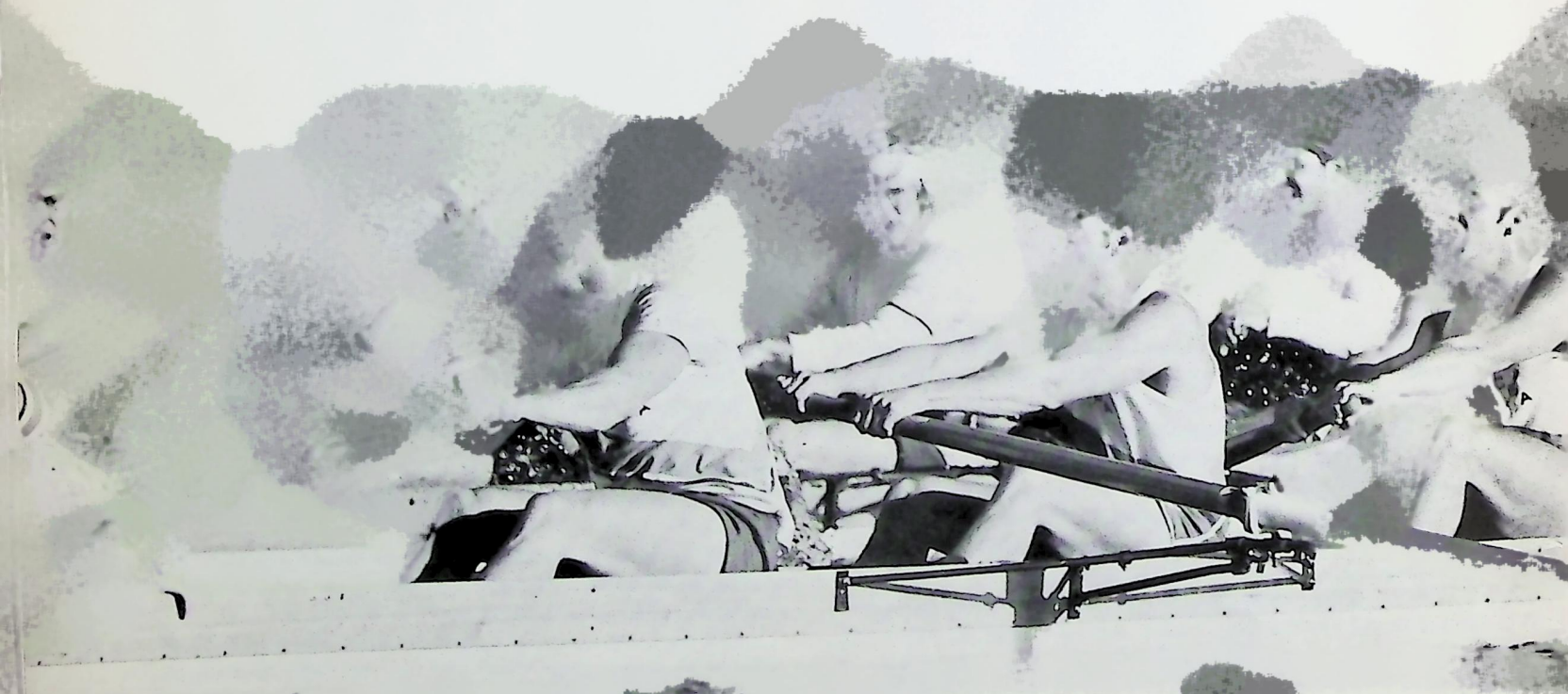
"Maybe the Wisconsin Women should enter the Dad Vail next year. I wonder what Stowe would say to that. Bet it wouldn't be printable."

"Boy, I'd like to be out there again. I'd give my left arm to be competing today, but I just live too far from the water."

"You don't need water. Buy an erg."

(The foregoing is written with apology to Wendy Higginson, official Head-of-the-Charles reporter, who confided she garnered a good deal of her material in the Cambridge Boat Club's ladies room where your normally ubiquitous reporter confesses he has yet to be invited.)

photo: Thomas



ERRATUM

By Emory Clark

Journalists are, as you know gentle readers, enamored of truth and not the least of these is your meticulous reporter. Thus, while I do not necessarily feel bound by mundane fact, and although it is always painful (Intolerable) to be wrong, it is nonetheless incumbent upon me to report an error. You will perhaps recall that last fall after attending the Head-of-the-Charles to find my hero, Tommy Charlton, racing, and apparently rather badly, against women, I wrote a kind of rowing obituary. While I do not claim an error of the magnitude of the Chicago Tribune in headlining Dewey's 1948 Presidential victory, it does appear that my words (or perhaps just seeing his name in print) have infused new life into Vintage Tom.

In fact, just a week after the '76 Head-of-the-Charles, Tommy won in the Coxed Four and Double at the Head of the Schuylkill. Then, in the spring of this year, to keep in trim, he *ran* in his first marathon. The Nationals this

summer found him at bow again in the Potomac Elite Eight which finished second, and in this year's Head-of-the-Charles he moved down to six in the Potomac Boat which was fourth of forty elite crews. Not bad when you consider Tommy's eldest son will enter college next fall and it has been more than two decades since he won the Olympic Gold. Not only is he not dead, he has finally moved off his bow perch into the engine room.

If I erred slightly in a part of my last Fall's column I am happy to report that our new heroine there discovered has more than justified our hopes and faith in her. Ann Warner's rowing exploits have already been adequately chronicled in these pages but I must warn her, now an Old Blue herself as she was graduated from Yale this past Spring, that the youthful Tom, a much older Old Blue, has visions of getting into a boat with her. When your tactful reporter suggested she might pull him around, he calmly replied he would only row in a double.

PAUL REVERE TROPHY POINT SCORE

COMPETING ORGANIZATIONS		POINT SCORE						
246.	Harvard University, MA	712.7	351.	Massachusetts, U. of, R.A., MA	86.7	159.	Crescent Boat Club, PA	27.8
513.	Pennsylvania, Univ. of, PA	626.3	495.	Ottawa Rowing Club, Canada	78.3	618.	Salisbury School R.A., CT	26.6
162.	Dartmouth Rowing Club, NH	573.3	681.	Syracuse University, NY	74.4	161.	Dalhousie Univ. R.C., Canada	26.5
534.	Potomac Boat Club, DC	501.6	652.	Smith College, MA	73.4	660.	Spuyten Duyvil R.C., NY	24.4
396.	M.I.T. Boat Club, MA	418.6	54.	Blood Street Sculls, CT	70.0	36.	Back Bay Viking R.A., NJ	24.3
117.	Cambridge Boat Club, MA	382.8	252.	Holy Cross College, MA	69.3	393.	Mission Bay Row. Assoc., CA	24.1
57.	Boston University, MA	366.5	600.	St. John's High School, MA	68.9	171.	Don Rowing Club, Canada	23.3
825.	Yale University, CT	364.0	726.	U.S. Merchant Mar. Acad., NY	68.9	219.	George Washington Univ., DC	23.3
201.	Florida Inst. of Tech., FL	338.7	468.	Notre Dame Rowing Club, IN	68.0	653.	South Niagara R.C., Canada	23.3
738.	Vesper Boat Club, PA	336.2	465.	Northfield Mt. Hermon, MA	66.3	342.	Marietta College R.A., OH	22.8
540.	Princeton Univ. R.A., NJ	333.5	240.	Hartford Barge Club, CT	64.0	714.	University Barge Club, PA	22.5
432.	New York Athletic Club, NY	297.7	420.	Nebraska, University of, NE	60.0	282.	Kansas State University, KS	22.4
729.	U.S. Naval Academy, MD	287.0	720.	Upper Canada Col., Canada	60.0	402.	Moses Brown School, RI	21.8
156.	Cornell University, NY	281.2	18.	Amherst College R.A., MA	59.1	357.	Mendota Rowing Club, WI	21.6
585.	Rutgers University, NJ	275.6	195.	Father Judge H.S. R.A., PA	58.3	678.	Syracuse Chargers Club, NY	21.1
711.	Union Boat Club, MA	274.7	12.	Alte Achter Rowing Club, NY	58.0	165.	Detroit Boat Club, MI	20.8
702.	Trinity College, CT	265.1	417.	Narragansett Boat Club, RI	57.7	699.	Timothy Dwight R.C., CT	20.5
723.	U.S. Coast Guard Acad., CT	250.3	684.	Tabor Academy R.A., MA	57.7	27.	Assumption College, MA	20.4
423.	New Hampshire, Univ. of, NH	239.6	60.	Boston Univ. Alumnae, MA	57.4	549.	Purdue Crew Club, IN	18.7
273.	Ithaca College, NY	234.4	63.	Boucherville R.C., Canada	57.1	747.	Viking Boat Club, NJ	17.9
792.	Williams College B.C., MA	191.3	786.	West Side Rowing Club, NY	56.1	450.	Noble & Greenough Sch., MA	17.8
810.	Wisconsin, University of, WI	182.3	606.	St. Joseph's College, PA	54.0	33.	Bachelors Barge Club, PA	17.4
774.	Wesleyan Univ. Crew Club, CT	180.1	183.	Ecorse Boat Club, MI	53.8	591.	Skidmore Rowing Club, NY	17.3
573.	Riverside Boat Club, MA	175.4	192.	Fairmount Rowing Assoc., PA	51.4	321.	Lincoln Park Boat Club, IL	16.2
597.	St. Catharines R.C., Canada	174.2	90.	Buckingham, B. & N., MA	51.2	630.	Santa Clara Univ. R.A., CA	16.1
564.	Rhode Island, U. of, R.A., RI	168.3	510.	Penn A.C. Rowing Assoc., PA	47.6	576.	Rochester Rowing Club, NY	16.0
459.	Northeastern University, MA	157.4	243.	Harvard B-School B.C., MA	46.4	354.	Mather Rowing Club, MA	15.5
708.	Undine Barge Club, PA	146.2	291.	Kent School Boat Club, CT	46.2	9.	Alden Ocean Shell Assoc., NH	14.7
198.	Florida Athletic Club, FL	135.7	309.	Lake Washington R.C., WA	45.0	42.	Belmont Hill School, MA	14.4
87.	Brown University, RI	133.7	132.	Choate School, CT	44.9	705.	Trinity College, DC	14.3
816.	Worcester Polytech. R.A., MA	130.4	267.	Independence Row. Club, NJ	44.3	750.	Villanova University, PA	13.8
555.	Radcliffe College, MA	126.6	522.	Philadelphia Girls R.C., PA	38.0	756.	Washington College, MD	13.4
753.	Virginia, Univ. of, R.A., VA	122.5	717.	Upper Merion High Sch., PA	37.5	141.	Colgate Rowing Club, NY	12.3
147.	Columbia University, NY	119.1	785.	West Park S.S., Canada	37.3	135.	Citadel Crew, SC	10.9
525.	Phillips Academy, MA	114.8	324.	London Rowing Club, Canada	37.2	207.	Fordham Rowing Assoc., NY	8.9
675.	Syracuse Alumni R.A., NY	111.7	687.	Tampa, University of, FL	36.4	819.	Worcester State College, MA	8.9
411.	Mount Holyoke College, MA	103.5	21.	Aquaduct Rowing Club, NY	35.8	438.	N.Y. State-Maritime Col., NY	7.7
789.	Wichita Rowing Assoc., KS	103.0	588.	Sagamore Rowing Assoc., NY	33.0	255.	Holy Spirit High School, NJ	6.8
315.	Laval Rowing Club, Canada	101.4	408.	Motley Rowing Club, CA	30.3	129.	Chicago, University of, IL	6.4
528.	Phillips Exeter Academy, NH	93.3	249.	Hillsborough Row. Club, FL	29.9	339.	Manhattan College, NY	6.2
390.	Minnesota, University of, MN	91.1	237.	Hanlan Rowing Club, Canada	29.7	297.	Kirkland House, MA	5.6
771.	Wellesley College, MA	90.8	327.	Long Beach Rowing Assoc., CA	29.1	516.	Pequot Yacht Club, CT	5.5
222.	Georgetown Univ. R.A., DC	90.3	294.	Kingston R.C., Canada	28.7	648.	Shimmo Rowing Club, NY	3.1
336.	Malta Boat Club, PA	89.2	453.	Nonesuch Oarpaddle Club, ME	28.4	369.	Michigan State Univ., MI	2.3
			30.	Atlanta Rowing Club, GA	28.1	384.	Minneapolis Rowing Club, MN	1.5

Head-of-the-Charles Results — 1977

Penalties Included in these results are:

- * Buoy violation (one asterisk each violation) — 10 seconds per buoy
- † Late at start — 60 second penalty
- ‡ No bow marker at start — 60 second penalty
- § Wrong arch at Anderson Bridge — 60 second penalty

N.B. There were 40 entrants in each event. Those not shown in these results were disqualified.

EVENT 1 VETERANS' SINGLES (Veterans order of finish based on handicap of 8 seconds for each year over 40 years old.)

Mowatt Trophy (30 points)
Course Record: 20:00.8 (John Welchill, 1971)
Average fastest time: 21:35.8

PL	ACE	BOW	TIME
1.	Cambridge Boat Club, MA	2	22:16.3
2.	E. Lynch (Age: 53)		
3.	Riverside Boat Club, MA	3	24:19.3
4.	R. Cutler (Age: 54)		
5.	M.I.T. Boat Club, MA	4	22:53.3
6.	H. Rogers (Age: 51)		
7.	Cambridge Boat Club, MA	34	22:40.0
8.	S. Paradise (Age: 49)		
9.	Union Boat Club, MA	36	21:53.1
10.	L. Coolidge (Age: 42)		
11.	Cambridge Boat Club, MA	39	21:53.1
12.	R. Abromelt (Age: 41) (Fastest veteran)		
13.	Cambridge Boat Club, MA	1	*25:06.0
14.	J. Ulrich (Age: 65)		
15.	Buckingham, B. & N., MA	5	23:49.1
16.	R. Emmet Jr. (Age: 53)		
17.	Potomac Boat Club, DC	29	23:57.3
18.	M. Lax (Age: 54)		
19.	New York Athletic Club, NY	37	22:39.6
20.	J. Lynch (Age: 44)		
21.	New York Athletic Club, NY	38	22:53.6
22.	E. Lovelace (Age: 45)		
23.	Cambridge Boat Club, MA	8	22:36.9
24.	W. Reimann (Age: 42)		
25.	Hillsborough Row. Club, FL	40	22:38.6
26.	G. Baines (Age: 41)		
27.	Cambridge Boat Club, MA	16	*24:01.0
28.	T. Sherwood (Age: 49)		
29.	Hillsborough Row. Club, FL	7	22:58.6
30.	M. Vega (Age: 41)		
31.	Princeton Univ. R.A., NJ	35	23:59.5
32.	S. Pell (Age: 46)		
33.	Princeton Univ. R.A., NJ	12	25:47.8
34.	H. Zink (Age: 59)		
35.	Trinity College, CT	10	24:59.6
36.	N. Graf (Age: 52)		
37.	Cambridge Boat Club, MA	6	25:00.3
38.	S. Proctor (Age: 52)		
39.	Choate School, CT	17	25:21.7
40.	B. Sylvester Jr. (Age: 53)		
41.	Aqueduct Rowing Club, NY	15	25:48.7
42.	J. Bigelow (Age: 55)		
43.	Union Boat Club, MA	11	24:36.8
44.	L. Martin (Age: 46)		
45.	Cambridge Boat Club, MA	13	28:18.7
46.	L. Wade (Age: 73)		
47.	New York Athletic Club, NY	21	27:47.7
48.	M. Prasse (Age: 68)		
49.	New York Athletic Club, NY	9	28:09.8
50.	W. Sanford (Age: 70)		
51.	Union Boat Club, MA	22	24:58.1
52.	T. Hickey (Age: 45)		
53.	Nonesuch Oarpeople Club, ME	32	26:14.4
54.	P. Sprague Sr. (Age: 62)		
55.	Syracuse Chargers Club, NY	31	26:30.8
56.	G. Ninos (Age: 54)		
57.	Boston University, MA	24	27:15.1
58.	P. McCall (Age: 55)		
59.	Union Boat Club, MA	14	30:13.6
60.	T. Crosby (Age: 77)		
61.	Sagamore Rowing Assoc., NY	19	26:53.6
62.	A. Borghard (Age: 49)		
63.	Pequot Yacht Club, CT	33	27:10.1
64.	G. Wiswall Jr. (Age: 51)		
65.	New York Athletic Club, NY	30	*27:44.6
66.	J. McKeown (Age: 54)		
67.	Hartford Barge Club, CT	27	28:58.1
68.	J. Hallett (Age: 62)		
69.	Shimmo Rowing Club, NY	20	27:31.6
70.	P. Heller (Age: 51)		
71.	Union Boat Club, MA	23	31:42.9
72.	H. Keyes (Age: 73)		
73.	Princeton Univ. R.A., NJ	26	30:59.8
74.	G. Costa (Age: 65)		
75.	Salisbury Boat Club, CT	28	32:48.9
76.	Z. Block (Age: 61)		

EVENT 2 WOMEN'S FOURS WITH COXSWAIN

White Stag Trophy (45 points)
Course Record: 19:49.1 (Radcliffe College, 1976)
Average fastest time: 20:20.1

1.	Lake Washington R.C., WA	35	20:16.3
2.	New Hampshire, Univ. of, NH	2	20:27.2
3.	Pennsylvania, Univ. of, PA	5	20:47.1
4.	St. Catharines R.C., CA	4	20:47.9
5.	Florida Inst. of Tech., FL	28	20:55.8
6.	Williams College B.C., MA	13	21:00.1
7.	Minnesota, Univ. of, MN	6	21:09.6
8.	Dartmouth Rowing Club, NH	3	21:16.1
9.	Florida Athletic Club, FL	32	21:20.5
10.	Radcliffe College, MA	1	21:50.7
11.	Wellesley College, MA	7	22:00.3
12.	Phillips Academy, MA	9	22:07.3
13.	Vesper Boat Club, PA	27	22:10.5
14.	Mount Holyoke College, MA	33	22:20.1
15.	Boston University, MA	10	22:22.9
16.	Wichita Rowing Assoc., KS	11	22:24.0
17.	Dalhousie Univ. R.C., Canada	39	22:26.4
18.	Georgetown Univ. R.A., DC	38	22:30.3
19.	Ithaca College, NY	17	22:35.5
20.	Philadelphia G.C., PA	15	22:39.4
21.	Boucherville R.C., Canada	34	22:40.4
22.	Rutgers University, NJ	20	22:41.1
23.	Phillips Exeter Academy, NH	20	22:48.5
24.	Syracuse University, NY	24	22:49.0
25.	Skidmore Rowing Club, NY	29	22:50.5
26.	M.I.T. Boat Club, MA	8	22:59.6
27.	Choate School, CT	23	23:20.3
28.	Cornell University, NY	12	23:33.6

29.	Virginia, Univ. of, R.A., VA	36	23:51.3
30.	Connecticut Col. R.A., CT	19	23:55.6
31.	Smith College, MA	22	24:04.8
32.	Brown University, RI	37	24:09.2
33.	Wesleyan Univ. Crew Club, CT	30	24:18.3
34.	Rhode Island, U. of, R.A., RI	14	24:19.1
35.	Trinity College, CT	21	24:35.9
36.	Harvard B-School B.C., MA	26	24:41.0
37.	Upper Merion High Sch., PA	25	25:17.3
38.	Michigan State Univ., MI	31	27:27.6

EVENT 3 DOUBLE SCULLS

Cromwell Trophy (40 points)
Course Record: 17:04.3 (NYAC, 1972)
Average fastest time: 17:25.7

1.	Harvard University, MA	2	17:41.0
2.	New York Athletic Club, NY	3	17:43.8
3.	Potomac Boat Club, DC	4	18:14.4
4.	Cambridge Boat Club, MA	5	19:06.3
5.	Vesper Boat Club, PA	20	19:15.7
6.	Ottawa Rowing Club, Canada	29	19:16.0
7.	Boston University, MA	10	19:17.1
8.	Undine Barge Club, PA	24	19:18.3
9.	Rutgers University, NJ	7	19:19.1
10.	Cambridge Boat Club, MA	8	19:25.0
11.	Undine Barge Club, PA	23	19:38.1
12.	Riverside Boat Club, MA	1	19:42.6
13.	New York Athletic Club, NY	25	19:50.9
14.	Ecotone Boat Club, MI	6	20:03.6
15.	Spytlen Duvvill R.C., NY	9	20:09.9
16.	St. Catharines R.C., Canada	22	20:18.5
17.	Malta Boat Club, PA	28	20:19.9
18.	Potomac Boat Club, DC	31	20:34.9
19.	Harvard University, MA	17	20:51.5
20.	Union Boat Club, MA	32	21:09.0
21.	Union Boat Club, MA	27	21:16.0
22.	Yale University, CT	26	21:19.3
23.	New Hampshire, Univ. of, NH	18	21:36.2
24.	Belmont Hill School, MA	39	21:39.2
25.	Wesleyan Univ. Crew Club, CT	36	21:42.3
26.	Penn. A.C. Rowing Assoc., PA	15	21:54.0
27.	Trinity College, CT	30	22:04.3
28.	Riverside Boat Club, MA	12	22:45.8
29.	Dartmouth Rowing Club, NH	13	23:48.9
30.	N.Y. State-Maritime Coll., NY	40	24:02.6
31.	M.I.T. Boat Club, MA	16	24:43.1
32.	Blood Street Sculls, CT	35	25:55.8
33.	Ottawa Rowing Club, Canada	11	26:03.7
34.	Sagamore Rowing Assoc., NY	14	26:53.1
35.	M.I.T. Boat Club, MA	38	29:42.4

EVENT 4 LIGHTWEIGHT EIGHTS

Boston Herald American Trophy (70 points)
Course Record: 15:32.7 (Potomac Boat Club, 1972)
Average fastest time: 16:34.1

1.	Princeton Univ. R.A., NJ	6	16:49.1
2.	Pennsylvania, Univ. of, PA	2	17:02.1
3.	Trinity College, CT	17	17:12.0
4.	Florida Inst. of Tech., FL	29	17:15.4
5.	Cornell University, NY	1	17:18.3
6.	U.S. Naval Academy, MD	37	17:16.7
7.	Potomac Boat Club, DC	7	17:17.8
8.	Harvard University, MA	3	17:20.9
9.	Dartmouth Rowing Club, NH	6	17:21.3
10.	U.S. Coast Guard Acad., CT	5	17:22.1
11.	Ithaca College, NY	13	17:25.3
12.	Florida Athletic Club, FL	30	17:26.8
13.	Pennsylvania, Univ. of, PA	19	17:30.1
14.	Rhode Island, U. of, R.A., RI	10	17:34.1
15.	New Hampshire, Univ. of, NH	26	17:41.6
16.	Nebraska, University of, NE	36	17:45.1
17.	U.S. Coast Guard Acad., CT	14	17:47.3
18.	Rutgers University, NJ	22	17:48.5
19.	M.I.T. Boat Club, MA	9	17:48.6
20.	Virginia, Univ. of, R.A., VA	35	17:54.4
21.	Cornell University, NY	20	17:57.6
22.	Vesper Boat Club, PA	33	17:58.6
23.	Harvard University, MA	11	18:03.5
24.	Columbia University, NY	18	18:07.5
25.	Georgetown Univ. R.A., DC	31	18:12.3
26.	Rutgers University, NJ	16	18:15.9
27.	Virginia, Univ. of, R.A., VA	38	18:19.7
28.	Yale University, CT	4	18:26.3
29.	U.S. Merchant Mar. Acad., NY	34	18:28.5
30.	Holy Cross College, MA	23	18:48.9
31.	Yale University, CT	12	18:52.8
32.	M.I.T. Boat Club, MA	24	18:53.3
33.	Ithaca College, NY	25	19:05.8
34.	Wesleyan Univ. Crew Club, CT	20	19:05.8
35.	Fordham Rowing Assoc., NY	21	19:45.7
36.	Massachusetts, U. of, R.A., MA	40	19:54.8
37.	Colgate Rowing Club, NY	39	20:08.3
38.	Mount Holyoke College, MA	28	22:09.8
39.	Worcester Polytech. R.A., MA	27	24:21.3

EVENT 5 ELITE FOURS WITH COXSWAIN

Schaefer Trophy (50 points)
Course Record: 16:28.3 (Union Boat Club, 1971)
Average fastest time: 17:38.2

1.	Pennsylvania, Univ. of, PA	3	17:47.1
2.	Syracuse University, NY	29	18:00.7
3.	Pennsylvania, Univ. of, PA	22	18:01.9
4.	Harvard University, MA	4	18:02.9
5.	Potomac Boat Club, DC	20	18:03.6
6.	Princeton Univ. R.A., NJ	16	18:04.7
7.	Union Boat Club, MA	27	18:08.1
8.	Dartmouth Rowing Club, NH	11	18:12.2
9.	U.S. Naval Academy, MD	23	18:16.9
10.	Harvard University, MA	18	18:26.6
11.	Yale University, CT	7	18:39.1
12.	Boston University, MA	5	18:39.2
13.	Pennsylvania, Univ. of, PA	33	18:43.8
14.	Yale University, CT	6	18:52.8
15.	Harvard University, MA	6	18:55.2
16.	Rutgers University, NJ	30	18:55.8
17.	Princeton Univ. R.A., NJ	24	18:55.8
18.	Dartmouth Rowing Club, NH	10	19:00.5
19.	Northeastern University, MA	13	19:01.1
20.	M.I.T. Boat Club, MA	2	19:05.1
21.	M.I.T. Boat Club, MA	25	19:07.7
22.	U.S. Naval Academy, MD	32	19:16.9
23.	Wesleyan Univ. Crew Club, CT	35	19:47.6
24.	U.S. Coast Guard Acad., CT	9	19:53.4

EVENT 6 NOVICE SINGLES

(20 points)
Course Record: 19:49.4 (Dan Jones, 1970)
Average fastest time: 21:17.7

1.	Harvard University, MA	10	22:00.1
2.	E. Tarlow		
3.	Cambridge Boat Club, MA	25	22:19.8
4.	H. Taylor		
5.	Malta Boat Club, PA	16	22:51.8
6.	J. Augenblick		
7.	Williams College B.C., MA	12	23:03.6
8.	K. Leghorn		
9.	M.I.T. Boat Club, MA	23	23:20.5
10.	M. Paluszak		
11.	Sagamore Rowing Assoc., NY	14	23:26.6
12.	D. Fishkin		
13.	Cambridge Boat Club, MA	20	23:39.5
14.	P. Mooney		
15.	Undine Barge Club, PA	33	23:41.3
16.	W. Lepard		
17.	Florida Inst. of Tech., FL	24	23:43.6
18.	G. Bunting		
19.	Alden Ocean Shell Assoc., NH	3	23:51.0
20.	Undine Barge Club, PA	40	24:04.3
21.	P. Glasman		
22.	Malta Boat Club, PA	18	24:21.7
23.	D. Eck		
24.	Dartmouth Rowing Club, NH	5	24:24.2
25.	D. Rumi		
26.	M.I.T. Boat Club, MA	22	24:29.0
27.	J. Herland		
28.	Dartmouth Rowing Club, NH	6	24:32.3
29.	R. Hoeg		
30.	Harvard University, MA	19	24:33.8
31.	M. Keefe		
32.	Purdue Crew Club, IN	35	24:50.3
33.	W. Nelson		
34.	Princeton Univ. R.A., NJ	28	25:03.9
35.	W. Swigart		
36.	U.S. Naval Academy, MD	32	25:09.6
37.	D. Moser		
38.	Boston University, MA	21	***25:30.3
39.	J. Shynk		
40.	Aqueduct Rowing Club, NY	4	25:30.7
41.	F. Ma		
42.	Hartford Barge Club, CT	37	25:31.1
43.	R. Cedarbaum		
44.	Boston University, MA	31	*25:53.7
45.	M. Walton		
46.	Blood Street Sculls, CT	7	*25:59.7
47.	A. Laine		
48.	Holy Spirit High School, NJ	36	26:05.9
49.	H. Stasak		
50.	Choate School, CT	11	26:54.8
51.	P. Ford		
52.	Riverside Boat Club, MA	9	26:56.1
53.	R. Heyl		
54.	Williams College B.C., MA	39	27:11.8
55.	B. Norris		
56.	Dartmouth Rowing Club, NH	29	27:41.6
57.	P. McHabb		
58.	Dartmouth Rowing Club, NH	2	27:53.1
59.	P. Griggs		
60.	Sagamore Rowing Assoc., NY	15	28:11.8
61.	S. McKee		
62.	University Barge Club, PA	13	28:08.8
63.	K. Dreyfuss		
64.	Cambridge Boat Club, MA	38	**28:48.9
65.	A. Burke		
66.	Union Boat Club, MA	28	31:17.7
67.	R. Bruce		
68.	Minneapolis Rowing Club, MN	30	*31:20.3
69.	H. Maynard		
70.	Blood Street Sculls, CT	27	*32:15.8

EVENT 10 INTERMEDIATE SINGLES

Hawes Trophy (25 points)
Course Record: 19:08.3 (William Miller, 1971)
Average fastest time: 20:23.8

1. Vesper Boat Club, PA	28	21:24.4
P. Simone		
2. Blood Street Sculls, CT	31	21:26.8
J. Gordon		
3. Cambridge Boat Club, MA	11	21:28.8
H. Hodgson		
4. Cambridge Boat Club, MA	1	21:43.1
E. Smith Jr.		
5. Undine Barge Club, PA	3	21:47.8
A. Post		
6. Potomac Boat Club, DC	30	21:49.1
H. McEntee		
7. New York Athletic Club, NY	23	21:52.3
D. Barden		
8. Blood Street Sculls, CT	27	21:52.6
W. Randall		
9. Cambridge Boat Club, MA	6	22:13.7
A. Narva		
10. West Side Rowing Club, NY	4	22:15.1
E. D'Alba		
11. Cambridge Boat Club, MA	33	22:19.1
P. Berg		
12. Viking Boat Club, NJ	36	22:21.1
S. Vetter		
13. Harvard University, MA	12	22:27.8
W. Perkins		
14. Undine Barge Club, PA	35	22:30.3
C. Viola		
15. Rochester Rowing Club, NY	38	22:32.1
R. Yochum		
16. Northfield Mt. Hermon, MA	2	22:34.0
C. Hamilton		
17. Cambridge Boat Club, MA	22	22:34.3
F. Southwick		
18. Riverside Boat Club, MA	16	22:35.1
S. Bane		
19. Undine Barge Club, PA	40	22:35.3
C. Murray		
20. Cambridge Boat Club, MA	13	22:38.6
R. O'Connor		
21. Undine Barge Club, PA	37	22:39.3
J. Quaid		
22. Tabor Academy R.A., MA	5	22:39.8
G. Wakeman		
23. Citadel Crew, SC	19	22:44.8
D. Frick		
24. Kent School Boat Club, CT	34	22:45.1
F. Schoch		
25. Florida Inst. of Tech., FL	17	22:50.3
B. Shea		
26. Harvard University, MA	20	22:51.8
W. Hatch		
27. Aqueduct Rowing Club, NY	7	22:57.0
F. Halsey		
28. Potomac Boat Club, DC	14	23:05.7
A. Anderson		
29. Ottawa Rowing Club, Canada	29	23:09.3
A. Surrey		
30. Harvard University, MA	39	23:18.8
D. Boghosian		
31. Cambridge Boat Club, MA	26	23:19.3
W. Bowles		
32. Undine Barge Club, PA	8	23:22.8
W. Sprout		
33. New York Athletic Club, NY	10	23:30.3
V. Ventura		
34. Harvard University, MA	24	23:42.8
E. Lord		
35. Riverside Boat Club, MA	15	24:22.1
R. Blanchard		
36. Cambridge Boat Club, MA	18	24:36.8
M. Moynihan		
37. Cambridge Boat Club, MA	9	25:01.8
D. Healey		
38. Nonesuch Oarpeddies Club, ME	21	26:00.1
S. Sprague		
39. M.I.T. Boat Club, MA	32	29:38.8
R. Krause		

EVENT 11 PAIRS WITHOUT COXSWAIN

(40 points)
Course Record: 18:18.0 (Union Boat Club, 1971)
Average fastest time: 18:43.3

1. Potomac Boat Club, DC	1	19:23.3
2. Cornell University, NY	2	19:49.5
3. Pennsylvania Univ. of, PA	20	20:10.8
4. Union Boat Club, MA	36	20:11.8
5. Penn A.C. Rowing Assoc., PA	24	20:33.1
6. Laval Rowing Club, Canada	8	20:41.3
7. Harvard University, MA	5	20:45.4
8. Fairmount Rowing Assoc., PA	13	20:48.3
9. Northeastern Univ. R.A., MA	26	20:52.8
10. Hanlan Rowing Club, Canada	25	20:54.8
11. London Rowing Club, NH	6	20:55.6
12. Yale University, CT	22	21:10.0
13. Cambridge Boat Club, MA	17	21:10.2
14. Union Boat Club, MA	37	21:13.8
15. Pennsylvania Univ. of, PA	12	21:15.0
16. M.I.T. Boat Club, MA	14	21:18.1
17. Harvard University, MA	7	21:25.3
18. Northeastern University, MA	11	21:25.6
19. Vesper Boat Club, PA	29	21:27.3
20. Motley Rowing Club, CA	15	21:40.1
21. Boston University, MA	9	21:53.5
22. Trinity College, CT	31	22:00.6
23. Connecticut Col. R.A., CT	39	22:58.8
24. Minnesota University, of MN	16	23:20.7
25. Syracuse Chargers Club, NY	3	23:25.8
26. Dartmouth Rowing Club, NH	33	23:31.3
27. Marietta College R.A., OH	21	23:34.8
28. Kent School Boat Club, CT	35	23:42.3
29. Harvard B-School B.C., MA	27	23:53.6
30. Amherst College R.A., MA	19	24:09.2
31. Syracuse University, NY	4	24:18.0
32. U.S. Merchant Mar. Acad., NY	18	24:42.8
33. U.S. Coast Guard Acad., CT	40	25:12.8
34. Princeton Univ. R.A., NJ	32	30:41.0
35. Georgetown Univ. R.A., DC		

EVENT 12 LIGHTWEIGHT SINGLES

(30 points)
Course Record: 18:39.8 (Larry Klecasky, 1971)
Average fastest time: 19:24.6

1. New York Athletic Club, NY	1	20:01.7
L. Klecasky		
2. Harvard University, MA	4	21:02.6
J. Pickering		

3. Ecorse Boat Club, MI	5	21:04.6
R. Cady		
4. Independence Row. Club, NJ	6	21:08.4
R. Ruane		
5. Potomac Boat Club, DC	3	21:16.1
T. Adams		
6. M.I.T. Boat Club, MA	8	21:23.8
P. Billings* (Fastest Intermediate)		
7. Dartmouth Rowing Club, NH	7	21:25.8
M. Winer		
8. Cambridge Boat Club, MA	14	21:29.3
G. Hill*		
9. Riverside Boat Club, MA	15	21:40.3
R. Jamar*		
10. Florida Inst. of Tech., FL	9	21:41.6
B. Peale*		
11. Narragansett Boat Club, RI	17	21:41.6
P. Wilhelm*		
12. New York Athletic Club, NY	21	21:52.3
A. Lynch*		
13. Cambridge Boat Club, MA	23	21:55.4
M. McGrath		
14. Fairmount Rowing Assoc., PA	2	22:09.1
W. Belden		
15. Virginia Univ. of, R.A., VA	10	22:12.3
G. Hamilton		
16. Williams College B.C., MA	24	22:12.6
J. Pelner*		
17. Blood Street Sculls, CT	36	22:17.5
S. Gordon*		
18. Lincoln Park Boat Club, IL	12	22:19.0
A. Barberi*		
19. Vesper Boat Club, PA	31	22:20.1
J. Squadroni*		
20. Undine Barge Club, PA	39	22:38.4
D. Fellona*		
21. Undine Barge Club, PA	37	22:40.8
A. Mattson		
22. St. Catharines R.C., Canada	13	22:41.2
J. Dwyer*		
23. New York Athletic Club, NY	16	22:43.2
T. Kadioglu		
24. Malta Boat Club, PA	32	23:05.9
P. O'Connor*		
25. Blood Street Sculls, CT	28	23:10.3
K. Tierney*		
26. Riverside Boat Club, MA	27	23:12.3
J. Hanley*		
27. Ottawa Rowing Club, Canada	34	23:13.3
P. King*		
28. Dartmouth Rowing Club, NH	26	23:23.6
C. Hoffman*		
29. Riverside Boat Club, MA	35	23:25.6
J. Cutler*		
30. Cambridge Boat Club, MA	33	23:27.8
G. Burke III*		
31. New York Athletic Club, NY	11	23:30.7
M. Good*		
32. Sagamore Rowing Assoc., NY	20	23:41.8
R. Bradlee*		
33. Laval Rowing Club, Canada	22	23:47.3
M. Shinnick		
34. New York Athletic Club, NY	38	23:57.4
S. Michael*		
35. Cambridge Boat Club, MA	30	24:25.0
E. O'Connell*		
36. New York Athletic Club, NY	25	24:56.8
S. Hager*		
37. Ithaca College, NY	40	25:17.8
W. Romer		

EVENT 13 INTERMEDIATE EIGHTS

Boston Mayor's Trophy (55 points)
Course Record: 15:48.1 (U.S. Coast Guard, 1972)
Average fastest time: 16:37.2

1. U.S. Coast Guard Acad., CT	1	18:53.0
2. Florida Inst. of Tech., FL	9	18:56.2
3. Wichita Rowing Assoc., KS	4	17:08.3
4. Yale University, CT	2	17:15.3
5. New Hampshire Univ. of, NH	15	17:17.3
6. Boston University, MA	30	17:22.8
7. Dartmouth Rowing Club, NH	23	17:25.1
8. Princeton Univ. R.A., NJ	6	17:26.4
9. Syracuse Alumni R.A., NY	3	17:28.9
10. M.I.T. Boat Club, MA	13	17:30.5
11. Brown University, RI	12	17:35.2
12. Notre Dame Rowing Club, IN	17	17:36.2
13. Harvard University, MA	21	17:38.4
14. Hartford Barge Club, CT	33	17:39.8
15. U.S. Naval Academy, MD	29	17:40.8
16. Trinity College, CT	8	17:41.6
17. Pennsylvania Univ. of, PA	36	17:55.6
18. Cornell University, NY	18	18:10.2
19. Northeastern University, MA	20	18:16.7
20. Pennsylvania Univ. of, PA	11	18:20.1
21. Florida Inst. of Tech., FL	38	18:23.8
22. Harvard University, MA	31	18:25.2
23. Connecticut Col. R.A., CT	32	18:27.6
24. Holy Cross College, MA	16	18:30.9
25. Rutgers University, NJ	7	18:32.3
26. Wesleyan Univ. Crew Club, CT	5	18:33.9
27. Amherst College R.A., MA	24	18:35.6
28. Assumption College, MA	27	18:51.5
29. Rhode Island U. of, R.A., RI	22	19:06.8
30. Crescent Boat Club, PA	34	19:41.2
31. Ithaca College, NY	14	19:41.3
32. New Hampshire Univ. of, NH	38	19:41.4
33. St. John's High School, MA	37	19:52.1
34. Mather Rowing Club, MA	39	20:00.2
35. Colgate Rowing Club, NY	26	20:30.8
36. Kirkland House, MA	25	21:11.6
37. Worcester Polytech. R.A., MA	17	21:27.3
38. Cornell University, NY	40	21:30.9

EVENT 14 MASTERS' SINGLES

(30 points)

1. Malta Boat Club, PA	3	20:45.4
F. Duling		
2. Dartmouth Rowing Club, NH	1	21:03.3
H. Hamilton		
3. Harvard University, MA	2	21:08.3
J. Higginson		
4. Cambridge Boat Club, MA	5	21:10.3
B. Jones		
5. Salisbury School R.A., CT	9	21:13.3
R. Curtis		
6. New York Athletic Club, NY	11	21:19.6
F. Sulger		
7. Cambridge Boat Club, MA	4	21:19.7
W. Roesser		
8. Harvard University, MA	12	22:01.2
P. Gunderson		

9. Union Boat Club, MA	18	22:01.3
L. Dahmen		
10. Cambridge Boat Club, MA	13	22:17.7
K. Lynch		
11. Cambridge Boat Club, MA	21	22:24.8
D. Jones		
12. Detroit Boat Club, MI	6	22:30.8
J. Welchli		
13. Union Boat Club, MA	19	22:35.8
D. Crosby		
14. Laval Rowing Club, Canada	10	22:41.1
H. Wiggins		
15. Union Boat Club, MA	8	22:52.6
J. Keating		
16. Potomac Boat Club, DC	25	23:00.3
D. Challinor		
17. Riverside Boat Club, MA	14	23:01.1
W. Lee		
18. Tampa University of, FL	24	23:03.5
T. Feaster		
19. University Barge Club, PA	17	23:17.3
J. Pattison IV		
20. Cambridge Boat Club, MA	20	23:28.3
J. Born		
21. Riverside Boat Club, MA	15	23:38.0
R. Dosey		
22. Cambridge Boat Club, MA	23	23:43.1
V. Maslov		
23. Buckingham, B. & N., MA	28	24:00.3
L. Dowse		
24. Cambridge Boat Club, MA	31	24:12.3
H. McIntyre		
25. Riverside Boat Club, MA	36	24:59.8
R. Thompson		
26. Cambridge Boat Club, MA	27	25:05.3
J. Davidson		
27. Independence Row. Club, NJ	30	25:07.8
T. Kudzma		
28. Cambridge Boat Club, MA	35	25:38.1
R. Duncan		
29. Vesper Boat Club, PA	32	25:38.7
C. Colgan		
30. Undine Barge Club, PA	33	26:16.1
W. Kilhour		
31. University Barge Club, PA	37	26:41.2
R. Lee		
32. New York Athletic Club, NY	22	26:49.6
C. Lindner		
33. Cambridge Boat Club, MA	38	27:29.4
J. Langermann		
34. Cambridge Boat Club, MA	39	27:37.1
H. Jens		
35. Union Boat Club, MA	29	31:39.8
R. Williams		
36. Cambridge Boat Club, MA	40	33:16.5
O. Taylor		

EVENT 15 LIGHTWEIGHT FOURS WITH COXSWAIN

Colman Cup (45 points)
Course Record: 17:03.3 (Vesper Boat Club, 1971)
Average fastest time: 18:35.5

1. Florida Athletic Club, FL	4	18:14.8
2. New York Athletic Club, NY	5	18:16.9
3. Worcester Polytech. R.A., MA	6	18:36.3
4. Pennsylvania Univ. of, PA	16	18:42.1
5. Harvard University, MA	10	18:52.4
6. Potomac Boat Club, DC	22	18:54.1
7. Cambridge Boat Club, MA	23	18:55.0
8. U.S. Coast Guard Acad., CT	1	18:55.1
9. U.S. Naval Academy, MD	20	18:58.4
10. Princeton Univ. R.A., NJ	11	19:05.1
11. Massachusetts U. of, R.A., MA	7	19:17.6
12. Florida Inst. of Tech., FL	14	19:27.1
13. Rhode Island U. of, R.A., RI	35	19:28.0
14. Rutgers University, NJ	36	19:30.1
15. Dartmouth Rowing Club, NH	9	19:31.1
16. Vesper Boat Club, PA	26	19:31.8
17. Pennsylvania Univ. of, PA	21	19:38.5
18. West Side Rowing Club, NY	25	19:38.2
19. U.S. Coast Guard Acad., CT	27	19:40.8
20. Connecticut Col. R.A., CT	15	19:40.8
21. M.I.T. Boat Club, MA	17	19:41.0
22. Boucherville R.C., Canada	24	19:41.3
23. Dartmouth Rowing Club, NH	13	19:43.2
24. Yale University, CT	12	19:51.8
25. Georgetown Univ. R.A., DC	12	19:52.8
26. Ithaca College, NY	18	20:00.5
27. Rutgers University, NJ	29	20:06.6
28. Villanova University, PA	37	20:13.6
29. Harvard University, MA	3	20:28.1
30. Williams College B.C., MA	8	20:28.2
31. Columbia University, NY	33	20:45.8
32. Timothy Dwight R.C., CT	30	20:50.1
33. Trinity College, CT	28	21:14.5
34. Union Boat Club, MA	39	21:20.4
35. M.I.T. Boat Club, MA	31	23:52.8
36. Wellesley College, MA	32	24:00.1
37. Holy Cross College, MA	34	24:23.2
38. Moses Brown School, RI	19	24:59.7
39. Winsor School, MA	40	25:16.7

EVENT 16 WOMEN'S EIGHTS

(70 points)
Course Record: 17:28.5 (Vesper Boat Club, 1978)
Average fastest time: 17:59.1

1. Wisconsin University of, WI	2	18:06.2
2. Vesper Boat Club, PA	1	18:09.2
3. St. Catharines R.C., Canada	28	18:59.0
4. M.I.T. Boat Club, MA	36	18:11.8
5. Mount Holyoke College, MA	4	19:17.7
6. Radcliffe College, MA	4	19:40.7
7. Williams College B.C., MA	24	19:49.3
8. Boston Univ. Alumnae, MA	27	19:50.3
9. Trinity College, CT	16	19:50.3
10. Simsbury High School, CT	40	19:53.1
11. Potomac Boat Club, DC	29	19:54.3
12. Wesleyan Univ. Crew Club, CT	26	19:56.9
13. Dartmouth Rowing Club, NH	3	20:10.8
14. Boston University, MA	7	20:17.8
15. Smith College, MA	10	20:19.6
16. Pennsylvania Univ. of, PA	30	20:25.8
17. Wellesley College, MA	25	20:26.3
18. Minnesota University, of MN	8	20:26.5
19. Brown University, RI	12	20:28.9
20. Connecticut Col. R.A., CT	15	20:40.3
21. Upper Merion High Sch., PA	14	20:44.6
22. Cornell University, NY	21	20:48.1
23. Ithaca College, NY	9	20:53.5
24. Kingston R.C., Canada	31	20:56.7
25. Kent School Boat Club, CT	35	

THE OARSMAN INTERVIEW:

JIM DIETZ

Jim Dietz has dominated our rowing scene as a single sculler since 1970 when he first represented the U.S. at the elite level. Our sculler each year until he stroked our '77 double in Amsterdam, he is hardly thinking of retiring at twenty-eight, despite thirteen years' sculling experience and (he thinks) twenty-seven national championships. He is 6'6½", fluctuates between 192-230 lbs., but races at 196. He rows a 34 lb. Coffey Kevlar shell spread at 162 cm, rigged even with the pin, and uses 3-meter Stampfli sculls with 86cm inboard. He is training with "lots of aerobic low cadence stuff" for 1978, rowing out of New York Athletic Club.

THE BEGINNING

When I lived in the Bronx, my father built a small trophy shelf and said to me and my brother (a good half-miler in track), "All right, we're going to fill this up. We're going to have a contest between you two." One trophy led to another, and one bookcase led to a big cabinet, and it was like a trophy room, just loaded. But then we moved and for the past six years they've been sitting in fourteen boxes up in the attic of my parents' place. The only ones I keep out are my international, national and Canadian ones. They mean it all. I really do take pride in them.

HISTORY

I started [rowing] in '64 as a freshman at St. Helena's High School in the Bronx where I rowed half a year in sweeps before I started into sculls. I was picked up by NYAC and coached by Jack Sulger, continued through high school and as a senior won the '67 Schoolboys and the Youth World Championships in Ratzeburg, Germany. That same day I flew to Winnipeg, Canada to row [and win] the Pan American Games in the double with Jim Storm. I was the spare on the U.S. team to Vichy and then flew right from there to Boston, to college. Without going home. That was one of my busiest years.

So I rowed at Northeastern University under Ernie Ariett from '67 till '71. I didn't go to the IRA in '68 because of the Olympic Trials in Long Beach. I lost the single — I was third or fourth — and was third in the double with Tom McKibbin. So I missed that Olympics. I didn't make the team to Klagenfurt in

'69. The next year I trained with Larry Hough and Monk Terry, which was a really good experience; I made the team to Canada and came in seventh. '71 I was sixth, the only American in the finals in Copenhagen. '72 I was fifth. '73 was Moscow and I came in 12th. I got that intestinal thing, throwing up all the time, and I had a fit, a tetany-like state where you hyperventilate until you have no CO₂ in your body and all your muscles contract and you roll up into a ball. I was flipping around like a fish, then passed out on the floor. A Russian cleaning woman found me and dragged Paul Hoffman down because she couldn't speak English. After about four hours of [Dr. Larry] Kleclatsky having me breathe into a bag, I was totally incoherent and I heard Kleclatsky say "He'll row." So I rowed, but I rowed in full sweats 'cuz it was really bad. It was pretty discouraging finding yourself getting nipped at the line for tenth when you're used to being up with the top four or five. But the next year was one of my best, '74, when I got the silver. Hernik of East Germany won, like half a length. '75 was in England — I was ninth, down again. By that time it was really tough for me to get it together mentally.

In '76 I came in seventh. I reverted back to my 1970's days. I just couldn't put it together. But this year at Henley I felt I was in the best condition of my life. I'd never felt stronger. My race against Sean [Drea] in the Nationals was very pleasing — we fought all the way down [in] very fast times. After that a number of things happened. I just fell apart by the time the trials came along. I don't want to get into that because I don't want to put down Gregg [Stone], I mean [laughs], he handled me. But you can't go year after year and not expect to have problems. You're only human.

STRENGTHS AND WEAKNESSES

[My greatest strength is] my mental discipline. Next to that, it's gotta be my legs. If anything holds me back it's my style,



which I know has a lot of flaws. [But] when you get in a clutch situation it's hard to rely on your style when you know your strength is there. I'm writing a book: *Sculling the Hard Way, or, How to Develop The Largest Wrists In The World*.

COACHING

I learned to row naturally. I just got in the boat and I rowed with no formal coaching. In New York, I just had someone training me saying "Come on out, we're going to do some 500's." [At NYAC] you learn the fundamentals, you go out and row. There was nothing special then, you rowed with a straight rig and did your 500's. One of the reasons I went to Northeastern was I thought maybe I could get some real coaching from [Ernie] Arlett, which never developed. Me and Ernie never hit it off, I think because me and his son Bob were competing against each other all the time.

I really didn't get any coaching until I went to Philadelphia in '73 and '74 after graduating, but again that was more training than coaching. Dietrich [Rose] tried to change my style, but he didn't really have the insight; still, he got me going and stronger than I was before. The only really valuable assistance I got was in '75 when I was living at the [Ratzburg] Ruderakademie with the [National] eight and four. Allen Rosenberg really gave me some insight into my style — I think he was a really talented man when he was on the water. He related it to me so I could understand what fluidity of motion I was lacking, and where.

But basically I've been my own coach.

THE SCULLER'S LIFE

I enjoy being the top sculler in the United States. If you ask people, "Who's the best single sculler in the country," they're going to tell you who he is. You're really in the papers a lot more than the other guys, by name. And I plan to be the top sculler in the United States again. Without question. It's just something that I have to have. I think if I do win the title again this year I might consider rowing a double internationally, just so long as I've asserted myself and end up being in that particular spot. It's tough to be #2, especially when you've been #1 for so long. It's just a personal preference to want the single, and more than that, to want to be the best in the country. I enjoy racing [the double] with Klecatsky because I have a tremendous amount of respect for him, but it's different. Last year rowing in the Worlds in my double, I felt out of place. It's

difficult for me to depend on other people. I think it's something that's evolved since I was younger. I was always *in* the single. It was necessary to convince myself that I had to be proficient in everything I do, *alone*. I train alone, race alone.

When you go out and win the race, you're very pleased with yourself. You lose the race, you're displeased with yourself. There's no compromising there. The same thing with training: if the boat goes well, you made it go well; if it doesn't, there's no way you can say, "Well, you know, so-and-so's having an off day."

You're master of your own equipment and everything has to be right, and you have to make it right. You don't even rely on the next guy for tools, but have to have everything yourself. You become very calculating. It's a feeling you have to have independence.

It's [been] hard to find people, especially within this country — and I'm really glad to see now that it's changing — but there were no other scullers for me to train against. I had to look for pairs. Now there's a better field, which will make it easier.

The critics are all over you. People constantly come up to me saying "Well if you train this way, you'll go that much faster, if you can correct this," things almost impossible for me to correct. You're expected to win year after year, and people are looking for you to lose. I feel that too. I find that I'm affected by people quite a bit. If the people are with me I'm going to be there; I can be as strong as the people are around me. Things like that can make or break you because when you're in a single, you just have to doubt yourself for one minute, and your race is lost. You just have to be keyed the whole time. It's tough.

Just year after year being in the single is like being on a team by yourself. You walk into Bill Miller's place and he has a picture on the wall of every team he's been on every year, and it varies. Well, I'm not about to put a picture of *me* every year in the single sculls on my wall. It's always been tough for me. I like to be with other people.

In '74 I was on a high because I'd been training with the Vesper [Boat Club] people and they were all family. We got over to Lucerne and all the people were with me; Jaugstetter and his camp four turned out to be some of my best friends. You could tell that they really wanted me to do well. That's one reason I've rowed so long and will continue to row. I just really admire the people in the sport. Of all groups of [athletic] people in the

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country I'd want to be associated with, it's the rowing people because they're such a family, they have such a common bond. I think you see it more in New York and say, Philadelphia, where you have a group of people training together out of a club.

JACK SULGER and DON SPERO

Jack has made my life. I really feel close to Jack and the Athletic Club. I don't think I could ever row for another club. Even when I was in Philadelphia I maintained my New York affiliation, and they respected that. Because we lived close by, Jack would pick me up every morning and drive me to practice. In those days I was training with Don Spero, and a high school kid's *gotta* get fast when he's training against the best guy in the world. It was really strange 'cuz Jack always wanted to see Don beat. When we'd go to practice in the morning I'd be half asleep in the car and he'd go "Listen, we're going to do six 500's today. I want you to take him on the first one" . . . cuz I always had the speed and could take him on the first one, and then he'd say "I want you to lay down on the next two and try to take him on the fifth and sixth." Just to burn him for the day. Jack was really hysterical like that, because Don would get so upset whenever he was beat.

But Don taught me something, too. All my life I've been the kind of guy to just go out as hard as I can and hold on. One day we got down to the last 1000 of the day and he had me by about two lengths going into the last 500; I was completely exhausted and I just stopped . . . and I just sat there. He crossed the line and he just started yelling at me. He was completely exhausted too, but he just started yelling: "Never stop until you cross the line, no matter whether you have to paddle or

crawl or whatever. You always keep going till you finish in this sport; you never stop."

It just meant so much to me because if this guy was going to take the time out to tell me that, when he was so exhausted, it had to be taken for worth, it had to be meant. I was 17, I guess. He's an amazing guy.

THE NYAC

The club has been so good to me, probably better than [to] any of the other sports in the club because they made me from the beginning. As far as boats, there's a standing rule that you can race off anybody for their equipment. Anybody in that club can race me for my boat tomorrow. It keeps you sharp. So they give me the boats, they send me to Europe every year. How many clubs would keep sending a guy to Henley year after year when he just comes in second? That's helped me a lot, the exposure to racing in Europe; that's had to have helped me. It gave me confidence.

A lot of people don't think the Nationals are much, but in my club the Nationals are everything, and I know so many people who have never won one, who just struggle to get one. Guys in my club would give anything to win just one Nationals. Hart Perry wants to knock the point trophy out of the Nationals because he doesn't think it's a valid thing any more, and for our club it's the whole thing.

What we have is an apprentice system where the younger guys come in and the older guys take so many of them a year and teach them. As we learn more, we teach them more. It gets to be a very tight community. There are maybe eight to a dozen [younger kids I've taught] who've stuck it out. There's a kid I've got now . . . if there's going to be one kid that I'd like to have fill my shoes, he'd be it. He's a Senior. He just reminds me [laughs] of a tough-ass Bronx kid I used to know. I guess he'll be going into college next year. He's only about 17 and 6'4", tall and lanky, up and out every morning at 5:30, ugly . . .

THE NAAO

I think to some extent I've been wasted in that I might have had a higher potential in past years had I had some support from the NAAO. When other people were being tested and they were looking at people from camps, the years when I was the only guy making the finals I should have been studied by people like [Dr. Fritz] Hagerman to find out what my capabilities were. The NAAO wasn't very strong back then, but it's getting stronger now.

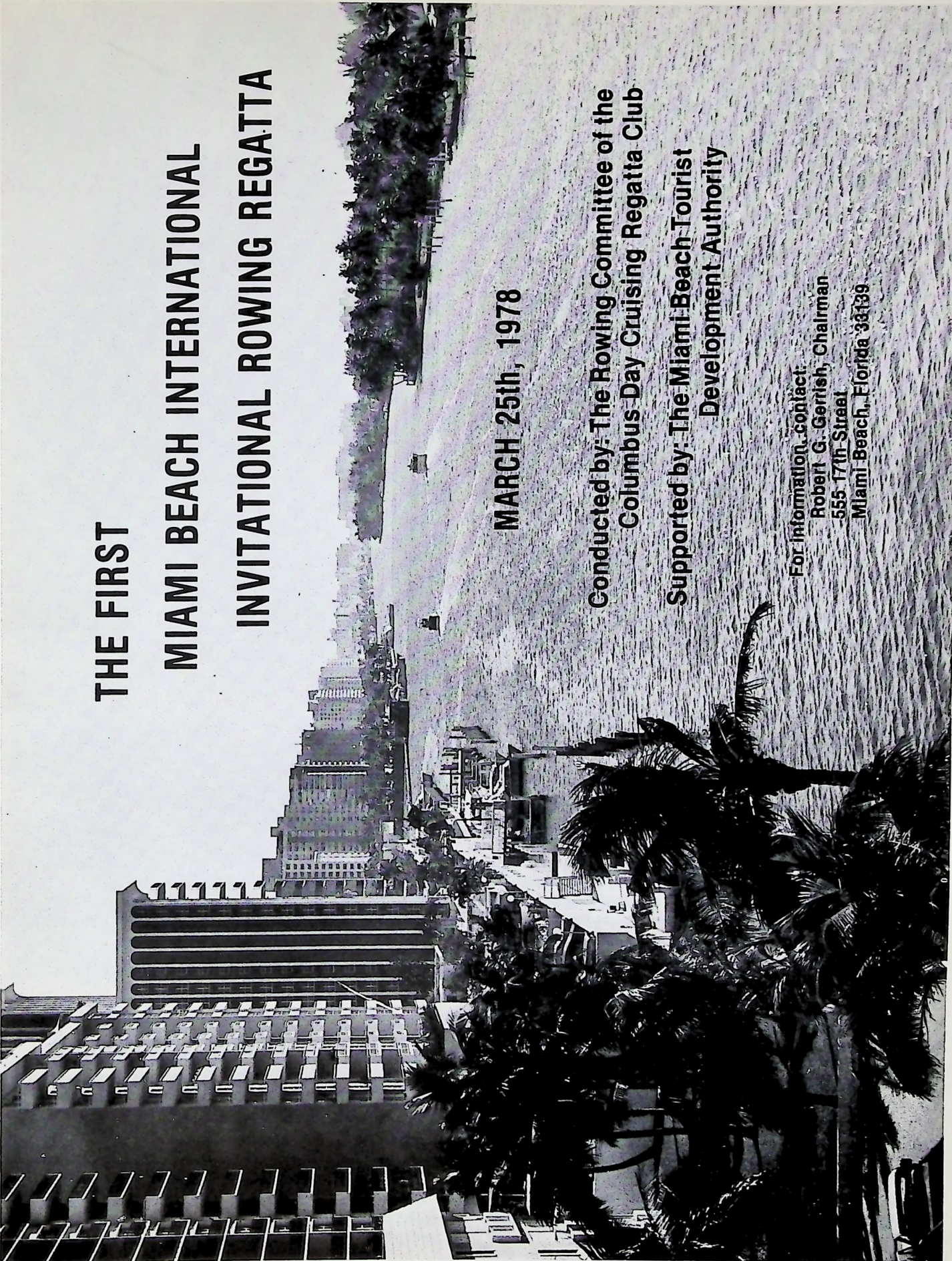
Sometimes I feel that it would be better for this country to have some kind of legislation as in East Germany where they would have told me, "Listen, we want to row you in the double this year, or in the quad and then we're going to bring you up on the single in such-and-such a year." I don't think I could have done [such a program like that on my own]; it's strictly an ego thing. I think that would have relieved the burden [of training alone for the single] a bit, but it takes away your freedom. I don't think I'd want to sacrifice that.

RACING THE SINGLE

I've said to myself time and time again, it's not important for me to win the medal, it's important for me to take part and to try to do as best I can. Then again you want to win the Worlds, you want to take the Olympics. But the biggest thing I could possibly win would be the Diamond Sculls [at Henley]. It probably is a lot more grueling than the Olympics. I tend to be quite the traditionalist, very much impressed by Henley. I lost there to Zwenfer of Switzerland my first year when my rigger

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broke; I lost to Timoshinin, Drea, Alberto Demiddi the world champion, and Tim Crooks. I made the finals all but once, I think. That to me is the biggest heartbreak.

I think in '75-'77 we've seen the toughest line of scullers — going back eight years and further to when Spero was rowing — I don't think there have ever been fields as strong as the fields we're rowing against now. Usually there were two, maybe three guys who were up there. Now you're getting six people capable of taking it any time. The singles is different: East Germany doesn't control the singles. They won it this year, but a Finn could pop up, or a Kolbe or Sean [Drea] — any number of the boys can take it — Tim Crooks — they're all moving well.

I consider '71 one of my classic racing years. I finished second in the Diamonds to the world champion [Demiddi], and I was pleased. He went back to Argentina and to Cali to race Bill Tytus, and I went to Lucerne and raced the greatest race of my life when I went 7:02. It's always been said that it's my place and it always has been. I just win there. I feel good and the water suits me.

I've spent the rest of my days trying to duplicate that, what I did that day, that I was in such control that I could win so easily and not even be straining at the end. You just wonder what you did then. It's really strange, you can sit for hours and think about it. That's probably faster than anybody's gone in flat water with no wind. The only person who was close to that is Spero with his 7:05 in Bled, Yugoslavia [in '66].

I sat down with Demiddi in Brazil last year and got drunk out of my mind. He goes back to when I started, in '70. He's retired, coaching, but we sat down and talked about our races, the final of the Diamonds and about '71 in Copenhagen when I had beaten him in the heats in the good water and he just figured I was going to win the whole thing. And the next morning he said he woke up — and I can remember the Hotel Egmont as clear as day because we were both on the same side of the hotel, and we looked out the window, and we just saw the trees blowing, and I said "[expletive deleted]" and he said "This won't be a good day for Dietz." That's exactly what he told me, and that's the way it went.

SCULLERS' FRATERNITY

Timoshinin of Russia, Korshikhov, Tim Crooks, these guys are my friends. Bombelli of Italy, Wilkins of New Zealand. These guys were the best. One thing about the Worlds or the Olympics: when you show up and you're the single sculler . . . you're the best . . . and they're the best. And it's an honor just to be there and to be racing with them; and they feel the same way. The camaraderie there is greater than at any other level of the sport because you know the dues each guy had to pay to get there. Like Schmidt of East Germany: you'll never find a nicer guy than him. He's a gentleman. All these guys . . . we exchange gifts when we go places.

It's funny. I think another great race I had was when I was in Lucerne in '74 when I got the silver. In the heats it was one to qualify, and it was me against Dovgan of Russia. We're racing down the course and he's leading me by a length in the last 100 meters and I just take it up and beat him by a foot. And we're both sitting there just completely exhausted. It was a very subtle thing, but a lot of people picked it up. He's sitting there and I'm sitting there and we can hardly move, and he just gave me a nod. And he turned around and he spun off. You don't need to have a world championship medal; I mean that was one of the greatest races you could row. You just feel good about stuff like that.



THE OLYMPICS

'72 was my first Olympics. You walk into the opening ceremonies and it's the greatest thing in the world. It was just awesome. I think your first Olympics is always your biggest. Montreal didn't have any problems like the Israeli thing. That was a tragedy, but there were people marching around saying the games should be stopped, but that would have defeated the purpose of the games. The games were a peaceful thing, and you can't let a terrorist organization tear something like that apart. The village before that was like a utopia; people playing all over the place, all this music, and you never had to worry about food or drink; it was just there, plentiful. You didn't

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have a problem in the world unless you wanted to think about your racing. After the Israeli tragedy, everything just stopped. It wasn't through any legislation from our Olympic Committee or anything; people just observed two days of . . . nothing. No one played any games, no one was loud, people just kind of walked around; I thought that showed a tremendous amount of respect.

I think if the Israelis had been in our position they would have wanted the games to continue too. It really shook things up. We were finished competing by that time — I think it would have been tough to compete after that.

Montreal was good vibes. Going into the opening ceremony you went by hills of American flags, just hills covered with Americans totin' their little flags, and you really felt at home. It felt good to be racing at home. The closing ceremony at Munich, I was practically in tears; in Montreal there was sadness, but with a smile. You went on, "Maybe I can make one more."

EMPLOYMENT

I've worked at almost everything: factories, teaching in the ghetto schools in Philadelphia. I taught at one of the two disciplinary schools in the city and that was worth combat pay; it was incredible. Other than that, just knock-around jobs to keep myself in bucks. It does get tough when you get to a certain age and you don't want to take any more from the oldies, and you find yourself breaking into your change collection two weeks before the Olympics just to try to hold yourself together until you get there because you've blown everything.

I'm working now with Dr. Irving Dardik who's head of the Olympic Sports Medical Program. Irv was actually influenced by the oarsmen at the Pan American Games; he was our team doctor when we went to Mexico in '75 for high altitude training a month before the games. He was impressed with our ability to deal with the altitude, and being a vascular surgeon and seeing us train, he thought that this training could benefit the diabetic or the person recovering from a heart attack, that if you train the diabetic like an athlete, and give him an athlete's heart, you may prevent arteriosclerosis (hardening of the arteries) and prolong their lives tremendously. By the time they're 35, diabetics usually have gone blind, had a stroke leaving them paralyzed in some form, or had an arm or a leg amputated. It's really a dismal thing for a juvenile. So we're training and working with diabetic kids; and we also have a graduated exercise program for the general public. Any sport that comes in we can write a program for. We're working with close to 200 people, with four Olympians here on the staff.

We hope to expand all over the country with the theory that every one of our centers will be run by two or more Olympic

athletes. Right now there's just this one key center, but if it does work out, we'll have hundreds of these centers over the country, each one being specifically for one sport. It would be great to have a center in Boston run by oarsmen, and to have all the top oarsmen in the country go there and almost make it like a training center. Or a center in New York for the fencers, or speed skating out in Minnesota, or whatever.

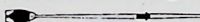
The centers would serve a number of purposes: first of all, to give Olympians jobs where they'd be making really good salaries; to change their image to something respectable from Joe Beach Bum hanging around to train without a job; to put the athlete's knowledge learned over his years of competition back into use as a coach; and finally to get more people involved in the sport.

I'm in a position here with what I'm doing that I can continue to row and make a really good living. I enjoy it so I'm going to continue because my friends are in rowing and my life is in rowing. It's important that a sport should be part of your life. In American society today kids play a sport and then they stop. Their whole physical being falls apart. Rowing, especially sculling, is something you can continue through your life, for recreational purposes or whatever.

When I was younger I got involved in rowing rather than partying or whatever and it just perpetuates itself. Your whole life is based around rowing. You think about how you can improve your sport and the other people in your club.

THE FUTURE

Beating Gregg Stone has nothing to do with my continuance of rowing. If I was to say I was going to stop rowing because I can't beat somebody, I wouldn't be worth much, I don't think. I race because I think this is one of the most challenging things you can do. And I like to accept a challenge like that, whether it's racing or just training.

It's just tremendously exciting to race. There's a lot of dignity involved in it. 'Specially in the single. You know, the single's a very personal thing. When you're racing, it's not whether you win or lose, it's really your pride and your dignity racing along with you. You don't just hop in a race for fun. I'm really looking forward to racing in the next few years, mainly because there are people like Gregg coming up. We're getting to where we were in '68, when as Sy [Cromwell] said last year in Madison, we had Maher, Van Blom, McKibbin, Spero and Storm, Cromwell, Bob Arlett and Wilson — we had a good field of scullers; we haven't seen a field like that in a long time. Now it's coming back up and I think that's good. I don't like to race in this country and have walk-aways like I have for years. I'm really psyched on showing some people some exciting racing this year. 

SILVER JUBILEE REGATTA

by Peter King

photo: Bresson



The Queen presents the Senior Men's Eights Trophy to the Syracuse Chargers: (l. to r.) Andy Papp, Ed Johansen, Peter Enriquez, Steve Anthony.

The newspaper articles merely mentioned that Her Majesty The Queen, accompanied by His Royal Highness the Duke of Edinburgh would be coming to Ottawa in the Fall to commemorate her Silver Jubilee. Looking out over the bleak January snowscape, one needed a fair imagination to visualize a Fall day with crowds, oarsmen, sun and the Royal Party. But then, perhaps if the imagination is augmented by some good hard work, even the wildest dreams can come true, and the possibility of a Royal Presence is not so wild after all.

An initial letter to Government House elicited a friendly but non-committal reply: "Her Majesty's dates and program are not yet decided, but your kind offer will of course receive every consideration." By June, with advertising deadlines fast approaching (and passing), no decision had been taken and the Head of the Rideau Canal regatta organizing committee was faced with several alternatives, including forgetting the whole idea of Her Majesty's attendance.

On August 12, a meeting with Canadian Government officials and Officials from Buckingham Palace finally confirmed that indeed Her Majesty would attend the Silver Jubilee Regatta. At that point, all previous plans were reexamined to see whether they would meet the exigencies of a Royal Visit.

The questions seemed to be innocent enough, and should have been easily solved: where would Her Majesty sit; what would she actually do; how long would she be there; with whom would she meet; what would she see around her . . . ? . . . ? The list seemed endless and no clear answers were coming forth. On top of the royal visit aspect came a nagging fear that perhaps mid-October was the worst possible time to hold a regatta: one week before the Head of the Charles and one week after the Head of the Connecticut. Furthermore, a football game scheduled for the same day would affect spectator attendance.

Deadlines became critical when the security preparations called for a complete listing of all who intended to participate. Common sense prevailed when it was realized that the sheer volume of checks might be excessive given the time and manpower available before the event itself.

Last minute details included printing the posters — who forgot that they should be in English *and* French? What happens if we have 250 entries this year; where do we place the boats at the starting line with, after all, only limited space? How do we stop interference between the last race of the day and the special event for the Queen — a 350 metre dash? Each problem was magnified out of proportion as the date drew closer, and threatened to overwhelm the overwrought organizing committee. Mercifully for their health and sanity, time finally ran out. As the day dawned, it became clear that at least one preparation had gone off as planned. Just as had been forecasted, the weather was cloudy and cold and threatened showers. During the night, furthermore, vandals had stolen all the national and provincial flags which had earlier been proudly flying. The security guard, on duty all night, was as ignorant of their whereabouts as the frustrated organizing committee. Fast action (including very fast driving) ensured their replacement. The weather did not offer any possibility of similar corrective action.

600 oarsmen, women, coxswains and coaches from 41 clubs and organizations presented themselves for the event, a 100% increase over the previous year. 168 races were rowed compared to 94 last year, and the largest growth came in the eights events.

Syracuse Chargers: Winner of Senior Men's Eights.



The plans and preparations for the event had anticipated the increase, and the dockage and trailer storage spaces had been enlarged accordingly. Mobile washrooms were at hand, as were several large tents for food supplies and for trophy displays. New trophies were donated this year to augment the magnificent collection from the previous years. Again the trophy keepsakes matched the impressiveness of the trophies themselves.

In the electronic and technological environment of modern day Ottawa, the organizing committee had set up extensive radio and telephone communications to ensure rapid data transmission, and thus rapid results and the smooth presentation of trophies. An untraced fault in the telephone lines unfortunately altered this portion of the preparations and resulted in a totally unexpected communications system. Perhaps at some less pressured moment one can ponder the relative merits between a telephone communications link and a small excitable boy running a quarter of a mile under conditions of extreme distraction. With 25 minutes to go, it seemed that whatever else might take place, the trophy presentations would not, unless a miracle occurred.

The weather cleared up, the sun shone and what had begun as a day practicing for the arrival of winter ended as a travel agent's (and an organizing committee's) fondest dream for a Canadian Fall.

The invited guests appeared. Iona Campagnolo, Minister of State for Fitness and Amateur Sport accompanied by Robert Welch and Mrs. Welch, Ontario Minister for Culture and Recreation, arrived from a State Dinner in a limousine. Admiral Falls, Chief of the Canadian Defence Staff, came with flags flying. Former Prime Minister John Diefenbaker, the Ottawa Rowing Club's Honorary President, disembarked from a taxi cab to the spontaneous warm applause of the several thousand spectators. Members of Parliament, Senators, members of Provincial Parliaments, representatives of civic governments and senior military officers completed the distinguished list.

The band of the Governor General's Foot Guards, resplendent in their traditional scarlet uniforms, played magnificently and lent an air of discreet elegance.

By this time the die was well and truly cast.

Warm applause signaled the arrival of the grey Lincoln Continental with Her Majesty and the Duke of Edinburgh. The crowd surged forward and the final phase of planning disappeared. After that the event proceeded under its own momentum and was directed by the crowd, the oarsmen and women and the Royal Party. The organizing committee at this point was hardly to be seen (although diligent examination of several photographs proves that they did indeed continue to be present).

A special race had been prepared for the Royal Party — a dash of 350 metres finishing in front of the dais. Six crews participated, although many more had requested their entry be considered. Crews were chosen by lot.

As the crowd pressed ever closer to the dais, it began to obstruct the view, and indeed by the time of the race, the nearest lane was obscured by a happy throng of shutterbugs and kids. The scene was incredible as the sun shone off the blue waters of the lake reflecting the golden autumn leaves of the trees and the crews as they came knifing through the waters.

photo: The Canadian Press



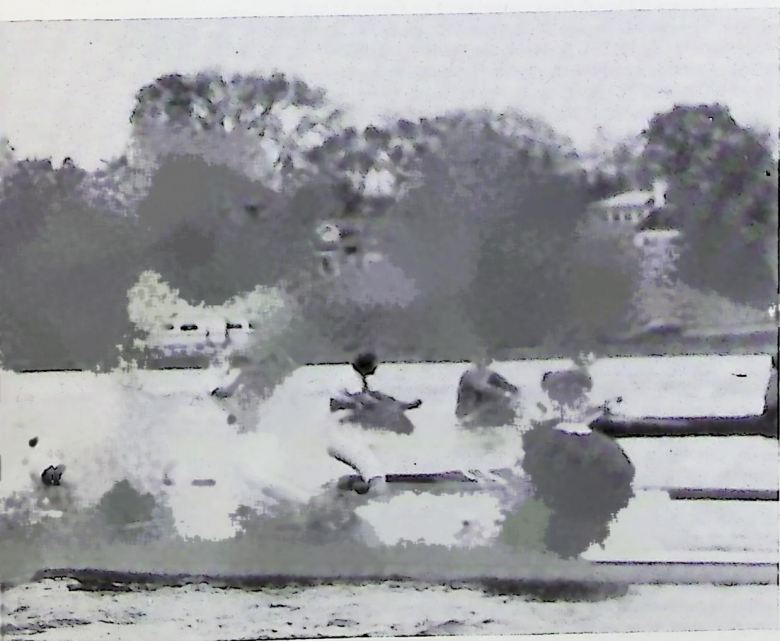
The Queen chats with Cambridge oarsman Ed Smith.

Red shirted Guelph was leading when with 20 metres to go, Bow caught a crab and allowed the inside lane of Upper Canada College to sneak by. The Royal Party was very excited by the race, and the Queen commiserated with Guelph: "But they were winning and would have won if that boy hadn't lost his oar . . . what will he do now?" "Quietly commit suicide in some dark corner, I expect," came the unsympathetic response. After the race was over, the Royal Couple signed an illuminated manuscript in remembrance of their stay, before presenting prizes.

The senior men's eight was won by the eight from the Syracuse Chargers, and Her Majesty presented the P.D. Ross Trophy and the pewter mugs to the eight oarsmen, led to the dais by George Ninos.

A delay ensued thereafter, while the winning women's eight and the winners of the dash tried to make their way up to the presentation area. The crowd was too thick, and as the seconds dragged on officials finally suggested that the Royal Party needed to move on. Her Majesty was adamant and refused to move until she had presented the trophies. "I have not come 10,000 miles to present trophies only to leave without

(Cont'd on next page)



having done so" she stated. "In this land of technology is there no way that you can find them and get them here?" "Ma'am, you are witnessing a unique technological phenomenon, called a self-adjusting technological foul up, which we hope to rectify shortly . . ." At this point the Peterborough women's eight, radiantly happy, arrived to receive their awards.

Carrying a bouquet of roses, Her Majesty then slowly proceeded towards the Royal Limousine along a path lined by representatives of each club present. She stopped to talk with almost all of the competitors. Ed Smith of Cambridge hid behind his magnificent moustache, and attracted the Royal eye. Next to him, and diminutive by comparison, Geoff Knauth of Choate found himself answering Royal Questions, while the crewmen from London and Windsor, in Ontario, both attracted Royal notice. (Windsor is the Queen's residence in England, as is London.) One confused oarsmen stammered through the Duke's question when it was pointed out to him that his blade, of all those present, was painted from right to left rather than left to right. "Yours is the only one that's the wrong way round . . . why?" (How does one answer a question like that???)

Soon, all too soon, it was over, and Her Majesty and the Duke left for their next engagements. All that remains is the memory of a Royal Occasion with all the pomp and splendour that accompanies Royal presence. Craig Swayze in the St. Catherine's Standard referred to it as a truly Royal Regatta, while UPI happily described it as the "Highlight of the Day." NBC carried the event on the national news, and even the Canadian Broadcasting Corporation showed the regatta in its coverage of the football game, because the race course passes alongside the football stadium.

The regatta was a success, and will remain as a highlight of the 1977 Canadian Season's calendar. Even the problems paled by comparison: the results finally were calculated, and the winners will receive their medals. Everyone was pleased at the success of the day. On reflection it seemed a shame to have spent so much time *planning* it — even the weather forecast was wrong.

OFFICIAL RESULTS THE 1977 SILVER JUBILEE REGATTA

		Points	Average	Men
1	Peterborough	1035	8.5	88
2	Ithaca College	875	4.8	42
3	Laval	719	5.6	37
4	Ottawa	647	5.86	38
5	Syracuse Chargers	636	1.57	10
6	Queens/Kingston	577	4.15	24
7	Guelph	533	4.33	24
8	National Press Club	400	1.00	4
9	Leander	382	2.61	10
10	London RC	366	5.46	20
11	Boucherville	355	7.02	25
12	Upper Canada College	350	4.00	14
13	St. Catharines	270	3.69	10
14	South Niagara	257	2.33	6
15	Argonaut RC	225	4.00	9
16	West Sides RC	200	2.00	4
17	University of Toronto	200	4.00	8
18	Don RC	196	6.1	12
19	Choate Rosemary Hall	191	4.7	9
20	Carleton University	188	8.5	16
21	Marist College	162	10.44	17
22	McGill University/Montreal	128	9.33	12
23	Western	121	8.2	10
24	Dartmouth RC	100	1.00	1
24	Burnaby	100	1.00	1
26	Beamsville	100	4.00	4
27	Independence	93	7.5	7
28	U.S. Merchant Marine Academy	80	5.0	4
29	Ridley Graduates	75	4.0	3
30	Mt. Harmon School	67	1.5	1
31	Windsor Crew	57	7.0	4
32	Brockville	56	5.3	5
33	Ecorse	47	8.3	4
34	Cambridge	40	5.0	2
35	Rochester	33	3.0	1
36	N.Y.A.C.	25	4.0	1
37	Potomac	22	4.5	1
38	Mather/Harvard	.	.	DNS
39	Brock	.	.	DNS

DNS Means that the crew did not start.

Average is the average placing per manseat rowed.

Men is the actual oarsmen & women who physically rowed in the regatta, and excludes coxswains.

OPEN SINGLES (The Smith Trophy) 1. St. Catharines (Thorne B.) 22:28.28, 2. Don RC (Novotny T.) 22:51.74, 3. Ottawa RC (Crawley R.) 23:18.60, 4. Boucherville (Dubois S.) 23:32.06, 5. Laval (Wiggins J.) 23:33.03, 6. Ridley Graduates (Elliott B.) 23:34.73, 7. Ottawa (Gordon I.) 23:44.10, 8. Independence (Ruane D.) 23:45.53, 9. Don RC (Neil T.) 23:57.87, 10. Cambridge BC (Smith E.) 24:18.18, 11. Don RC (McKeen S.) 24:18.78, 12. London (Monkton P.) 24:27.73, 13. Laval (Mulling D.) 25:02.44, 14. Leanders (withers L.) 25:19.09 **WOMEN'S SINGLES** (The Cameron Trophy) 1. Ottawa (Cameron B.) 24:44.24, 2. Laval (Kirby S.) 24:45.00, 3. St. Catharines (Schreiner A.) 25:53.44, 4. Ottawa (Draeger M.) 26:54.79, 5. Ottawa (Cameron T.) 27:42.92, 6. Potomac (Middendorf F.) 28:28.12, 7. Ithaca (Dublin L.) 28:57.88, 8. Ecorse (Eberts J.) 29:46.07, 9. Boucherville (Deragon L.) 30:38.13 **LIGHTWEIGHT SINGLES** (The Dominion Marine Association Trophy) 1. St. Catharines (Thorne B.) 22:25, 2. Independence (Ruane D.) 23:25, 3. Laval (Klein W.) 23:32, 4. Dons (Neil T.) 23:45, 5. London (Davis L.) 23:47, 6. Dons (McKeen S.) 24:05, 7. Ecorse (Cady B.) 24:10, 8. Ridley (Smith J.) 25:00, 9. Argonauts (Dykstra K.) 25:05 **VETERAN SINGLES** (The Lachine Old Boys) 1. Dartmouth (Hamilton H.) 22:48, 2. Mt. Harmon (Hamilton C.) 23:45, 3. Laval (Chinnick M.) 25:10, 4. Dons (67 years) (Chittenden J.) 28:30, 5. St. Catharines (54 years) (Barr R.) 27:26, 25:48, (Haley D.) 28:34, 7. Choate Rosemary Hall (53 years) (Sylvester B.) 28:13, 28:42, 8. Independence (42 years) (Kudzman T.) 27:06, 27:17, **NOVICE SINGLES** (The Myers Motors Trophy) 1. Argonauts (Hyland T.) 22:04, 2. Laval (Gravelle L.) 23:35, 3. Rochester (Yockum R.) 23:45, 4. N.Y.A.C. (Durkin K.) 24:31, 5. Upper Canada College (Finlay N.) 24:57, 6. St. Catharines (Kent T.) 26:18, 7. Boucherville (Chartrand N.) 26:57, 8. Dons RC (Ingram) 26:58, 9. Ottawa (Armstrong J.) 28:00, 10. Independence (Kivikoski A.) 28:55, 11. London (Marlowe B.) 29:39, 12. London (Monkton P.) 30:15, 13. Upper Canada College (Maltman C.) 33:01 **WOMEN'S DOUBLES** 1. Laval (Kirby/Bernier) 24:10.09 **OPEN DOUBLES** (The M.O.T. Trophy) 1. Ridley/Argonauts Lambertus/McLaughlin 20:47.85, 2. Boucherville Dubois/Renart 21:10.02, 3. St. Catharines Young/Lancaster 22:00.15, 4. Laval Billardino/Payne 22:14.27, 5. Boucherville O'Dowd/Cote 22:19.96, 6. Ottawa Buxton/Brown 24:08.19, 7. Laval Madore/Lariviere 25:20.00 **MIXED DOUBLES** 1. Ottawa (Jackson/Cameron T.) 22:34, 2. Boucherville (Malville/Cote) 26:16, 3. Ottawa/Potomac (Carlisle/Middendorf) 26:32, 4. Ecorse (Parker/Miller) 26:45, 5. Syracuse Chargers (Heenan/Ninos) 29:58 **VETERAN DOUBLES** (The P.C. Fitz James Recognition Trophy) 1. Mt. Harmon/Dartmouth (Hamilton H./Hamilton C.) 21:55.69, 2. Cambridge (Smith/Haley) 23:20.07, 3. Ottawa (Jenkins/Osephook) 23:32.98, 4. Western (Fitz James/Kaschper) (26:09.16) 23:56.16, 5. Ottawa (Butler/Steenmeyer) (26:03.64) 25:00.64, 6. Laval (Conrad/Gerard)

(31:31.87) 25:25.87 **OPEN PAIRS** (The Richardson Securities Trophy) 1. Upper Canada College (Lawton/Turner) 22:39.41, 2. London (Asklin/Stewart) 22:44.24, 3. Laval (Gravelle/Weaver) 22:59.36, 4. Argonauts (Hagg/Mulroy) 23:08.73, 5. Laval (Marcel/Therlaui) 23:37.37, 6. Marist College 23:53.54, 7. Brockville (Donoghue/Grier) 23:58.44, 8. London (Hill/Watts) 24:19.90, 9. Upper Canada College (Werner/Savodelli) 25:23.45, 10. St. Catharines (Pinder/Swibb) 26:45.11 **WOMEN'S PAIRS** 1. Brockville/Burnaby (Craig/Anthoft) 24:11.41, 2. St. Catharines (Cort/Schultz) 26:17.57, 3. South Niagara (Schonefeld/Fowler) 28:06.71 **OPEN FOURS** (Voyageur Colonial Trophy) 1. Syracuse Chargers 20:25.67, 2. St. Catharines 20:40.22, 3. Ithaca 21:20.00, 4. Argonauts 21:32.17, 5. U.S. Merchant Marine Academy 21:58.76, 6. Boucherville 22:05.42, 7. Independence 22:16.99, 8. Choate Rosemary Hall 23:27.11, 9. Laval 25:01.47 **WOMEN'S FOURS** (Ladies' Rosebowl) 1. London 23:57.46, 2. South Niagara 24:33.33, 3. Boucherville 24:34.81, 4. Choate Rosemary Hall 24:54.56, 5. Ithaca 25:05.15, 6. Laval 25:29.41, 7. Don RC 26:53.66, 8. Boucherville 27:30.64, 9. Ottawa 38:15.19 **LIGHTWEIGHT FOURS** (O'Keefe Trophy) 1. Upper Canada College 20:44, 2. West Sides 21:00, 3. Ottawa 21:29, 4. Beamsville 21:31, 5. Ithaca College 21:45, 6. Queens University 21:49, 7. Windsor 21:58, 8. Laval 22:35, 9. Ottawa 22:40, 10. Boucherville 22:54 **MIXED FOURS** 1. Choate Rosemary No.2 30:58.04, 2. Choate Rosemary No.1 31:09.12, 3. McGill University/Montreal 31:42.67 **VETERAN FOURS** 1. National Press Club (30:04.20) 27:02.20, 2. Ottawa (32:31.52) 31:42.52, 3. Leander (32:02.31) 32:02.31 **VETERAN EIGHTS** (United Way Trophy) 1. Leander 21:05.84, 2. Laval 23:17.21 **MIXED EIGHTS** 1. Peterborough 21:15.73, 2. Peterborough 21:19.13, 3. Queens University 21:38.06, 4. Guelph 22:13.46, 5. Carleton University 27:37.53 **LIGHTWEIGHT EIGHTS** (Mayor's Trophy) 1. London 18:52.17, 2. Ithaca 19:04.56, 3. Upper Canada College 19:07.01, 4. University of Toronto 19:28.93, 5. Ithaca 20:16.87, 6. Laval 20:22.05, 7. Ottawa 20:41.02, 8. Boucherville 21:27.91, 9. Ottawa 22:40.09 **WOMEN'S EIGHTS** (Cecil Morrison Trophy) 1. Peterborough 21:56.16, 2. Queens University 22:19.96, 3. Ithaca 22:44.92, 4. Queens No.3 22:59.34, 5. Laval 23:09.34, 6. Queens 23:17.02, 7. Guelph 23:34.35, 8. Boucherville 23:34.77, 9. Ottawa 23:48.00, 10. Peterborough 23:51.51, 11. London 25:08.02, 12. Peterborough 26:02.02, 13. Carleton 26:15.21, 14. Peterborough 26:19.57 **OPEN EIGHTS** (P.D. Ross Trophy) 1. Syracuse Chargers 18:07.07, 2. Guelph 18:15.74, 3. Laval 19:18.64, 4. Queens University 19:22.79, 5. Queens University 19:25.79, 6. Ithaca College 19:47.44, 7. Marist College 19:51.33, 8. Peterborough 20:22.42, 9. Western 20:24.29, 10. Peterborough 20:38.16, 11. Ithaca College 20:55.42, 12. McGill University 21:26.19, 13. Peterborough 21:46.41, 14. Peterborough 22:03.76, 15. Marist College 22:03.92 **ALDEN SHELL** 1. Leander (Lovett J.) 30:15

FISA Extraordinary Congress, November 3-5

PREPARATION

by Jack Frailey

In order to prepare for this very important Congress, the NAAO delegates (Messrs. Frailey, Franklin and Perry) asked each Board Member to comment on the more important changes to the Rules of Racing to be discussed and/or voted upon.

A clear consensus led to the adoption of the following positions. (Most of these, it turned out, were neither debated at length nor voted upon, as reported in the second portion of this report.)

1. There should be minimum weights for boats, set low enough to encourage skillful adoption of new design and fabrication techniques, but which nevertheless result in boats of reasonable price — affordable to all countries. New developments along these lines suggest that these new weights not be defined until more is known about the limits of the technologies now being explored.
2. The coxswain should remain in the women's four, but could be replaced in the quad. Neither the coxed pair nor four should be removed from the slate of men's events.
3. While there are possible advantages to the variety that 1000 meter racing might provide, and it could be introduced as an event or two in regattas here and abroad, it should not be supported as the new standard distance at this time.
4. There was no objection to the establishment of a 19-21 age group in place of the current Senior classification.
5. The question of composite crews should not concern FISA, but should be dealt with by each country separately.
6. Support should be given to any rational heat arrangement scheme which will minimize the effect of unfair winds.
7. Support should be given to any rational starting command or signal which reduces the frequency of false starts.
8. Support should be given to the introduction of the lightweight double ahead of the quad.
9. Support should be given to holding the Lightweight FISA Championships in conjunction with the World Championships.
10. Support should be given to the enforcement of a retirement age for officials of 70 years, but only if some means is made mandatory for bestowing official and lasting recognition of their valuable services.
11. Support should be given to the establishment of a Junior Championship for Women.

ACTIONS

by Jack Franklin

Most of the discussion and accomplishments of the Congress had to do with changes to the FISA constitution. Briefly, the Board of Management was abolished. Administration of FISA therefore shall be vested in the following:

- 1) The Congress, composed of delegates of the affiliated national federation.
- 2) The Council, which will consist of an Executive Committee (President, Vice President and the Secretary-Treasurer);
- 3) The Heads of the specific commissions;
- 4) A College of Umpires consisting of 5 members and responsible for matters relating to umpiring; and
- 5) A maximum of 5 continental representatives.

Continental representatives shall no longer be elected. They will be appointed for two years by the council after consultation with the Federations concerned and will be eligible for re-appointment.

The council may establish commissions for specific tasks. The commissions now recommended are: 1. Regatta organization. 2. Boat construction. 3. Competitive rowing. 4. Women's rowing. 5. Youth rowing. 6. Senior rowing. 7. Pleasure rowing. 8. Sports medicine.

Each commission shall consist of a maximum of 5 members including the head. The members will be appointed by a council with the agreement of the Federation concerned.

The President informed the Congress it had been impossible to properly inform the Federations in a timely manner of the results of the discussions conducted in Amsterdam in meetings of the umpires, managers and competitors. He asked that final decision on those matters be deferred and discussed at a continuation of an extraordinary Congress to be conducted in Lucerne in July, 1978.

Most of those matters had to do with the elimination of certain events from the men's rowing program; minimum weights of boats; changing the women's quad event to coxswainless; reducing the distance of men's races to 1,000 meters; increasing the distance of the women's to 1,500 meters; changes to the FISA progression system; re-writing the rules of racing; etc. The Congress agreed that these matters would be decided at the continuation of the Congress in July.

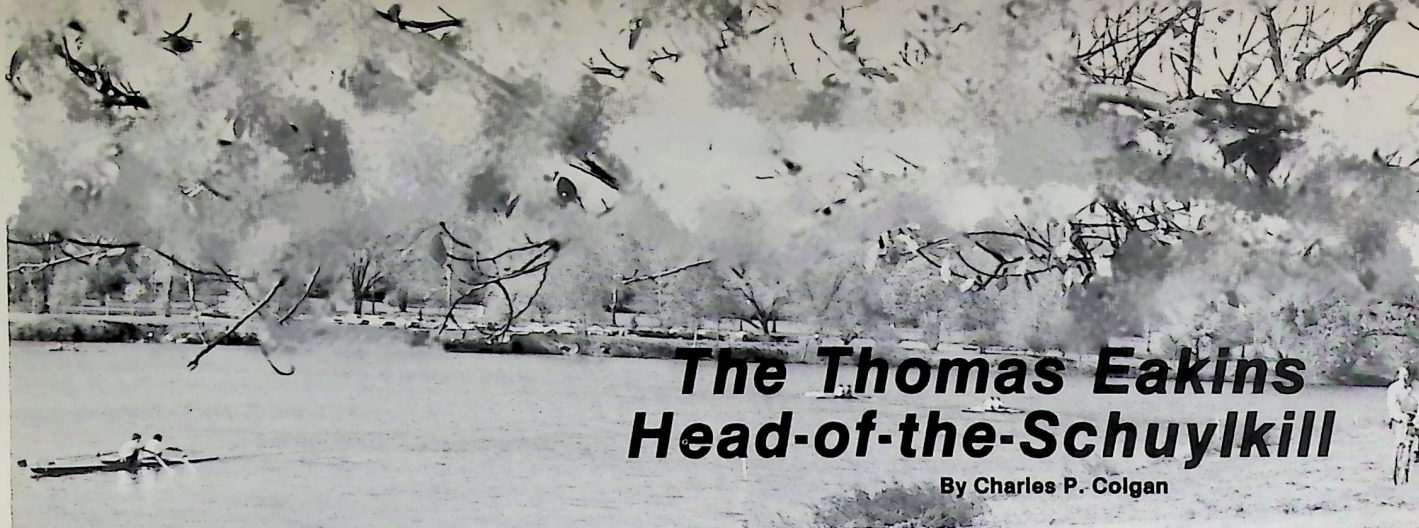
Among those matters which were adopted by the Congress were the following: Approval of the FISA championships for girls (junior women); the first regatta for girls will be held in conjunction with the regatta for junior men in Belgrade during the period 26-30 July, with girls racing in the a.m., boys in the p.m.; the addition of the double sculls race to the lightweight program was approved; the current weight limitations on lightweight will be retained except the lightweight single scullers may weigh no more than 72.5 kilos. The coxswains' weight limitations was increased by 5 kilos and the maximum dead-weight limitation was reduced to 5 kilos.

The lightweight regatta for 1977 will be held in Copenhagen, 3-6 August. The Junior Championships in 1979 will be held in Moscow, 5-8 August. In 1979, the women, lightweights and heavyweight men will be in a combined regatta to be held at Bled, Yugoslavia, with the lightweight finals on September 2, men and women finals, September 9.

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Scholastic Doubles.

If Thomas Eakins (1844-1916) were alive today he would have appreciated the hundreds of photographers who lined the banks of the Schuylkill on Saturday October 29, 1977 to witness the Thomas Eakins Head of the Schuylkill Regatta. Although we, as rowers, appreciate most his series of five paintings and his numerous sketches and studies of rowing and sculling on the Schuylkill River, Thomas Eakins was also a first class photographer. It was a clear and crisp day with the temperature at 62 and, for Philadelphia, a low humidity of 50 as thousands of spectators lined the 2 ¼ mile course.

As an artist, Eakins would also appreciate the prizes awarded to the winning crews: 2 ½ diameter sterling silver medals designed by world famous sculptor Leonard Baskin. A local newspaper, *The Philadelphia Inquirer*, jointly sponsors the regatta and donates 15 of the 18 medals. Use of the medals helps support the work of the Thomas Eakins House Restoration Committee which receives \$100 each from the purchase of the limited edition medals. *The Philadelphia Inquirer* also donates the beautiful sterling silver point trophy. This trophy has an interesting history in that it was originally presented by *The Philadelphia Inquirer* for its major sailboat and motorcraft regatta which was held off the Atlantic Coast in 1911.

In spite of the balmy atmosphere for the spectators, the rowers, particularly in the early events, experienced a great deal of difficulty getting to the starting line due to the strong and steady wind which was directly against the current in the middle part of the course. Many crews were late to the start but were permitted to start and be placed. Unlike other head races this regatta continues to enjoy few collisions, either with other crews or bridges, but this may very well change when the entry list gets crowded. Although there are 19 events, not one is oversubscribed. The regatta continues to grow in quantum leaps with the number of crews doubling

this year and the number of competitors increasing to 830.

Potomac Boat Club of Washington, D.C. narrowly won the point trophy by defeating The University of Pennsylvania, 36 points to 35.3 points. This in spite of the fact that Potomac gained only one first place finish to three for The University of Pennsylvania. Potomac handily defeated two University of Pennsylvania crews in the College/Club Fours With Coxswain race. In the feature race of the day, however, The University of Pennsylvania finished 1st, 2nd and 10th in the College/Club Eights with Potomac 3rd and St. Joseph's College, now coached by Dietrich Rose, a surprising fourth place. Penn also won the Scholastic Eight-Oared Race and the Scholastic Four With Coxswain race.

The Vesper Boat Club Women assuaged their loss to Wisconsin at the Head of the Charles the previous Sunday by winning the Womens Eight-Oared race by less than 1 second over a combined University of Pennsylvania, University of New Hampshire and Lake Washington crew with Princeton 3rd, Yale 4th and New Haven Rowing Club 5th. Vesper also won the Mixed Doubles race.

Ed Lynch of Cambridge Boat Club repeated his victory over his clubmate Jerry Olrich by taking the Veteran's Singles Sculls race for the second week in a row. Fred Duling of Malta Boat Club, however, could not repeat his win in the 30 year and over singles category race. L. Hansen of the University of New Hampshire also could not repeat her victory in the Womens Singles Sculls and lost to her clubmate E. Hills with the computer giving Hills the time of 18 minutes 10.236 seconds and Hansen 18 minutes 10.399 seconds.

Fittingly the regatta awards were made on the banks of the Schuylkill next to the University Barge Club headquarters after a party hosted for all competitors and officials. A special award was given to Ernestine Bayer by the Alden Ocean Shell Association for her years of service to that group.

THE THOMAS EAKINS HEAD OF THE SCHUYLKILL REGATTA OCTOBER 29, 1977

WOMEN'S DOUBLE SCULLS 1. Univ. of New Hamp. 16:52.455, 2. Potomac B.C. 18:10.513, 3. Bachelors B.C. "B" 18:23.398, 4. Bachelors B.C. "A" 18:37.107, 5. Yale Univ. 18:50.805, 6. Univ. of N.H./Smith 19:22.698, 7. Bachelors B.C. "C" 21:48.106, 8. New Haven R.C. 22:36.642 **VETERAN SINGLE SCULLS** (Times have been adjusted to reflect seven-second handicap for each year over age 40) 1. Cambridge B.C. (E. Lynch) 15:59.682, 2. Cambridge B.C. (J. Olrich) 16:19.017, 3. Potomac B.C. (D. Challinor) 16:32.941, 4. Riverside B.C. (R. Cutler) 16:34.698, 5. Malta B.C. (F. Shepherdson) 16:53.565, 6. Malta B.C. (H. Finnigan) 16:56.885, 7. Potomac B.C. (M. Lax) 17:24.706, 8. Vesper B.C. (G. Ignas) 17:45.046, 9. Malta B.C. (G. Braceland) 17:51.759, 10. Princeton Univ. (S. Pell) 17:55.515, 11. Fairmount R.C. (T. Dowd) 18:15.412, 12. New York A.C. (J. Lynch) 19:24.173, 13. Fairmount R.C. (D. Fanelli) 19:29.018, 14. Vesper B.C. (C. Colgan) 19:41.322, 15. Potomac B.C. (J. Middendorf) 19:46.923, 16. Undine B.C. (W. Killhour) 19:50.815, 17. Vesper B.C. (G. Constant) 20:06.225, 18. Atlanta R.C. (T. Donohoe) 20:46.057, 19. Upper Merion R.A. (J. Trinsey) 21:15.252 **SINGLE ALDEN OCEAN SHELL** (Alden Ocean Racing Shell Assoc. has handicapped this event by considering age and shell type) 1. J. Vall 21:38.756, 2. B. Ryan

21:51.216, 3. B. Martin 22:33.586, 4. T. Frost, Jr. 22:39.301, 5. H. Heap 22:39.596, 6. W. Fisher 22:57.276, 7. G. Russel 23:09.546, 8. G. Landmesser 23:33.043, 9. A. Dunn 23:39.267, 10. J. Nemeth, Jr. 23:39.653, 11. J. Hunter 24:04.489, 12. T. Heffenan 24:34.233, 13. R. Mongell 25:53.082, 14. E. Bayer 26:16.444, 15. G. Kramer 27:30.839 **COLLEGE/CLUB FOUR w/COXSWAIN** 1. Potomac "A" 14:37.778, 2. Univ. of Penn. "A" 14:42.137, 3. Univ. of Penn. "B" 14:49.689, 4. U.S. Naval Acad. "A" 15:11.793, 5. Yale Univ. 15:27.674, 7. Rutgers "A" 15:33.826, 8. Vesper "A" 15:33.897, 9. Harvard "B" 15:53.381, 10. Marist Coll. 16:18.573, 11. Univ. of Penn. "C" 16:32.396, 12. Princeton Univ. 17:04.951, 13. Rutgers "B" 17:58.357, 14. S.U.N.Y. Maritime 18:03.822, 15. Villanova 37:34.000 (Broken Equipment) **SCHOLASTIC EIGHTS** 1. Univ. of Penn. "A" 13:41.603, 2. Yale Univ. "A" 14:28.014, 3. Rutgers Univ. 14:38.411, 4. Father Judge H.S. 15:00.242, 5. Back Bay Viking R.C. 15:02.410, 6. Father Judge H.S. 15:09.482, 7. Father Judge H.S. 15:10.507, 8. Yale Univ. 15:11.619, 9. Villanova Univ. 15:25.888, 10. Univ. of Penn. "B" 15:27.096, 11. Upper Merion H.S. 15:57.356, 12. Univ. of Penn. "C" 16:26.428, 13. Marist Coll. "A" 16:28.391, 14. Back Bay Viking "B" 16:32.408, 15. S.U.N.Y. Maritime 17:35.853, 16. Marist Coll. "B" 18:15.928 **SCHOLASTIC DOUBLE SCULLS** 1. New York A.C. "A" 15:44.540, 2. Malta B.C. 16:00.288, 3. Undine B.C. 16:23.151, 4. St. Jos. Prep 16:54.305, 5. N.Y.A.C. "B" 16:59.885, 6. West Catholic "A" 17:14.800, 7. West Catholic "B" 18:11.688, 8.

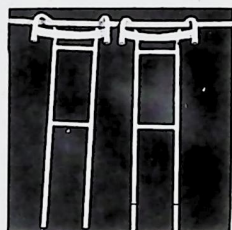
S.U.N.Y. Maritime 19:09.479 **GRADUATE SINGLE SCULLS** 1. Fairmount R.C. (J. Castellan) 16:39.869, 2. Malta B.C. (F. Duling) 16:41.423, 3. Yale Univ. (M. Vespoli) 17:00.964, 4. Fairmount R.C. (J. Robinson) 18:27.884, 5. University B.C. (J. Pattison) 18:37.146, 6. University B.C. (M. Hogue) 19:56.108, 7. N.Y.A.C. (C. Lindner) 20:38.233, 8. Undine B.C. (I. Izzard) 20:59.611 **MIXED DOUBLE SCULLS** 1. Vesper "A" 15:58.136, 2. Bachelors/Univ. B.C. 16:24.930, 3. Vesper/Malta 16:37.396, 4. Drexel/Undine 17:19.145, 5. Rutgers Univ. 17:51.536, 6. Syracuse Chargers 18:50.398 **VETERAN FOUR W/COXSWAIN** (Times have been adjusted to reflect a seven second handicap for each year over 40) 1. College/Vesper/Malta/Penn 15:47.768, 2. New York A.C. "A" 15:49.785, 3. Potomac B.C. 16:06.415, 4. Vesper B.C. 16:41.670 **COLLEGE/CLUB PAIR w/o COXSWAIN** 1. Fairmount R.C. 16:31.993, 2. Union B.C. 16:35.023, 3. Univ. of Penn. "A" 16:48.453, 4. Potomac B.C. 17:01.605, 5. Viking R.C. 17:06.770, 6. Marist Coll. 17:58.515, 7. Vesper "A" 18:09.892, 8. Univ. of Penna. "C" 18:24.386, 9. Rutgers "A" 18:26.155, 10. Back Bay Viking 19:08.822, 11. Vesper "A" 19:26.077, 12. St. Joseph's 19:31.030, 13. U. of Penna. "B" 19:40.849, 14. Rutgers "B" No Time **WOMEN'S EIGHTS** 1. Vesper 14:50.773, 2. U. of PA/U. of N.H./Wash. 14:51.585, 3. Princeton Univ. "A" 15:28.778, 4. Yale Univ. 15:32.943, 5. New Haven R.C. 15:59.235, 6. Potomac B.C. 16:12.450, 7. Princeton "B" 16:31.640, 8. Rutgers Univ. 16:35.591, 9. Upper Merion H.S. 16:47.608, 10. Univ. of Penna. 17:00.876, 11. Cornell Univ. "B" 17:18.882, 12. Phila. Girls R.C. 17:29.831, 13. Clark Univ. 17:42.200, 14. Colgate R.C. 18:02.655, 15. Marist Coll. 18:13.090, 16. Princeton Univ. "C" 18:14.262, 17. Cornell "A" 18:17.364, 18. St. Joseph's Coll. "B" 19:12.987, 19. Colgate R.C. 19:30.431 **COMPETITOR SINGLE SCULLS** 1. Providence N.B. (W. Belden) 16:27.045, 2. Penn A.C. (D. Vreugdenhill) 16:42.771, 3. Potomac B.C. (E. Meyers) 16:46.629, 4. Potomac B.C. (H. McEntee) 17:07.842, 5. Vesper B.C. (P. Simone) 17:16.483, 6. Potomac B.C. (R. Spousta) 17:18.087, 7. Undine B.C. (D. Post) 17:22.834, 8. Independence R.C. (D. Ruane) 17:33.363, 9. New York A.C. (D. Rooney) 17:33.506, 10. Viking R.C. (S. Vetter) 17:42.599, 11. Univ. of New Hamp. (M. Ross) 17:54.209, 12. Undine B.C. (D. Fronheller) 17:57.361, 13. Undine B.C. (D. Fellona) 18:02.361, 14. Riverside B.C. (P. Lyman) 18:04.536, 15. Undine B.C. (J. Quid) 18:09.729, 16. Undine B.C. (P. Glassman) 18:11.999, 17. Rutgers Univ. (T. Mattson) 18:16.733, 18. Malta B.C. (J. Augenblick) 18:18.323, 19. Undine B.C. (W. Lepard) 18:18.536, 20. Harvard Univ. (P. Huntsman) 18:23.641, 21. Fairmount R.C. (S. Delacey) 18:25.017, 22. Malta B.C. (R. Bradlee) 18:37.972, 23. U.S. Naval Acad. (D. Moslis) 19:47.600, 24. Princeton Univ. (D. Hauslohn) 19:48.730, 25. Vesper B.C. (J. Morgan) 20:19.273, 26. Vesper B.C. (R. Sneed) 26:12.780 **GRADUATE DOUBLE SCULLS** 1. Malta 15:37.015, 2. Potomac 15:49.145, 3. Spuyten Duyvil R.C. 16:19.808, 4. Potomac 16:32.716, 5. University B.C. 20:47.162 **SCHOLASTIC FOUR w/COXSWAIN** 1. Univ. of Pennsylvania "A" 15:10.188, 2. Harvard Univ./Middlesex 15:19.516, 3. Univ. of Pennsylvania "B" 15:50.185, 4. Father Judge H.S. "A" 16:13.960, 5. Rutgers Univ.

16:18.414, 6. Father Judge H.S. "B" 16:34.452, 7. Crescent B.C. 16:38.590, 8. Villanova Univ. 17:02.441, 9. Upper Merion H.S. 17:30.905 **SCHOLASTIC SINGLE SCULLS** 1. Yale Univ. (J. Biglow) 17:27.714, 2. Vesper B.C. (S. Branyak) 17:58.974, 3. Malta B.C. (P. O'Connor) 18:24.018, 4. Potomac B.C. (J. Middendorf, IV) 18:45.834, 5. Malta B.C. (A. Riseman) 20:23.342 **VETERAN DOUBLE SCULLS** (Times have been adjusted to reflect seven seconds handicap for each year over age 40) 1. Cambridge 15:04.687, 2. Vesper B.C./Univ. of PA 16:47.114, 3. University B.C. 17:13.858, 4. Undine B.C. 17:31.082, 5. Potomac B.C. 17:33.007, 6. New York A.C. 17:41.291 **COMPETITOR DOUBLE SCULLS** 1. Vesper B.C./Penn A.C. 15:25.881, 2. Malta B.C. 15:29.057, 3. Potomac B.C. "A" 15:48.817, 4. Undine B.C. 16:18.603, 5. Vesper B.C. 16:33.081, 6. University B.C. "A" 16:35.992, 7. New York A.C. "B" 17:20.220, 8. Riverside B.C. 17:51.691, 9. University B.C./Union B.C. 18:22.999, 10. Penn A.C. "A" 19:13.502, 11. Malta B.C. 19:27.813 **WOMEN'S SINGLE SCULLS** 1. Univ. of New Hamp. (E. Hills) 18:10.236, 2. Univ. of New Hamp. (L. Hansen) 18:10.399, 3. Dartmouth B.C. (D. Parssinen) 18:48.571, 4. Vesper B.C. (A. DeFrantz) 19:13.775, 5. Radcliffe Crew (C. Graves) 19:14.827, 6. Potomac B.C. (J. Schafer) 19:24.354, 7. Vesper B.C. (P. Behrens) 19:39.573, 8. Phila. Girls R.C. (R. Flynn) 19:54.154, 9. Smith Coll. (K. Dreusen) 19:56.300, 10. New Haven R.C. (C. Ernest) 20:06.198, 11. Vesper B.C. (B. Johnson) 20:19.566, 12. Vesper B.C. (L. Hodge) 20:23.201, 13. Bachelors B.C. (D. Maloney) 20:25.436, 14. Bachelors B.C. (B. Sicalides) 21:30.081, 15. Phila. Girls R.C. (R. Stars) 21:37.024 16. Bachelors B.C. (S. Lohwater) 21:38.596, 17. Boston Univ. (E. Macalster) 21:58.433, 18. Bachelors B.C. (D. Rooney-Otani) 22:36.873, 19. Bachelors B.C. (P. Sweeney) 23:06.366 **COLLEGE/CLUB EIGHTS** 1. Univ. of Pennsylvania "A" 13:24.583, 2. Univ. of Pennsylvania "B" 13:34.002, 3. Potomac B.C. 13:44.094, 4. St. Joseph's Coll. 13:52.068, 5. U.S. Naval Acad. "A" 13:59.240, 6. Rutgers Univ. "A" 14:04.407, 7. Yale Univ. 14:10.017, 8. U.S. Naval Acad. "B" 14:15.158, 9. Rutgers Univ. "B" 14:30.593, 10. Univ. of Pennsylvania "C" 14:36.779, 11. Marist Coll. "A" 14:39.033, 12. Rutgers Univ. "C" 14:41.269, 13. Temple Univ. 15:10.269, 14. Villanova Univ. 15:19.492, 15. Princeton R.A. 15:31.120, 16. Marist Coll. "B" 15:51.151, 17. Onelda B.C. 18:05.224

THE PHILADELPHIA INQUIRER POINT TROPHY

PLACE	ORGANIZATION	POINTS
1.	Potomac B.C.	36.0
2.	Univ. of Penn.	35.3
3.	Vesper B.C.	27.25
4.	Malta B.C.	24.75
5.	Yale Univ.	20.0

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☐ School Purchase Order	_____	Sets Sculls at \$210 _____	
Card Number _____	_____	Boat kits at \$850 _____	
Exp. Date _____	_____	Shipping and Packing _____	
Signature _____	_____	Total Enclosed _____	

All prices subject to change.

DELIVERY 4-5 WEEKS

This year's Head of the Connecticut Regatta was no match for Mother Nature and had to be postponed to the next day. Driving rain, gale force winds, and rocking waves made rowing nearly impossible on Sunday, October 9, so the regatta was re-scheduled for Monday.

Unfortunately, over half the original 1300 competitors were unable to stay; still we had a representative regatta, and drew spirited competition from the nearly 600 who competed in the various events. Only the Heavy Eights had to be scrubbed for lack of competition, and the event was rowed with the Intermediate/Junior Eights race.

With the tremendous help of a small band of volunteers and under the watchful eyes of Starter Ted Hoag, Pat Herguson, Chuck Colgan and other officials, all the races went off smoothly despite a missing buoy or two and a few capsize. One intrepid oarsman, Veteran Stuyvesant Pell, Princeton Rowing Club, swam ashore with only a request to be entered in a later sculling event. After a cup of coffee and a quick change into dry clothing, he duly raced again doing quite creditably for the ordeal.

Another handicap facing the regatta was the disarray of the waterfront because of the extensive reconstruction activity. Huge cranes, great mounds of dirt, and slippery

U.S. Coast Guard's Elite Eight winning the Mayor's Trophy.

Weather Woes for the

THE THIRD HEAD OF THE CONN- ECTICUT

by David G. Sparks

photo: Stekl, Middletown Press



MIDDLETOWN, CT.

Middletown can trace much of its history to the Connecticut River that lies off its shores.

Following early Indian settlements in the area and several years before the Pilgrims landed, Adrian Block, a Dutch navigator, in 1614 sailed up the river and debarked at a point near the present Middletown waterfront.

He named the stream *DeVehsche Riviere* (Fresh Water River), a name which held sway until English settlers supplanted the Dutch in the Middletown site, whence the Connecticut acquired its present name, a derivation from the Indian "Quinni-tuka-ut", signifying long, tidal river.

Rapid development began in the late 17th Century and Middletown soon became a thriving port and ultimately, a shipbuilding center. Vessels were provided for the Revolutionary War, up to the Civil War and sailing clippers and later, fast-moving steamboats were built here, contributing to the flourishing trade with the West Indies, Africa, Europe and other ports of the world.

At one time, Middletown was a foremost port in New England because of the wide and deep channel,

permitting easy access by large ships.

A great steamboat era in the 19th Century, when passenger travel and commercial operations depended heavily on the river, finally gave way to the railroad and Middletown's growth slowed accordingly, though the river remained a valuable, if under-used resource, even to the present day.

The Connecticut, which flows from Canada to the Sound, witnessed tremendous urban and industrial growth along its shores through the present century and consequently increased pollution of its waters. In the past decade, reclamation and cleanup efforts have begun, showing results and the river is getting cleaner—one such indicator being salmon, absent for years, are slowly returning.

The sport of rowing, renewed interest in the river and in the shoreline, have led to a vigorous effort to restore and rehabilitate Middletown's waterfront as a commercial and recreational facility. Recently, the U.S. Department of Commerce, under its EDA program, approved funding to aid in this task, and work is underway. Middletown's growth and development should follow this resurgence.

muddy footing, along with breezy weather, made it a day to remember.

In terms of results, the U.S. Coast Guard Academy under Bill Stowe came away with top honors capturing the Mayor's Trophy, the Commodore's Cup, and the Harbormaster Award for the best times in the Eights, Lightweight Eights, and Men's Fours. St. Catharines Rowing Club of Canada won the Women's Eights and the Governor's tray. Appropriately, a mixed couple (David Carlisle, Canada, and Fran Middendorf, USA) won the Ferdinand and Isabella Awards, adding some international flavor and cooperation. Milan Pressell won the

Sy Cromwell Award in the Veterans' Singles awarded in honor of the late outstanding oarsman by Gall Pierson Cromwell. Though we nearly were swamped by the weather, everyone who could stay seemed to have a great time.

All entry fees have been refunded. If you were entitled to a refund, and didn't receive one, please notify us immediately:

Head/Conn Regatta
Municipal Bldg.
Middletown,
Vt. 06457

HEAD OF THE CONNECTICUT REGATTA RESULTS

- Trophies Awarded to All Overall Winners Plus City Medals Winners in bold.
- Overall winners in any event received Bronze Medals with the City Seal on one side and inscribed with Head/Conn Regatta on other.
- First and Second in all classes within event received the Head/Conn Regatta Gold and Silver Medals.

Masters/Veterans Singles Masters: Richard Curtis, Salisbury B.C. 20:11.483 1st Gold Medal (No Second Place winner) Veterans: **Milan Pressell**, NYAC 20:48.80 1st Sy Cromwell Trophy/City Medal Frank Sheperdson, Malta B.C. 21:02.328 2nd Silver Medal **Intermediate/Junior Singles** Intermediate: **Art Post**, Undine Barge Club 20:17.655 1st Trophy/City Medal Richard Yochum, Rochester R.C. 20:19.875 2nd Silver Medal Juniors: **James Gordon**, Blood Street Sculls 20:05.9 1st Trophy City Medal William Randall, Blood Street Sculls 20:08.157 2nd Silver Medal **Pairs (All Classes)** Elite: **White/Wright**, Fairmount R.A. 18:59.6 1st Trophies City Medals Lowe/Danforth, Northeastern R.C. 19:51.8 2nd Silver Medals Clifford/Mason(I), Marist College 20:19.4 1st Gold Medal **Lightweight "4s" (All Classes)** U.S. Coast Guard (S) 17:55.5 1st Trophy City Medals W.P.I. (I) 17:58.9 1st Gold Medals U.S. Coast Guard (I) 18:10.2 2nd Silver Medals U. of Rhode Island (E) 18:24.3 1st Gold Medals (No Second in Elite) **Women's Eights St. Catharines Collegiate R.C. (J)** 1st 17:24.8 Governor's Tray & City Medals Yale U. (I) 17:33.965 1st Gold Medals New Haven R.C. (I) 17:55.9 2nd Phillips Academy (J) 18:26.4 2nd Silver Medals **Lightweight Singles (All Classes)** **Mark Ross** (I), New Haven R.C. 19:36.0 1st Trophy & City Al Rosenberg (I), Yale U. 19:44.9 2nd Silver Medal James Gordon (J), Blood St. Sculls 20:26.7 1st Gold Medal Kevin Tierney, Blood St. Sculls 20:53.8 2nd Silver Medal **Fours (Elite/Senior)** U.S. Coast Guard (E) 17:27.9 1st Harbor Master & City Medals (No Elite Second) Holy Cross College (S) 18:12.4 1st Gold Medals **Junior/Intermediate Eights U.S. Coast Guard (I)** 16:19.4 1st Trophy & City Medals U. of Rhode Island (I) (J) 16:24.0 2nd Silver Medals West Park H.S. (Canada) 16:19.8 1st Gold Medals Simsbury H.S.

(J) 16:39.4 2nd Silver (Heavy "8s" rowed in this race) U.S. Coast Guard (E) 15:34.55 Mayor's Trophy & City Medals Wesleyan U. (Senior) 16:07.5 Gold Medals **Senior/Elite Singles** **Michael Vespoll** (E), Yale U. 18:52.1 1st Trophy & City Medal Ed Good (E), NYAC 19:18.7 2nd Silver Medal Peter Gross (S) Narragansett B.C. 19:13.8 1st Gold Medal (No second Senior) **Women's Singles** **Jan Paichikoff**, Long Beach R.A. 19:48.8 1st Trophy & City Medal Nancy Parssinen, Dartmouth R.C. 21:04.3 2nd Silver Medal **Women's Fours St. Catharines R.C.** 19:19.2 1st Trophy & City Medals Simsbury H.S. 19:37.9 2nd Silver Medals **Lightweight "8s" U.S. Coast Guard (E)** 15:30.3 1st Commodore Cup/City U. of Rhode Island (E) 16:06.9 2nd Silver U.S. Coast Guard (I) 16:15.2 1st Gold Medals Wesleyan U. (I) 16:43.1 2nd Silver Medals St. Catharines Collegiate 16:26.5 1st Gold Medals Simsbury H.S. (J) 17:48.3 2nd Silver Medals **Doubles** **Surrey/King Ottawa R.C. (S)** 17:51.7 1st Trophies & City Young/Lancaster, St. Cath. (I) 18:01.4 1st Gold Medals Thurbert/Santoro (I), Narragansett 19:25.3 2nd Silver Medals Florio & Florio (J), NYAC 18:35.3 1st Gold Medal Torelli/Pagano (J), NYAC 19:34.2 2nd Silver Medal **Mixed Doubles** **Middendorf/Carlisle**, Potomac BC/Ottawa RC 20:21.1 1st Ferdinand & Isabella Trophies & City Medals Loveless/Barden, NYAC 21:15.1 2nd Silver Medals **Women's Doubles** Holloway/Stevenson, Blood St. Sculls 20:44.8 1st Gold Medals **Heavy Eights** Rowed with Intermediate "8s" because of number of scratches **Men, Int/Jr Fours** **Worcester Polytechnical Inst. (I)** 17:20 1st Trophy & City Medals U.S. Coast Guard (I) 17:22.6 2nd Silver Medals Simsbury H.S. (J) 17:30.6 1st Gold Medals Choate Rosemary Hall-A (J) 2nd Silver Medals

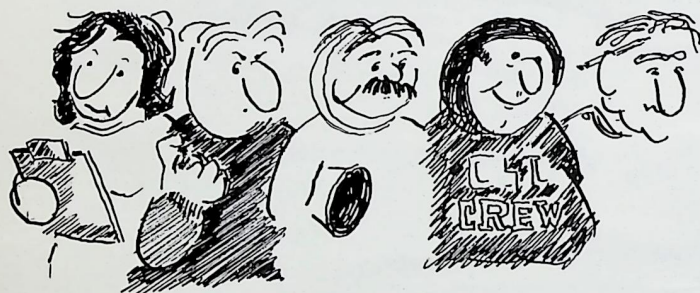
In essence a coach is a teacher, someone who trains others for an athletic contest. Before coaches could appear there first had to be proper athletic contests, with agreed-upon rules and perhaps a regular schedule. A medieval contest on Shrove Tuesday between two sides of unequal numbers at kicking a ball from one end of a village to the other may well have been the distant ancestor of both a soccer Cup Final and the Sugar Bowl. Yet it boasted no coach, who would probably have been less valuable than a barber-surgeon. A natural inclination to play and the built-in readiness to cooperate and compete with others have deep roots in mankind. But only in the 19th century, first in England and America was there the necessary conjunction of leisure time and people, whether classes or

the actor, Thomas Doggett, to endow an annual race for apprentice watermen, with the winner receiving an orange Coat and a silver Badge having a wild horse and the word "Liberty" engraved on it. Similarly, less than a half century later it was the races between the watermen in New York harbor which began boating in this country. Doggett's Coat and Badge was contested in singles, while the New York watermen were usually racing in fours, heavy but fine-lined lapstreak boats which took their name from the Whitehall landing at the foot of the Battery. Indeed, in May, 1843 it was a second-hand Whitehall boat, costing \$29.50 with oars, which a Yale junior brought back to New Haven to form the first boat club in Yale College. Nine years later Yale and Harvard undergraduates agreed "to test the superiority of the oarsmen of the two colleges" early in August on Lake Winnepesaukee, New Hampshire, in the first intercollegiate sporting event in America. It was more a boating party than a boat race, for in the words of the *Boston Daily Advertiser* "neither [crew] seems to view the other in the light of rivals but as congenial companions in the same pursuit." And there were no coaches present.

Coaching and Coaches

[The Editor has asked me for some biographies of historic coaches in the sport he and I love so well. While happy to oblige, as an historian I have to begin at the beginning: why and when did coaches first appear in rowing?]

Thomas C. Mendenhall

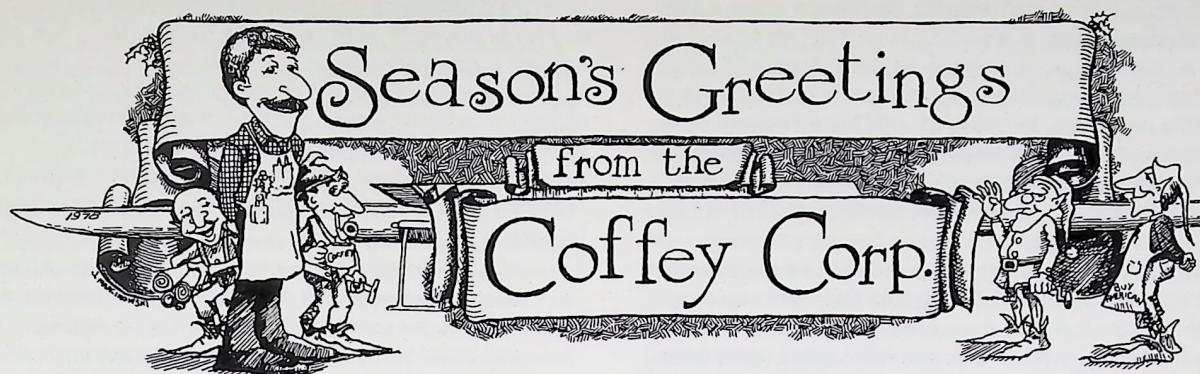


masses, seeking diversion to fill it. Only by the end of the century did games become sufficiently organized and competitive to attract public interest from participants and spectators, extensive coverage by the newspapers, and financial support (especially from those in search of a quick buck or a sure bet). The first coaches were little more than trainers, rightly convinced that the physical conditioning of a horse and his jockey could be sensibly adapted to the training of men. As a consensus on rules for a game emerged, new techniques like curving a baseball or new tactics like the flying wedge were perfected, often by the players themselves on the field or by some dedicated amateur like Walter Camp. Soon there appeared another kind of professional, a coach who was now paid to teach the game.

In rowing, paid coaches eventually emerged but only after a long evolution, markedly different from the one outlined above. Boats racing grew out of boats working. In 1716 it was his gratitude for the Thames watermen who taxed him to work that led

For almost 30 years American rowing and racing developed along three lines: the watermen, proper professionals who worked at the oar for a living; the club oarsmen who rowed for fun; and the college students who found rowing more fun than their classrooms. By 1872 the rowing season included 150 regattas in which watermen, club oarsmen and college students all raced together, more often than not for a money prize which neither the clubmen nor the students hesitated to accept. Under such conditions it was little wonder that professional scullers became the first coaches. Beginning in 1864 the Yale students took on a series of such professionals in a desperate effort to even the series with Harvard who had won the first four races. Indeed, in 1870 Yale's sculler-coach, Walter Brown, shared with them his primitive version of a sliding seat. Unfortunately the latter did not receive a fair trial. Reaching the turn first, Harvard parked there to make Yale go around — a sculler's trick! Yale crashed into them and broke their rudder. Though Yale went on to win by 15 seconds, the referee awarded the flags to Harvard after a three-hour inquiry. In 1871, Yale sulked at home while Harvard proceeded to organize the Rowing Association of American Colleges. In the first race for VI's without cox over a three-mile straightaway at Springfield, unknown Mass Aggies won by 37 seconds over a top-lofty Harvard, thanks in no small part to the canny coaching of their trainer, John Ward, the professional sculler who had bet heavily on his charges. The result left Harvard venting its mortification on Yale who persisted with their professional coach who taught them "professional tricks," violated the rules by coaching from his single even during the races and hurled "disgraceful taunts" at the Harvard crew.

The new Association's second race, in 1872, showed what professional coaching might produce and eventually helped to lead the way to another solution. With the addition of Yale, Cornell and Trinity, the Association now numbered nine members. The victory of Mass Aggies (with a student body totaling 150 as compared with Harvard's 648) encouraged other small colleges to play David to the Goliath of Harvard or Yale. Eventually six crews (Amherst, Bowdoin, Harvard, Mass Aggies, Williams and Yale) gathered at Springfield for two final weeks of practice with detailed coverage of their every move by



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the newspapers. Only Harvard was rowing on sliding seats, since most of the other crews were trained by professional scullers who were already convinced that sliding seats were too difficult for inexperienced oarsmen. The river was buzzing with gossip about the crews: Harvard looked the "prettiest," equal to their predecessors "in grace and precision." Bowdoin had on "thick flannel shirts" throughout the last two weeks of July; Amherst was rumored to have broken 17 minutes for the three miles; Yale, back on fixed seats, had gone over to "a quick nervous stroke" and a high rating. Betting was very active, though a reporter noted that "a college man bets in the direction in which his sympathies and hopes lie and then hedges by betting on the other crews." By contrast "the trainers were in great demand among the regular sporting men . . . for straws to indicate which way the wind blew." Again the race provided an upset: Harvard at 40 passed Bowdoin at the mile only to be passed by Amherst who went on to win going away by 20 seconds in 16:33. Yale struggled home last, almost a minute and three-quarters behind the winner, a defeat which soon sent one member of the Yale boat to England and produced an eventual redirection of coaching and style in American rowing.

While others were increasingly concerned over the cloud of gamblers and betting which was threatening to engulf college rowing, Bob Cook had become convinced that, as he reminisced 20 years later, "the professional oarsmen could teach college crews very little, if anything." A farm boy from western Pennsylvania who had bullied his way that spring as a freshman onto the Yale crew, Cook became convinced that no one in America at that time had a thorough understanding of rowing:

"Ellis Ward, Josh Ward, Hamlen of Pittsburg, professional scullers, were men who had a very crude idea of scientific rowing for college men. They were men of great endurance and they worked their crews and pumped them dry on hard work and a limited diet. Now and then they would get a crew of tough, strong fellows and win as the Amherst Aggies won in 1871 and Amherst won in '72. I was in the Yale boat in '72 . . . and became satisfied that the professional oarsmen . . . have very poor heads as a rule, and they have no idea how to impart what knowledge they have."

It is interesting that Cook (who was no great student, stood last in his class and took five years to get through Yale!) had come upon one of the great truisms of coaching: coaching is just another form of teaching and there is no particular reason why a great oarsman will himself make an effective coach. Given his determination to seek out another source of authority on style, it was quite natural that he would turn to England. Already the English example was a major influence on American college rowing, if only because from the very start the English have tried to analyze rowing as a science or somehow describe it as an art. At Oxford in 1882, the colleges began to race home from Iffley Lock, bumping each other along the way; Oxford and Cambridge had their first race at Henley in 1829. By the '60s, a half-dozen books and manuals on aquatics or rowing, its history, theory and practice had appeared in England. By contrast the first important American manual appeared in 1873 as a catalogue of an enterprising manufacturer of paper boats who borrowed extensively from some of the English

(Cont'd on next page)

authorities already in print. The 1869 race between Harvard and Oxford on the Thames was an international event of enormous interest on both sides of the Atlantic. Harvard's crew would probably have agreed with the verdict of an English journalist that Oxford's victory was "a triumph of good form and good style over superior strength less scientifically applied." As if confirming this judgment, in February, 1873 the Harvard Boat Club published a small pamphlet of 44 pages of *The Principles of Rowing at Harvard*, copied largely from an Oxford manual and intended to be helpful to captains, coaches and rowers on the Charles.

A few weeks before, Bob Cook had sailed for three months in England "to go to school in rowing and learn her alphabet" as he put it. Yale's president had given the determined oarsmen a leave of absence (which dropped him back a year); Cook and the Boat Club scraped up the necessary money; so he landed with \$300 and a return ticket home. His arrival came at a most opportune moment. The technology and hence the technique for rowing, an activity which the English had long studied with a degree of scholarly zeal which other nations would reserve for more academic concerns were undergoing a significant change. The sliding seat was finally gaining acceptance, the most important technical innovation since the introduction of the outrigger almost 30 years before. Cook probably witnessed the experiment at the London Rowing Club that spring when F.C. Gulston, a Cambridge oar who was pioneering in the use of the sliding seat, participated in the experiment which proved that even with a very short slide (9 inches) almost 18 inches was added to the length of the stroke. The other advantage of the slide immediately became appar-

ent. It enabled the oarsman to harness much more of his legs into the stroke, a development of great significance for American collegians who had little or no opportunity to acquire any body swing in school as was usually the case with their English contemporaries.

Thanks to an introduction from a Yale graduate (of the Class of 1853 who had rowed in the first race on Winnepesaukee and was the London correspondent for the *New York Tribune*), Cook went to school with the great Gulston himself on the Tideway. *The Tribune* reported the lesson in coaching as follows:

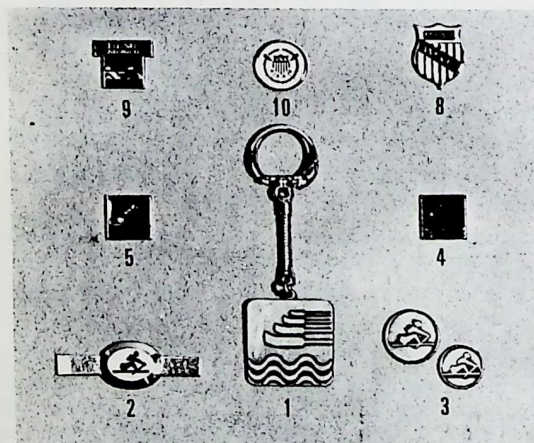
"The two went out together in a pair oar. At the end of ten minutes Mr. Cook found himself as tired as he could be from keeping up his side of the boat, while his companion was rowing easily within himself, and seemed as fresh as when he started. Seeing how matters stood, Mr. Gulston began pointing out to Mr. Cook the faults in his rowing, one at a time, and one at a time Mr. Cook began to correct them. At the end of ten minutes under this tuition, the American discovered that he could do as much work as before with half the fatigue. He discovered, in a word, that he was being taught to row. Being an apt pupil, he profited by it quickly. Neither ten minutes nor ten days nor ten weeks will make a man who rowed badly before row thoroughly well; but Mr. Cook mastered, I believe, the principles which Mr. Gulston during a month or six weeks sought to teach him."

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Cook's visits to Cambridge and Oxford also contributed to his growth as a coach. Able to row almost all the year, the English undergraduates had already developed a most stimulating mixture of boating rivalries for every level of interest and ability as well as variety of boat and combination. The sight of 30 or more crews in divisions of 12, pursuing each other up the river for four or six successive nights provided more excitement for the mob of spectators dashing along the tow path than anything Cook could have seen. New London and Poughkeepsie would give rather fleeting reminders and he never lived to see the Head of the Charles. The residential colleges supplied an enviable breadth of physical and financial support as well as an element of continuity which the American class or club would always find it hard to achieve. The Oxford-Cambridge race in eights over 4 miles became an ideal which Cook never abandoned for Harvard and Yale. He would also bring back the omni-present tub pair as a teaching device, equally useful in helping the beginner to learn the fundamentals or in allowing a coach quietly to work with a Varsity oarsman on some refinement which might be troubling the perfection of the University crew. He could not bring back the tow path and coaches on horseback. So the American coach would have to instruct either from a single or while rowing in the boat itself. Since 1852, Oxford and Cambridge had ruled against the employment of professional coaches. Originally as in America, the students had naturally turned to professional (watermen or scullers) as the most experienced coaches available. But the watermen's short, choppy stroke seemed ill-adapted for sweep rowing and their willingness to resort to foul tricks had made the connection undesirable. Next to the English stroke itself,

this clean break with the professional watermen was probably the most significant import which Cook brought back from England.

He brought forth immediate fruit. In a couple of months he taught the rest of the Yale crew his new stroke while stroking the boat himself, endured much fun from the press and the pundits over the "new-fangled stroke," rowed the boat into shape at Springfield with twelve-mile outings and won the third Association regatta, with eleven entries, by 10 seconds over Harvard. At the annual meeting that April, Bob Cook had been elected President of the Association, a tribute to the power of his personality as well as to his reputation. Under his gavel the representatives voted that professional trainers should not be used after that year in the Association Regatta and that the colleges would try to put a stop to the gambling and auction pools at the races. Although the unhappy connection developing between professional trainers or scullers and the gambling fraternity was clearly a major stimulus for the vote, the English example and the English alternative of amateur coaches provided some of the inspiration. So at a time when boat racing was just beginning in American colleges generally, the students had ruled out the one obvious source of coaching already at hand. Of course club rowing was already well established, but just the previous year (1872) the formation of the National Association of Amateur Oarsmen had included a definition of amateur which excluded anyone who rowed for money from both racing and coaching amateurs.

How realistic was it for American rowing to proscribe professional watermen in favor of amateur coaches at this moment and in this country? The example of England was very

(Cont'd on next page)

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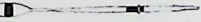
appealing but not too relevant. In a country of modest size with a well-established sporting tradition such a group had already emerged: amateurs of independent means in sufficient numbers to provide coaches and expertise for both universities and clubs. Indeed the unpaid amateur rowing coach would be the rule in England from that day to this. Little wonder that American rowing, already looking to England for so much in the way of technique and training should seek to emulate this ideal of the gentleman-amateur coach. Over the years before World War I many of the great English names of this tradition would be lured over as consultants and even coaches to this country. The end of such visitors came in 1921 with the dramatic departure of Guy Nickalls from Yale as a result of his having characterized the varsity as "gutless." At last native American coaching was coming of age.

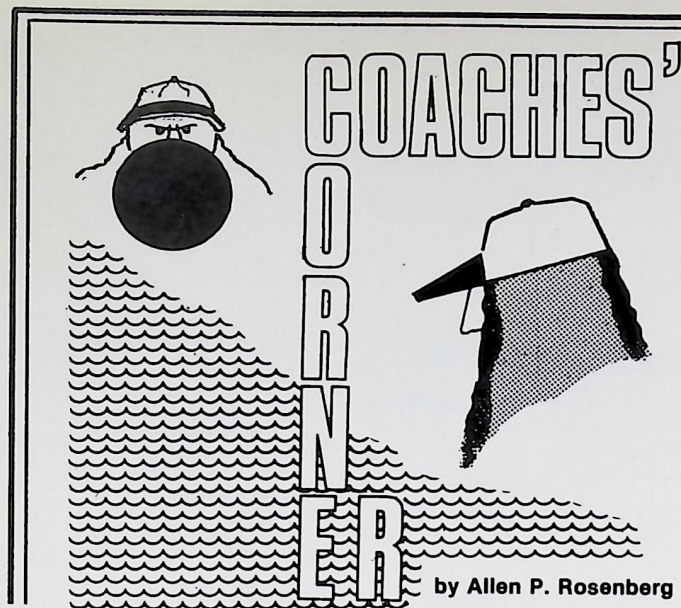
Before turning back to the professional, a great effort had been made to find such amateurs of independent means in America. If anywhere, they were to be found in the ranks of rowing alumni. The latter soon became very active in college rowing, thereby filling the void left by the reluctance of college faculties and administration to assume any responsibility, either financial or policy making. But the social and economic ethos of late 19th century America worked against the emergence of such individuals with sufficient means, leisure and skill, in any numbers. Bob Cook at Yale was the great exception. He towered over Yale rowing from 1872 to 1898 with 14 out of 19 victories, and his personality could be felt all the way from Philadelphia, where he managed a newspaper and somehow found the time for brief visits to New Haven and New London. No other college could produce an amateur-alumnus coach with anything like the same successful record.

Inevitably from the '80s on the professional scullers crept back into the picture, with some of their tricks and more secretiveness about their crews and their progress than was good for the sport. But their knowledge and experience were invaluable. Of these Pop Courtney at Cornell was to be the most famous and successful. On occasion, most colleges would use them despite the prohibition. Meanwhile the captain of the moment remained in overall charge, picking the crew, teaching the beginners, determining the style, rig and outside advisers, more varied responsibilities than many undergraduates were ready to assume. The coming of Ed Leader to Yale in 1923 marked the beginning of the modern era in coaching: college graduate, successful oar himself, skillful teacher and a new kind of professional who had chosen to make a career out of coaching.

During the years under review certain essential attributes for a successful coach had come clear:

- 1) He must understand and master technique, technology and training as these combine to produce an oarsman.
- 2) An enthusiast himself, he must be able to teach others.
- 3) His personality must inspire as well as organize, lead and teach.
- 4) As a constant student of the art of rowing he must always be reviewing what he is teaching and be alert to change.

The role of the coach in rowing is unique by comparison with other sports. In no other sport is the coordination within the individual so subtle or between individuals so intense. A coach boats a crew and sends it out on its own to race against whatever combination of themselves the watch or their rivals may motivate in them at the moment. In the end perfect rowing will always remain an unattainable vision for coach and crew alike. Or as Steve Fairbairn once put it: "One can never really row; one can only illustrate in a boat what one thinks rowing is." 



by Allen P. Rosenberg

To the uninitiated onlooker, rowing is a very simple sport with the athlete repeating the same basic movement over and over again from start to finish — some 200 or more repetitious movements. To those who train, compete and coach, this is a horrible oversimplification.

Yet within this naive approach of simplicity there is the overwhelming need to be as fully prepared as possible for each catch and blade entry. The style employed is of no consequence insofar as maximum strength and poise are concerned in the delivery of the efficient effort required. In some independent studies conducted on the National Eights in 1975 and 1976, it was shown that while significant speed was attained at various ratings between 36 and 40 spm, the amplitude of boat speed reflected the slowest velocity at about .2 seconds after the drive started. While this was quickly overcome and transferred into acceleration, it pointed up the need for definite ways to reduce or substantially eliminate that time lag. There may be many ways to approach that, but certainly one of the most fundamental is by means of a *balance* between those muscle groups generally strengthened during weight training adapted for rowers and their antagonist groups.

We may think of *each* catch as the equivalent of a sprinter leaving the starting blocks, with feet pressed firmly against a stationary fixture. Yet, for the rower, he is mechanically returned again and again to perform this explosive start. This same starting strength that the sprinter requires is provided by development of the fully effective working range of muscle contraction also required by the oarsman. Four major muscle groups are involved: the quadriceps, plantarflexors, hamstrings and the dorsiflexors. At the same time that we are building up these muscles, there is likely to occur a loss of flexibility of these prime movers and a loss of strength in their antagonist muscle groups. Stretching exercises will improve the structural balance and reduce the likelihood of injury. However, in order to insure greater strength in these antagonists, the following exercises should be done following the weight lifting days when the prime mover muscles are used most of all.

LONG LEAPS

These are essentially leaps from one leg to the other with the arms working in coordination with the leaps. The distances travelled are from 60-200 meters. Any number of variations are possible. For example, using the longest leaps first, one can

go 20-30 m. then switch to shorter hops for a distance of about 50-60 m. and finish with long leaps for a distance of 80-100 m. The leg drive is accentuated in a linear fashion (straight) with the front of the thigh being brought straight forward with little upward movement. This can be accomplished by emphasizing the weight on the ball of the foot as it takes hold of the ground and then thrusting it backwards in a sort of scraping or scratching motion on every leap. Start first with feet together, then progress to hopping on one leg then the other and various combinations. It is essential that these movements be supple, light and flow with a harmony of movement rather than an awkward unbalanced effort. Total concentration is essential and good breathing patterns will help.

For example: for each session following the weight training (both heavy and light), five jumps totalling distances from 50-200 m should be repeated 8-10 times. In between each set relaxed jogging, light stretching or free leg-swinging should be done.

The greatest degree of squat should be about $\frac{1}{4}$ of full. The foot-floor contact should be firm and secure but fleeting til the hopping movement is comfortable. It is unlikely that the repetition load of 8-10 can be reached in the early months. The same effect may be obtained by hopping up-down on a 22-24 inch high platform. 

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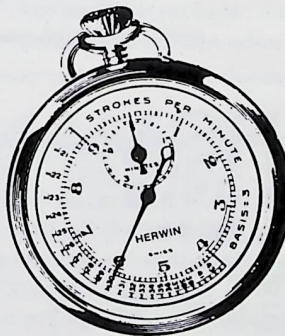
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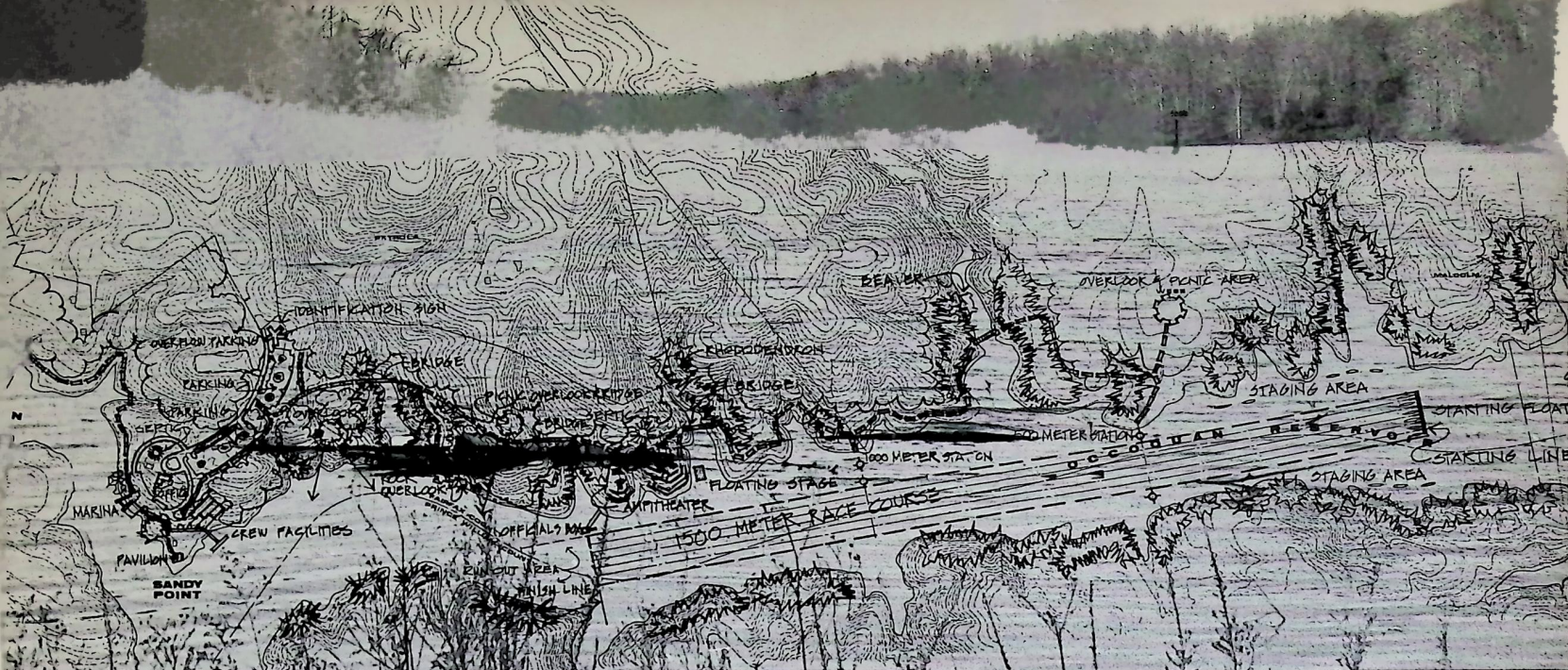
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Crew racing in the Washington, D.C. area has always been on the Potomac River with courses from Potomac Boat Club on down to Old Dominion Boat Club in Alexandria. Many club oarsmen will remember the survival type President's Cup races between the bridges and many college oarsmen will remember the EARC sprints of Hains Point from '53 to '56. Northern Virginia schools have hosted the Scholastic Regatta in '52, '57, '61, '65 and '69 and have seen our Northern Virginia High School Championships grow from 50 in 1949 to over 400. We've been looking for a better race course for a long time.

We're now building a new 40 x 80 foot boathouse on the Occoquan Reservoir which will provide a 1500 meter, 6 lane, buoyed, FISA class race course. The boathouse will eventually expand to house 48 eights and provide locker rooms, office space, meeting room and heated shop. The course can be developed to 2000 meters. When that happens the Naval Academy plans to hold some home races on the reservoir.

It all started in May 1974 when John Ashton of Washington-

Lee High School '60 Henley Crew, suggested we ought to race on the Occoquan. He interested Mr. William M. Lightsey, Executive Director of the Northern Virginia Regional Park Authority, and we looked at the site. It looked outstanding and Mr. Lightsey saw the great potential for developing crew racing on the Occoquan. It was a great help that the NVRPA, a unique organization made up of 6 nearby political jurisdictions, owns almost all of the north bank of the Occoquan Reservoir and is interested in developing recreational facilities. Mr. Lightsey assigned Mr. Darrell G. Winslow, his Director of Development, to help and we were on our way. Mr. Winslow was a member of an undefeated track team at North Carolina State University and he's never really slowed down. By mid-January, 1975 the NVRPA had contracted for and completed both feasibility study and master plan efforts which included drawings and building permits for the boathouse, floats and course.

We were all set to go when the big budget crunch of January, 1975 reared its ugly head and everything stopped. We

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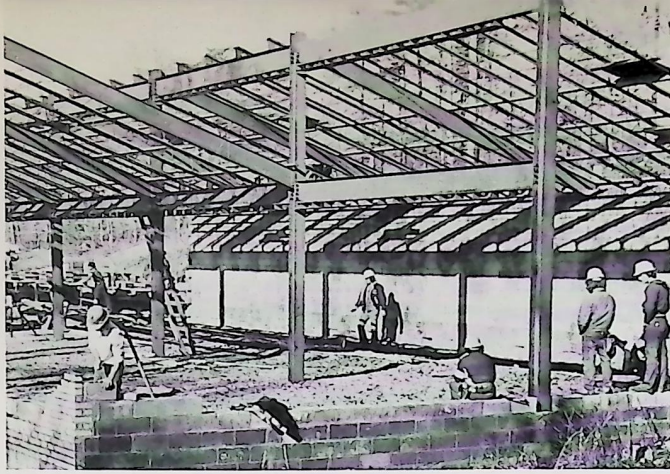
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When local funds dried up, free labor provided by vocational education students amounted to \$53,250 toward the sum necessary to obtain matching funds of \$78,250 from the state.

worked on several methods of funding the project and the Park Authority finally came up with the following beautiful solution. They obtained a grant of Federal Bureau of Outdoor Recreation funds which are administered by each state. This grant of \$78,250 required local matching funds. Our boathouse is being built by the students of the Fairfax County Vocational Education program under the supervision of Mr. Bernard Blanke. Instructors on the project are Larry Johnson, Bob Westbrook and John Ashton. John Ashton will also coach a crew as soon as equipment can be found. The vocational students' free labor will amount to \$53,250 of the matching fund requirement. We are raising \$25,000 in donations for the rest. We will eventually have a \$156,000 boating facility (rowing and canoeing for both men and women) for \$25,000 in donations.



This concept of matching funds is available to any qualified organization through their State Bureau of Outdoor Recreation. There ought to be many ways of meeting the matching fund concept and we hope others can benefit from our experience.

We have \$9,000 to go on our fund drive which recognizes donors by having the name of their choice inscribed on plaques in the boathouse. The categories are: Founders - \$500 or more; Patrons - at least \$200; and Sponsors - at least \$50. Donations are income tax deductible and checks should be made payable to the Northern Virginia Regional Park Authority for the Occoquan Boating Facility and sent to Northern Virginia Regional Park Authority, 11001 Popes Head Road, Fairfax, Virginia 22030. 

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by Karl Twedt

June, July and August. The great rowing months of this northern hemisphere. The months in which the majority of rowing people attain their highest degree of proficiency. The time for rowing the small boats, and learning to row the "middle" of the shell. The months to acquire rowing finesse leading to world championships.

Not in the great Pacific Desert. Not on the west coast of this country. Rowing in this area stops early in June. Vacation time. Oh, there's a little flurry of activity around Los Angeles, where some topnotch scullers aid tremendously in the women's effort. San Diego, with its three Clubs, sends some entrants to the national regattas. Oakland and Seattle have been very important to the women's national program. What else?

That's pretty much the Pacific Coast rowing activity during the prime summer months. It is, we feel, the major reason our west has not been a great factor in our Olympic rowing effort recently. Yes, we remember. We remember distinctly the years great University of Washington and University of California crews won the eight-oared event at the Olympics. Before the world caught up.

Doesn't work anymore, does it?

We know about Conn Findlay and partners training at Stanford, and winning Olympic Pair-oared championships. We remember Ted Nash (not a west coast oarsman) organizing and training at Seattle, and winning Olympic Four-oared championships. We can't forget the great Jim Storm coming east and joining Sy Cromwell to take second in the Olympics at Japan in the Doubles. Long beach fielded some fine Olympic scullers.

But, so few. So terribly few oarsmen representing the hundreds of powerful, highly-conditioned athletes rowing in this area throughout the early Spring months. School's out.

Schools close down for the summer and oarsmen are left at loose ends. Where are the organized rowing centers inviting topnotch summer activity? Hard training, numerous races, learning to handle sculling oars as well as sweeps., Why does the little Northeastern area of our country offer such overwhelmingly greater opportunity for competitors wishing to drive directly at top rowing honors in world meets?

The rich get richer, and the poor just sit around. Success breeds success. Great summer rowing attendance leads to the holding of annual national regattas where the oarsmen are most thickly clustered. Those hundreds of fine rowing shells lie quietly on their racks waiting for the Fall dusting. Oarsmen become beach guards. The Pacific Coast lies dormant.

If it were not so extremely important to our country's rowing success, and so tragic in its denial of opportunity to great numbers of our nation's finest athletes, the situation would almost be humorous. Struggling through the gusty, cold and rainy Spring months only to ignore the far superior Summer. Who's nuts?

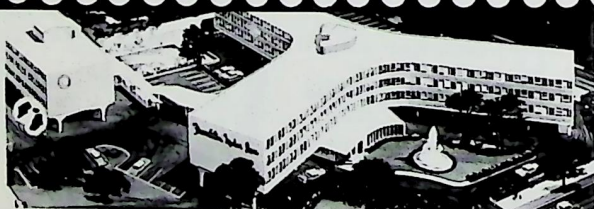
The suggestion has been made in the fine Wolf-Budd report on U.S. rowing: Get those collegiate and scholastic shells off those racks, for summer rowing. Come up with a sound and sensible program for accomplishing this goal. Give the schools an incentive. What are they doing at Syracuse?

Don't some of these colleges have a summer student body? What are they doing every summer? . . . just chasing girls? Can't they raise enough money to involve the school rowing coaches in the summer program, so the school can rest assured their equipment is receiving proper care? What about Clubs?

What does it take to organize a rowing club? We have seen several organized. What's so tough about that? Two or three shells, a shed for storage and some people who would like to be part of the rowing world. A sprinkling of older, non-competitors, to give the organization body and substance. A goal. Who says one has to start at the top? Start small, and add.

Our national rowing powers are trying to help us. The California Squaw Valley Installation is extremely significant. The Colorado sports center and the eastern center are long steps in the right direction. But, it calls for more than that.

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Let's take the emphasis off these "World Championships." The U.S. rowing season is pretty short for that. From

here they appear to be an extremely expensive device for providing a fertile field for alibi artists. Let's bear down on developing superior national crews. Let's make our national Championships really significant. Any veteran rowing person can tell us how fast our crews must be for world championship stature. Stop watches contain no secrets.

The eastern sector of our United States has been carrying the burden too long. Let's break it up. Develop your finest Pacific Coast crews. Meet the Midwest's best and the Atlantic Coast's finest, in Colorado. Take the weight off the shoulders of a Rosenberg, a Rose or a Parker. Make them row for it.

Let's send crews to the Olympics who want and need no alibis. Let's gather the gold from that great Pacific desert.



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Announcement of 1978 Plans

The Olympic Women's Rowing Committee held extensive meetings October 28-30, out of which has emerged a composite plan for 1978. The year is complicated by the November date of the World Championships, the high cost of going there, and the additional costs of our unanimous decision to support other racing experiences at more usual times. Although we received a wonderful increase in Olympic Development Funds for 1978, the amount was only 30% of the total request which generated the grant, and funding still remains much less than total. The 1978 plans follow.

European Racing/Development Tour: An approximate 30-day tour commencing July 5, designed to enable racing at two to four European regattas. Twelve sweep oarswomen will participate, under the guidance of Head Coach Nat Case, the coach of Yale's highly successful women's crew who has assisted at the three previous national camps. The weekend after the NWRA Nationals, namely June 24-25, there will be a Trials and Observation Regatta for fours and pairs to be held at the world class course on Burnaby Lake, Vancouver, Canada (a short distance from Seattle). The events will run concurrently, so athletes must choose their preferred event in advance. The winning pair and four will qualify as athletes (not as set boats) for the tour, as will the winning cox'n if and only if she weighs a maximum of 105 pounds on the day of the finals, so Trials cox'n's should be chosen with this in mind.

The remaining six oarswomen will be chosen with the objective of developing particularly promising athletes for the 1980 Olympic Team. They will be selected by a Board of Selectors comprised of three highly qualified experts who will make recommendations to Nat Case for his final decision. Nat himself requested a board of three others than himself, to remove any appearance of favoritism towards Yale oarswomen. Requirements and conditions of selection are:

1. A completed application to Nat no later than March 1, on a form to be mailed soon to all organizations. You can request an application from Nat at 402-A Yale Station, New Haven, Conn. 06520. Applicants will be discouraged unless they express a clear intention to remain active through the 1980 Olympics.
2. Compliance with all tests and reports required by Nat after March 1.
3. Finalization of intent to participate no later than June 1.
4. Rowing at the NWRA Nationals is highly recommended, as the Selectors will observe the applicants there, but is not strictly required to allow for those athletes whose organizations cannot enter a crew.
5. Rowing at the Trials and Observation regatta in Burnaby is required, and Nat will act as a clearinghouse for all oarswomen and cox'n's wishing to be placed into a crew for participation at that regatta.
6. Remaining in Burnaby for approximately 48 hours

thereafter and performing whatever is required by the Selectors prior to their final decision.

7. The Selectors will provide for two sub-105 pound cox'n's for the tour; both if the winning fours cox'n is over 105 pounds, or one if she is not. Cox'n's should apply to Nat if they wish to be considered.

8. An acceptance of the fact that the decision of the Selectors is intended to be *subjective*, based upon their *judgement* of which six other applicants after the four and pair have won are likely to be the most possible members of the 1980 Olympic Team. These may be six experienced elite athletes, six totally new but promising athletes who may be a year or even two away from full potential, or any combination thereof. Finishing order at the Trials shall have no significance and is not to be relied on by anyone.

Funding for the tour members will begin and end at an East Coast airport. Each participant on every U.S. women's trip in 1978 will be required to contribute \$200 in cash to the manager at a time announced by her. The tour will thereafter be fully funded except for personal spending money. No NRF funding is available for this tour. The manager of the tour will be Olympic Team Manager Debby Ayars, who will make international travel arrangements for the squad, and whose responsibility begins and ends at the East Coast point of departure and return. The twelve oarswomen will row many differing combinations of eights, fours and pairs at the European regattas, all as determined by Nat in order to gain everyone diverse experience.

There will be one assistant manager but due to budgetary constraints he or she must fund one half of the trip cost up to a maximum of \$850. *Immediate applications* for that position are hereby solicited, to be sent directly to Debby Ayars, 7 Chadwick Court, Amherst, Mass. 01002, and which must be received as soon as possible. Applicants should apply by letter, listing their qualifications and experience, and affirming their willingness to bear the cost mentioned.

The tour is to have no necessary correlation to the subsequent New Zealand team, which will be selected independently of any reference to who did or who did not make the tour.

New Zealand: The New Zealand squad will be comprised of a single and double scull, one sculling spare who must also be able to row at least one side, eight sweep oarswomen and one cox'n. The scullers will be selected in a full FISA format trials regatta to be held the last or next to last weekend in August on an acceptable course in the East. The double scull will be selected first, and the singles trials will follow two or three days later. John Van Blom will be the head sculling coach, and he will probably select the spare in consultation with the head sweep coach; if so, the selection will be based upon his best judgment and not upon finishing position in the Trials. No arrangements are being made for even a self-funded quad to

compete, so without a boat, credentials, reservations and the like it will be impossible for any quad to enter, and the Committee has so decided. If one of the sculling crews feels a strong need for its own coach and that is not John, a second sculling coach is authorized to go but only on a self-funded basis; current estimates of the trip cost are approximately \$1900, but could go higher.

The sweep crews will be selected in a non-challengeable and unfunded camp to be conducted by the head sweep coach. John Hooten, a dedicated coach of women's rowing who coached on both the 1976 Olympic Team and the 1977 World Championship team, has been named Sweep Coach for New Zealand. He will announce his methods for conducting the camp and applications therefor, and will most probably hold it in Philadelphia during the month of August. Returnees from the European tour will be accommodated upon their return. Final cuts will be made no later than September first. Any athlete should inform John if she requires a job.

The eight oarswomen and one cox'n selected form a four, a pair and two spares, but the nine will also row the eight unless in John's opinion that proves logistically impossible in light of all circumstances existing in New Zealand. But there is a strong likelihood that there will be few enough entries in the eight that only the final will be required.

Doctors have advised a minimum of two weeks on site after the lengthy flight through many time zones. Australia is conducting a pre-championship regatta in Sydney on October 14-15 which we will attend, and departure is scheduled for approximately October 10-11. The finals in New Zealand will be November 5. Departure from the U.S. will be strictly as a full group, and it is not yet known whether flexible return dates can be provided. Air fares are of course prohibitive, and flexibility costs a great deal of money. Potential team members are alerted that a group return shortly after November 5 may be a necessity. The additional cost of converting to a ticket to prolong the New Zealand stay is between \$600 and \$800.

The manager will be Peter Lippett, two term chairman of the USOWRC and head manager of the 1974 World Championship team. His responsibility for the New Zealand team begins upon departure from a West Coast airport, and ends upon return thereto. Funding is provided only from the West Coast departure airport, and ends upon return thereto, so everyone must be prepared to pay for her own domestic transportation (a "Super Saver" fare will work for up to a 45 day period). As with all 1978 women's teams, each team member must provide a contribution of \$200, payable in cash prior to departure. From then on, all expenses except personal spending will be fully funded. There is no funding available for team members from the time of their selection until departure on Oct. 10.

While everyone is grateful for NRF support and aware of their limited funds, due to unanimous disapproval of the time standard method reported by the 1977 team the USOWRC will recommend abolition of that system and replacement of it with funding for specific team purposes (uniforms, shell transportation, etc.). But this is only a recommendation, and the NRF may still impose some reasonable method of qualifying for its limited funds.

An on-site manager for the sweep camp is required, and applications for that post are hereby solicited. For particulars, see below under "Managers' Development and Applications". **Junior Girls' Championships & Development:** the definition of a junior is: "a person ceases to be a junior on December 31st of the year during which she turns 18" (NAAO rule, closer to FISA than NWRA's). 1978 will be the first year for annual FISA

championships for junior girls, to be held in Belgrade, Yugoslavia in 1978 and Moscow in 1979. The NWRA President has appointed the first Junior Girls' Committee (it will subsequently be elected), and the USOWRC is extremely enthusiastic about developing junior girls rowing as a first rate way to develop Olympic athletes. Therefore a portion of the annual Olympic Development funds will be allocated to the Junior Committee, which shall have full authority over selection methods, other plans for juniors, and expenditure of those funds. For 1978, a sum has been allocated only \$500 less than the entire amount given to the USOWRC in its first year of 1973! Some members of the Junior Committee have indicated unofficially that their personal judgment will be not to send a full team to Belgrade this first year while spending the balance of the funds on domestic development. That Committee's plans will be announced in due course but all juniors should be aware that a full team for Belgrade is unlikely.

A further exciting development for junior girls is their participation in the Olympic Sports Festival; see that topic below. **Scullers Development, Training & Racing:** a scullers' development, training and racing camp will be established for most of the month of July. Arrangements are currently in negotiation, but it will probably be held in Boston following the kind offer of Gail Pierson Cromwell to provide her various sculling boats and personal skills to such a camp. Current plans are as follows: scullers will be encouraged to race in the 4th of July regatta in Philadelphia, where their racing will be videotaped for later analysis. They will thereafter move to the camp, where training and development will be interspersed with weekend racing. Sports medicine studies will be conducted there, as

(Cont'd on next page)

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will the biomechanical studies of Gideon Ariel if he is available. The camp will end with a specific number of scullers being funded to the Canadian Henley regatta on approximately July 29-30. Scullers will then be free to make combinations or plans leading towards the New Zealand sculling trials (see above) and/or participation in the Olympic Sports Festival (see below) where the sculling events will be designed for elite scullers.

We are in negotiation with several top flight coaches to contribute their expertise to this camp. Funding is provided to the camp in an amount which must remain flexible until other aspects of the budget are finalized. The intention is to fully fund the Canadian Henley trip, and additional funding assistance to each athlete is dependent upon the amount of the ultimate allocation and the other costs of the camp. This project is under the supervision of USOWRC member Lisa Hansen, who will announce procedures and have authority over funding allocations. It appears unlikely that transportation to and from the camp can be funded, though we hope for some assistance toward room and board costs. The number of scullers to be accommodated also depends upon budget finalization, and application procedures will be announced by Gail and/or Lisa in due course.

An on-site manager for this camp is required, and *applications* for that post are hereby solicited. For particulars, see below under "Managers' Development and Applications".

Sweep Development and Technique Camp: after the European tour athletes have been chosen, a three to four week development and technique camp will be held for some 24 to 36 oarswomen and cox'ns. Those participating in the Selection and Observation Trials who were not selected for the tour are strongly urged to attend, as the intention and focus of this camp will be to impart the necessary additional skills which will enable such oarswomen to qualify for future international teams (including New Zealand later in the summer) and the 1980 Olympic Team. But rowing in the Trials is not a prerequisite for camp attendance. Although we have chosen not to be quite as formal in our designations, the intention is that this group be fully attended to and developed much as is the U.S. Ski Team's "B" Team, and the Canadian Rowing "B" Team from which future "A" Team members are fully expected to come. Although it would not be right to mention coaches' names prior to finalizing agreements, we intend to have some very exciting coaching names in attendance as well as sports medicine procedures and the biomechanical studies of Gideon Ariel if he is available. It should be noted that this camp will be an obvious place for New Zealand sweep coach John Hooten to observe, and he will certainly visit the camp.

The site is not yet finalized, but we are exploring an attractive offer from Williams College. An on-site manager for this camp is required, and *applications* for that post are hereby solicited. For particulars, see below under "Managers' Development and Applications." Funding is on the same open ended basis as the sculling camp, and dollar amounts must await finalization of budgets for other projects. After budgeting necessary camp expenses it is expected that the remaining funds will be divided among the athletes attending as partial reimbursement for their transportation and room and board expenses. USOWRC member Coleen Feurst is in charge of this project, and she will make announcements and impart final funding figures as soon as plans are more firmed up.

Apprentice Coach Project: Following a procedure successfully used in the past by USOWRC member Ted Nash, any coach wishing to apprentice under a more experienced coach may accompany that coach on his squad training excursions often held in January or at Spring break in Florida or other places. In-

stead of learning on a blackboard, an apprentice of whatever current stature can learn by observing a week or two of actual coaching. The USOWRC will fund, in whole or in part, the transportation and room and board expenses of selected apprentices to accompany volunteering "master coaches" on such excursion. This project is under the supervision of USOWRC member Carrie Graves, and any interested "apprentices" as well as volunteering "masters" should *immediately apply* to Carrie at 10 Cottage Farm Rd., Brookline, Mass. 02145, in order that any opportunities this coming January can be utilized. This being a USOWRC project of course we intend that coaches of female programs, either high school, college, or club, will be the "apprentices" selected, though the "master coach" may well be the coach of a men's program.

U.S.O.W.R.C.

The U.S.O.W.R.C. is interested in assisting past or present oarswomen who are considering becoming involved in coaching.

This program is in its initial planning stages. The basic idea revolves around potential coaches spending time with an experienced coach and team during a training period; for instance during spring break.

Funds for a program have been allocated in the 78-79 budget.

If interested please contact:

Carle Graves
60 Boylston Street
Harvard Ath. Dept.
Cambridge, MA 02138
(617) 495-2226

The Olympic Sports Festival: In early August, the U.S. Olympic Committee will sponsor and fully fund an "American Olympics" at Colorado Springs, Colorado. The intention is to provide additional national level competition as well as to increase public awareness of the Olympic movement in general and various less well known sports in particular. The event will be covered by national television. Rowing has a bit of a hardship in that there is no water in Colorado Springs (an Olympic training center), but a reservoir has been located some thirty miles away. This provides only 750 metres; women's rowing intends to participate nevertheless with all six FISA events. The USOC has made plans for regional trials to yield regional championships meeting in a grand final at the Festival, but each sport is allowed to design its own system. Project co-leaders are Pam Behrens and Anita DeFrantz.

The USOWRC has attempted to correlate our participation with our various other 1978 plans. Thus, the sculling events will be designed for elite level athletes, and the selection of the four or six crews in each event may well be correlated with the conclusion of the sculling camp with opportunities for non-camp athletes. On the other hand, to aid in the domestic development of junior girls and to provide an incentive for their program, the USOWRC has decided to limit the eight to junior crews, with the selection process to be formulated by the Junior Committee. This will also present an interesting diversity of competitive levels for T.V. and the public. The four and pair will be open events (to juniors as well as anyone else). At least a portion of the selection process will revolve around the development/technique camp, but Pam and Anita will announce their formulations.

It is anticipated that this experience will be fully funded by

the USOC, including transportation to and from Colorado Springs, plus room and board while there.

Applications for Staff Positions: our participation will require several coaches, managers and officials, and applications for all of those positions are hereby solicited. Managers should follow the procedures outlined below, while potential coaches and NAAO certified officials should apply to USOWRC project co-chairperson Pam Behrens by letter at 682 Pont Reading Rd., Ardmore, Pa. 19003.

Managers' Development and Applications: the USOWRC and recent international teams are fully aware of the key role for good or ill played by managers, and accordingly are establishing a development program for managers. It is unlikely that any manager will be sent abroad as even an assistant without having served one or two test and evaluation periods in a domestic capacity. All of the calls for 1978 managerial applications on a domestic level have been made throughout this announcement, and interested persons should apply by letter to USOWRC Chairman Peter Lippett at 407 Sansome St., San Francisco, Calif. 94111 no later than December 31. It is preferred that applicants be willing to be assigned to any of the 1978 projects, but expressions of preference are welcome, and any impossible sites or dates should be specified. Performance as domestic managers will be evaluated for qualifications to be sent abroad. Except where specified, no funding of domestic managers is available. International assignment within a given number of years, or at all, is not guaranteed, but this is a first step. While we are interested in and solicit applications from both males and females, for obvious reasons we particularly solicit applications from females, though we assure all applicants that all will be evaluated strictly on merit.

Watching the Mail: It should be apparent from reading through this announcement that many pieces of important information will be coming by mail. The only feasible system is to mail to organizations who are members of the NWRA, and individual members of those organizations should ensure that there is an internal structure by which mail received is communicated to those concerned. If you are either an individual desiring this service, or an organization not a member of the NWRA wishing to receive our mailings, please submit your name and address to USOWRC Secretary Pam Behrens, 682 Pont Reading Rd., Ardmore, Pa. 19003.

Communications to the USOWRC: they are solicited, and are most sincerely welcome. Under a permanent agenda item, they will be read at every USOWRC meeting. We *must* have your views if we are to represent you. Please send all such communications to USOWRC Chairman Peter Lippett or Secretary Pam Behrens.

GOOD LUCK TO ALL!

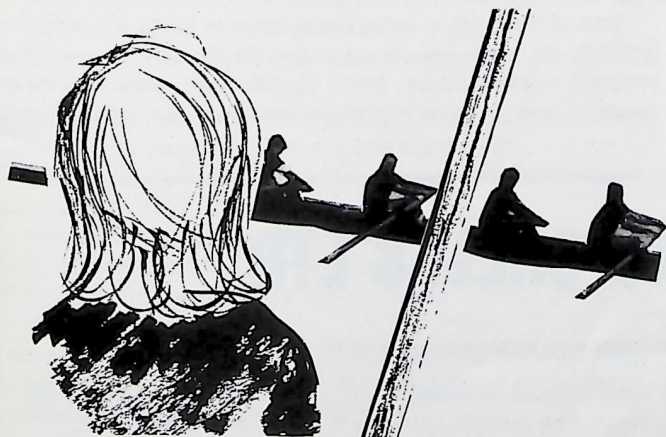
Peter Lippett
Chairman, USOWRC
407 Sansome St.
San Francisco, CA 94111
phone: (415) 433-4060

John Hooten, Vesper Boat Club
10 East River Dr.
Philadelphia, Pa. 19130

John Van Blom,
375 Ohispo A
Long Beach, California 90814

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An Optimistic Report from the Men's Olympic Development and Selection Committee

by Julian Wolf, Chairman



Responding to the dictates of the Budd-Wolf Report, the Men's Committee for Olympic development was formed with a balanced roster to represent all elements of the U.S. rowing community. It is composed of six recent Olympic and Pan-American Games participants, three former Olympians, active club and college coaches of national and international calibre, recent national team managers and administrators.

The obvious focus is on improved international performance with long-range planning for optimum future development. Cooperation and close liaison with the Women's Committee is a paramount consideration to insure optimum utilization of funding for projects beneficial to both elements of our community projects.

What we have referred to as the "bottom line" requirement for improvement, dollars, is the brightest area we have. The U.S. Olympic Committee has awarded us a substantial amount for the 1978 Men's projects with an amount of at least equal magnitude probable for 1979.

In addition to funding, the U.S.O.C.'s training camps in Squaw Valley and Colorado Springs, which will probably be expanded to include Lake Placid, New York and Baton Rouge, Louisiana, will take some monetary pressure off of our training plans.

A National Sports Festival in 1978 will provide us with an opportunity for national competition which may include any level of competition from Juniors to elite and with the full financial load being born by the U.S.O.C. This will provide us with an opportunity to identify and train more people for future development. It will also provide national television exposure for our sport.

Peter Lippett and Julian Wolf will make a study of a possible rowing-canoeing-kayaking training site to be presented to the U.S.O.C. for consideration since present and proposed training

sites do not provide adequate facilities for water training.

In 1978, concentration will be on other than the Eight with the possibility that competition will be opened to the best Eight from any source to represent the United States in the World Championships in New Zealand next Fall. Present budgeting does not call for funding this crew, but it may become part of the national team if it can obtain independent funding.

A project of possible long term duration was started in 1977 and is budgeted for 1978. Under Bill Austin's capable administration, a highly successful coaching and development clinic was held on the East and West Coasts. Initial concentration was on elemental coaching and will be continued in 1978 with an expansion into the secondary level and advanced coaching in the future. The intent is to lead to a certification program and to provide video tape and printed coaching aids to be distributed by the NAAO.

1977 also saw the funding of the Eight Camp which created our representative at Amsterdam. Pete Gardner created an atmosphere of high morale and a team which should continue to improve as a unit or in small boats.

A distinct possibility exists that our NAAO headquarters or a branch may be established at the Colorado Springs training camp to take advantage of a cost-free administration plant with such as clerical, printing and mailing being picked up by the U.S.O.C. Under consideration is a move by the U.S.O.C. from New York to Colorado Springs. If we do establish at least a branch there with the U.S.O.C. close by, substantial benefits would become apparent.

One of the most exciting developments is the move by the U.S.O.C. to fund and operate a full-time sports medicine program headed by Dr. Irving Dardik, well known vascular surgeon and a good friend to many of our international

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Olympic Development

The United States Olympic Men's Rowing Committee is accepting applications from organizations wishing to be designated as an Olympic Regional Rowing Center and from coaches wishing to be assigned to these centers.

These centers will be located in regions through the country. Upon the recommendation of the selected Regional Center, the USOMRC will fund a coach who will coordinate the regional rowing program. The program will emphasize small-boat rowing through the use of pairs.

The regional coaches will be responsible for the following:

- a. Conduct a rowing program for promising oarsmen
- b. Where feasible, participate in area regattas,
- c. Select the pairs with the most promise of success, and enter the National Championship Regatta.

At the conclusion of the National Championships, the more successful pairs will be invited to attend the national camp, while the Regional Coaches will attend

a coaches clinic held immediately after the National Championships.

The following funds will be available to each Regional Center:

- a. Coaching salary,
- b. Transportation expenses to the "Nationals" for a coach and two pairs (5).
- c. Room and board expenses while at the Nationals.

Criteria for selection of a Regional Rowing Center:

- a. Availability of a pool of promising oarsmen,
- b. Availability of an adequate rowing facility,
- c. Availability of small boat equipment (pairs),
- d. The need for area development.

Five pairs will be purchased by the USOMRC and one pair will be issued to the five most needy Regional Centers.

Applications or inquiries should be sent to:

Mr. Julian Wolf Mr. Bill Miller
9060 Santa Monica Blvd. 144 Chestnut St.
Los Angeles, Ca. 90069 Boston, Ma. 02108

competitors. Fritz Hagerman will be the full-time leader of the Sports Physiology Department.

The medicine program will include the full-time services of Dr. Gideon Ariel of Bio-Mechanical prominence. His application in the various sports disciplines, particularly in rowing, may provide us with the tools through his analysis to modify or improve our techniques. Both Dr. Ariel and Dr. Dardik are scheduled at our Orlando meeting in December to demonstrate the promise which this program has to offer.

Primary considerations in 1978 are:

- A. Improved communications with competitors.
- B. Increase the number and quality of coaches.
- C. Add momentum to small boat development and identify new competitors.
- D. Provide financial aid to geographically disbursed areas to encourage development and competition.
- E. Provide as much international competition as funds will allow.

Primary considerations for 1979:

- A. Continue the thrust of 1978 programs.
- B. Identify and develop youth rowing looking ahead to 1984.

This could include a subsidized program of high school rowing as provided by Steve Gladstone at the University of California.

Primary considerations for 1980:

- A. Emphasis on early team selection for Moscow.

The following are the funded projects and priorities for 1978:

1. Coaching development and special development for oarsmen with Bill Austin as chairman. This is a continuation and advancement of the 1977 program.

2. Sculling development.

This project is an expansion of the program of the last quadrennial. It will include the purchase of additional singles and sculls plus coaching and financial assistance for competitors. Co-chairman are Jim Dietz and Harry Parker.

3. Regional Sweep Camps.

This program will probably include camps on both coasts and elsewhere. The intent is to identify and select regional candidates for special development camps and national teams. It will attempt to make better use of collegiate facilities during the summer and provide more opportunities for youth rowing on a

(Cont'd on next page)

1978 ROWING TOUR OF ENGLAND

A MONTH-LONG ROWING AND TRAVEL ODYSSEY JUNE 19 to JULY 21

The 1978 Tour has been expanded to include 8 oarsmen, 8 oarswomen and two coxswains. Tour participants are selected on a first reserved basis. For information, write: Mike Vespoll, 402 A Yale Station, New Haven, CT 06520.

local level. Bill Miller will head this project.

4. Purchase of pairs.

In order to identify geographically diverse oarsmen and to spread the availability of small boats, this project provides for the grant of pairs to organizations which are the "have nots" but can purchase one boat and receive another at no cost for use during the year. This "two for the price of one" should encourage more small boat racing and subsequent increase in the available pool for national and development camps. Mike Vespoli will lead this program.

5. Expansion of participation in North American Regattas.

To encourage greater participation by non-eastern athletes in eastern regattas, certain expenses will be picked up for oarsmen from the West, Mid-West and South to help in defraying their costs to increase the number of athletes participating in the U.S. Nationals, Independence Day Regattas and others in the East.

6. World Championships.

This fund is to partially provide for small boat participation in New Zealand. Jack Franklin will coordinate this fund with those of the NRF.

7. National Sweep Camp.

While there is no intent to fund an Eight in the World Championships, this would continue the method of selection used since 1972 in developing an Eight, but in 1978, to develop the Four and a Pair with Pete Gardner chairing the Committee.

8. Research and development.

This project has as its goal the use of bio-mechanical

and physiological experts such as Dr. Gideon Ariel and Dr. Fritz Hagerman in improvement of our oarsmen from the points of view of their specializations. It may also be used as a means of translating foreign works on rowing, ergometer research and the refinement of the time standards approach to team selection. It may include more accurate course surveys. This project will be overseen by Julian Wolf.

The success of the projects selected and approved for funding will depend upon the ability of our people to guide them through to a successful completion. To this end, each project will be monitored and changes made to insure success. This is not an exclusive club and anyone interested in contributing proven talent to these projects will be welcomed.

While 1979 planning will not take place until December in Orlando, greater emphasis will be placed on junior programs with the possible implementation of a high school "starter" program through matching funds.

Also envisioned is a possible salaried position to supervise further coaching development.

Early and long range planning are of paramount importance to this Committee, in order to insure adequate communication with our athletes, to provide them with the necessary time to plan their rowing future and avoid serious problems which lack of proper timing may have caused in the past. While some past problems created by late funding were unavoidable, this Committee will do everything possible to avoid this in the future.

The U.S.O.C. has demonstrated its willingness to assist in the all important funding aspect of our program. Now we must put the right horses where they belong. If we cannot produce in 1980, we may be unable to procure the funding which we have all felt is the necessary means to a desirable end.

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The New Zealand Proposal

On December 3, the NAAO selected Peter Gardner as Head Coach and Conn Findlay as Team Manager. The assistant coach will be selected by September 2. Inquiries may be directed to:

Peter Gardner, 93 South Main St.,
Hanover, N.H. 03755

The Pair w/o, Single and Double will be selected by trials, while the Four/w will be selected by the national Camp process. The sweep spares from the camp will be challengeable in a special pair w/o race. The sculling spare will be selected by the NAAO Executive Committee. The sweep spares are allowed to enter the pair/w event using the coxswain from the four (providing no substitutions are needed).

Due to the few entries expected in the eight and Quad in New Zealand, these events may be raced without decreasing the competitors' performances in their selected events. Therefore, all the sweep competitors are allowed to enter the Eight event upon the approval of the Head Coach. The U.S. team will not be represented in the Four w/o event. No time standards will be administered. Full funding (less personal contribution of \$200) is requested from the National Rowing Foundation.

Selection Schedule

Aug. 4-5	(Trials)	Pair/w/o Single
Aug. 14-31	(National Camp)	Four/w
Sept. 1-2	(Trial Races)	Double Spare

Team Selection Completed

Tentative Schedule

Sept. 2-27	Training period
Sept. 28	Staging (Northwest)
Sept. 29-30	Lake Burnaby Regatta (Great Britain/Canada/U.S.)
Oct. 3 (approx.)	Departure for Australia
Oct. 14-15	Regatta, Sydney
Oct. 17 (approx.)	Depart Australia for New Zealand
Oct. 25-Nov. 5	World Championships

(Ed. note) Meeting - Nov. 13, 1977

Team Selection Committee:

Bill Miller
Mike Vespoli
Hart Perry
Peter Gardiner

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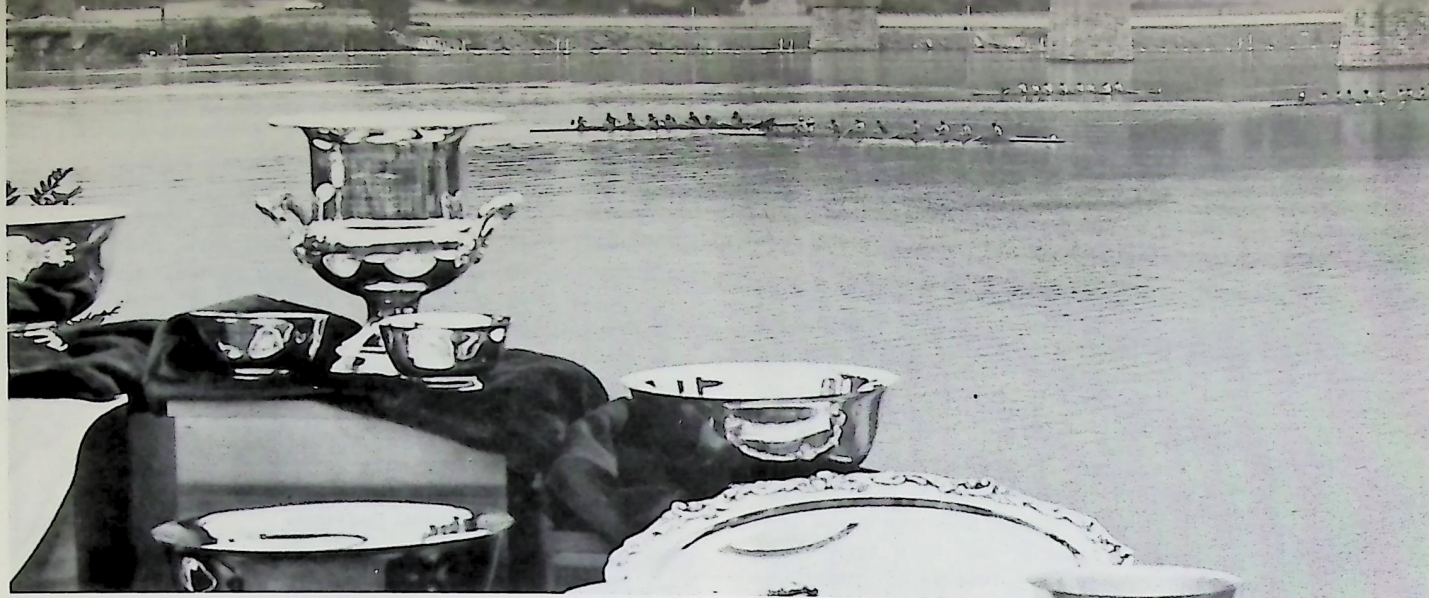
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The Head of the Tennessee

by Greg Maynard

Fort Loudon Lake-Tennessee River, home of the Tennessee Navy, was almost empty of the usual fleet of houseboats and 50-foot cruisers the weekend of October 29 and 30. This provided the U.T. Rowing Club and the Knoxville Rowing Association (KRA) with a lull in the football storm to try to get rowing into the sports spotlight. Sixteen crews came to Knoxville from as far away as Oklahoma, Kansas, Ohio, and Florida. The regatta, only three years old, already has a geographic reach of over 1,000 miles. Nearly 300 people competed for sixteen different trophies and 65 individual prizes—as compared to last year's 200 competitors and one trophy.

Competition was keener this year. However, even with crews starting at 30-second intervals there was some passing. The Women's Eight was a hotly contested event. Tennessee surprised everyone when they edged Alabama for the win. The Intermediate Eights was the closest race of the day. Marietta and Morris Harvey finished with times of 12:36 and 12:37 respectively.

The other winners were: Terry Carney-Lookout R.C., Veteran Singles; Ohio Valley R.C., Women's Four; Kansas State, Lightweight Four; Marietta "A", Doubles; Mark Tofal—Atlanta R.C., Novice Singles; Morris Harvey, Intermediate Four; Marietta "A", Pair; Jackie Arnold—U. T. Chattanooga, women's Single; Marietta "B", Frosh Four; Marietta, Frosh Eight; Virginia, Lightweight Eight.

The afternoon was blessed with fine weather (upper 60's) and free Stroh's beer. The Regatta Committee wishes to thank the Tennessee Valley Authority for controlling the

river's flow and a beautiful Lightweight Eight trophy; the City of Knoxville and Mayor Randy Tyree, who presented the trophies; and Knoxville's sister city, Kaohsiung, Republic of China for their support. Finally, thanks to all the competitors whom we hope to see again next year. 

Head of the Tennessee, 1977

Light weight 8 1. Virginia 13:27, 2. Morris Harvey 14:39, 3. Marietta 14:39, 4. Tennessee 15:06 **Veterans Singles** (Times Adjusted) 1. Terry Carney, Lookout RC 18:59, 2. William Raoul, Lookout RC 23:29, 3. Rod Townsend, KRA 23:42, 4. J. Baird, KRA 33:03 **Women's 4** 1. Ohio Valley RC 16:59, 2. West Virginia 17:41 **Frosh 8** 1. Marietta 15:11, 2. Ohio Valley 15:34 **Lightweight 4** 1. Kansas State 14:21, 2. Florida AC 14:31, 3. Morris Harvey 14:38, 4. Citadel 15:01, 5. Marietta A 15:13, 6. Tennessee 15:16, 7. Marietta B 16:03 **Doubles** 1. Marietta A 15:48, 2. Oklahoma State 15:59, 3. Atlanta RC 16:11, 4. Marietta B 16:41 **Women's Singles** 1. Jackie Arnold, UT Chat. 20:09, 2. A. Workman, UT Chat. 22:10, 3. C. Vlasis, UT Chat. 23:03, 4. A. Lenior, UT Chat. 24:27, 5. G. Carney 26:23 (Buoy violation) **Intermediate 4** 1. Morris Harvey 13:20, 2. Marietta A 14:07, 3. Citadel B 14:16, 4. West Virginia 14:21, 4. Marietta B 14:21, 5. Citadel A 14:34, 6. Oklahoma State 16:03 **Novice Singles** 1. Mark Tofal, Atlanta RC 16:15, 2. Pat O'Neill, Atlanta RC 16:54, 3. Eric Strickler, Okla. State 17:15, 4. Sam Elder, Citadel 18:00 5. J. Squitler, UT Chat. 19:18, 6. G. Hunter, Atlanta RC 19:48, 7. C. Smullen, UT Chat. 20:05, 8. Navy (Rowed in a wherry) 22:33 **Women's 8** 1. Tennessee 16:26, 2. Alabama 16:34, 3. West Virginia 17:31 **Pairs** 1. Marietta A 15:46, 2. Morris Harvey 16:12 (buoy violation, witnessed), 3. Marietta B 18:55 **Frosh 4** 1. Marietta B 13:57, 2. Marietta A 14:08, 3. Ohio Valley RC 14:21, 4. Citadel 15:35 **Lightweight Singles** 1. T. Thelsing, Citadel 16:00, 2. M. Tofal, Atlanta RC 16:13, 3. S. Madey, Navy 16:59, 4. R. Redmond, Marietta 17:19, 5. R. Pitchard, UT Chat. 18:51, 6. E. Stephens, UT Chat. 21:01, 7. C. Smollens, UT Chat. 21:15, 8. R. Larned, UT Chat. 22:00 **Intermediate 8** 1. Marietta 12:36, 2. Morris Harvey 12:37, 3. Kansas State/Okla. State 13:12 (consolidated 8), 4. Tennessee 13:56, 5. KRA 14:10 **Rodman Townsend Award (Points Trophy)** 1. Marietta 46.4, 2. Morris Harvey 19.5, 3. UT Chattanooga 18.6, 4. Atlanta RC 16.5, 6. Citadel 14.5, 6. Ohio Valley RC 12.0, 7. Tennessee, Knox. 10.5, 8. Lookout RC 9.0, 9. West Virginia 8.5, 10. Oklahoma State 7.4, 11. Knoxville RA 7.0, 12. Kansas State 5.0, 13. Virginia 5.0, 14. Alabama 4.0, 15. Florida AC 4.0, 16. Navy 3.3.

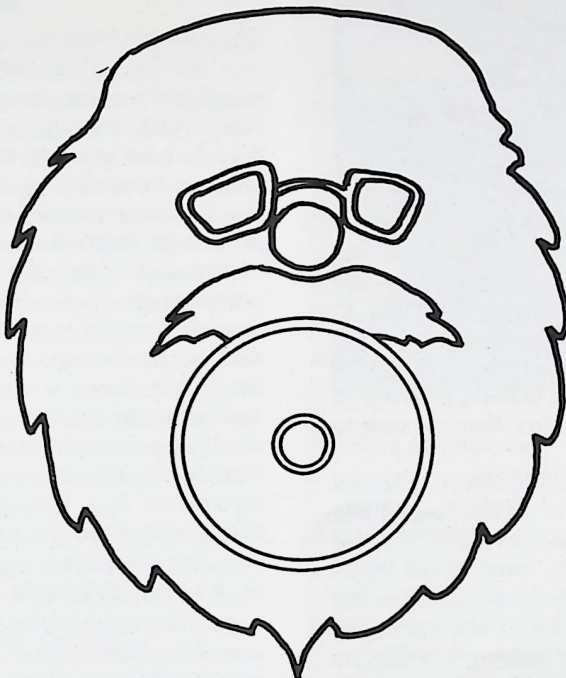




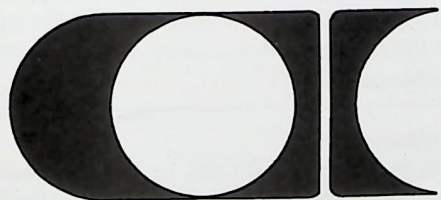
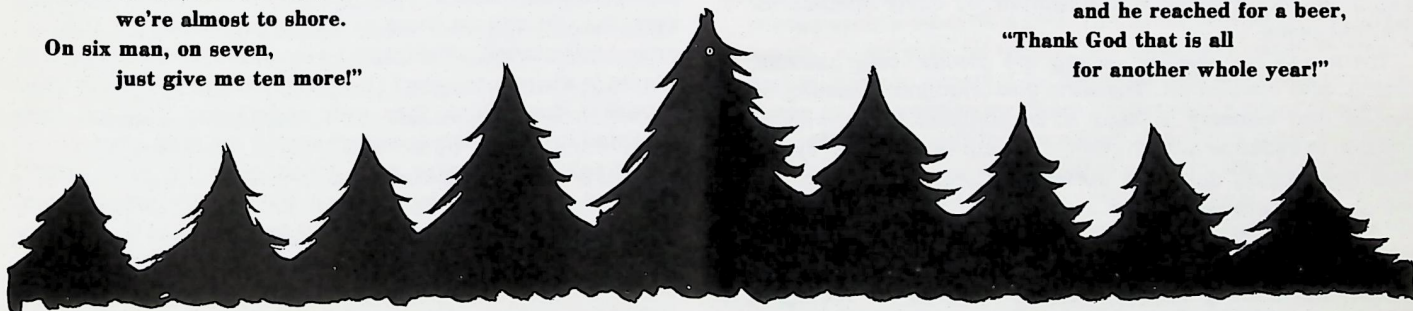
THE NIGHT BEFORE CHRISTMAS

by Michael Fennelly, Alameda, California
(based on a similar work by Lewis Carroll)

'Twas the night before Christmas
and out on the lake,
Not a ripple was swirling,
not the tiniest wake.
The footboards were hung
on the riggers with care
In hope that St. Shoenbrod
soon would be there.
The coxswains were nestled
all snug in their beds,
While collisions with obstacles
danced in their heads.
The oarsmen had showered
and wrung out their socks,
Then finished their six packs
and passed out like rocks.
When out on the lake
there arose such a clatter
I sprang from my bed
to see what was the matter.
And what sight for my
wondering eyes did await
But a miniature shell
and eight tiny lightweights.
And back in the stern
sat a big man so jolly
In a suit of bright red
like the berries of holly.
"On bowman, on two man,
we're almost to shore.
On six man, on seven,
just give me ten more!"



Into the landing
the boat gently slid.
The man turned to the stern well
and lifted the lid.
It exposed a red sack
too immense to believe,
Which all of the lightweights
picked up with a heave.
They wrestled it up
to the boathouse with care
And began to unveil
the contents right there.
A new Stampfli eight,
since the boys had been good,
Filled the air of the boathouse
with the smell of fine wood.
A dozen new Crokers,
both starboard and port,
And new footboard inserts
for those who were short.
A new speaker system
to save coxswains' throats,
And five gallons of varnish
to revive our old boats.
Then back down the dock
to the boat they did trudge,
And pushed the boat off
with an exquisite nudge.
As they left, Santa grunted
and he reached for a beer,
"Thank God that is all
for another whole year!"



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The Oarsman's Corner sincerely apologizes for a glaring inaccuracy which appeared here last issue. It was reported that the US representatives at the recent FISA congress would not support the Cromwell match racing plan, or the sustenance of 2000m as official FISA race distance. In point of fact, the opposite is true. The U.S. representatives were prepared to support any heat arrangement scheme which would minimize the effect of unfair wind and were prepared to entertain the idea of a thousand meter distance as an added race distance.

The Corner deeply regrets reporting or alleging any item which is not entirely the truth, and hopes that those who are put off by anything printed here will personally and directly inform us how we have gone astray.

I. THE COLD

Today was its first day.

Ice greeted unsuspecting toes as the boat swung into the dockside water. Fingers burned, then grew senseless in the biting air. A stocking cap and tights, a shetland turtleneck and a longtailed New Zealand wool emerged from the locker, as the rowers faced the return of the cold.

None of the normal reluctance, manifested by languid stretcher-changing or sleepy handle-filling, showed in the rowers this dawn. They moved hastily, animated by the fierceness of the wind, and alternately huddled in themselves, then uncoiling to close a gatekeeper or untie shoelaces. Kicking off, the thought passed that tipping over today could be less than fun. The hands found a moment of warmth inside sweats while tie-in concluded, then lay bare to the blast with the command to row.

With the first mile, the appearance of the sun, the bodies steadily warmed up, defeating the cold in all but fingers and toes, which remained tingling in their swollen skins. The feel of the boat and water grew as sensation, burning and thick, returned to the hands; the boat no longer surrendered to the northwest gusts which knocked a side down into stumbling catches, with plumes of backsplashing freezing sweatshirts into boards. The thaw continued, melting with sweat and swing, and soon the air was forgotten, as boats lined up for the first piece.

There was no weather during the pieces, only catches, timing, and contention. The wind dissolved into a feeling on the oar and recovery, a factor to be adjusted to technically, utilized in cadence and rhythm. No atmosphere, no matter how cold, could quell the burning in lungs and limbs and minds. It became a hot day.

The cold returned slowly during the paddle to the boathouse. It touched backs with the first chill of drying sweat, demanding back the shirts removed for racing. It cuffed with freezing sweat taut cheeks and chins and faces that strained when forming words. The dockside ice had grown since launch time, augmented by the contents of boats which did not handle the wind. As swiftly as they had been inserted, the oars lifted from the locks and found the rack, and the shell was stored with dispatch. All discussion of the day's events took place inside, with fat toes and ears, under streams of steaming water.

To the unfortunate who emerged again to gather his shoes, forgotten on the dock, the wind dealt another slap, a reminder that the cold is upon us now, that our days on the water are numbered, and soon our intent for catches and quickness will be replaced with stairs, metal plates, and tach readings from an infernal blue machine.

II. PEOPLE

To more new faces in new places: Bob Jaugstetter at Wichita, Chick Leonard and Debby Ayars at U Mass. Good luck as new

BILL MAHONEY
in the

OARSMEN'S

CORNER

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mentors. To the W. Stowe Travel Agency: Will Rte. 95, Gales Ferry, FISA, Florida, or the Winnebago ever be the same? Tune in next year. To Oarsport, Inc.: Hello Hugh, and how about a 44 extra-long 3½" lapels, cuffs, and...To Hershey bar: Consider yourself beaten, Fred...

III. SPACE SHOT R.C. NEWS

Bulletin: The SSRC Board of Governor's recent proceedings have produced stringent new guidelines regarding the acceptability of deeds submitted for qualification to that vaulted inner circle, the Space Shot Rowing Club. Space here limits a thorough analysis, but suffice to note that particular qualifying activities under the headings *Bridge Work* (all forms), *Erg Sabotage*, *Funelation* and certain *Lunar Phenomena* are all now strictly outlined as to necessary regulations (e.g. timing, distance, degree of difficulty) for club qualification. So don't get caught short, shots! Send for your free guidebook today, care of *The Corner*.

IV. BY PAM BEHRENS

Looking back on the last five years, I realized I must have been a rowing hermit. All the spare time that I had from work was spent "down at the river" or in some other form of training for rowing. It didn't matter what the weather conditions were like: I'd still be there or try to get there. My friends, when I first started, all thought I was crazy. Whoever heard of rowing in the rain or snow? I just laughed and told them I had a goal. I don't think they ever understood that but they accepted it. They also accepted seeing me less often.

I didn't really realize what I had given up until after I switched gears, that is, stopped training for international competition and started rowing just for the fun of it. Is it ever hard now to go row in the rain! It's fun now to row on good days, in nice water, in my single where I can work as much or as little as I please. I can also do all those things I've been putting off till tomorrow (they're still not getting done).

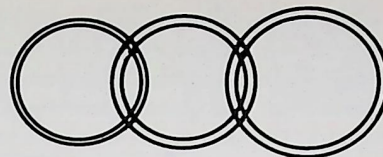
I wouldn't give up a minute of the last five years. The friends I've made, the places I've been to and the opening ceremonies of the Olympics made every second count. But it's time for a change.

From the Editors:

Due to a) the inconsistent use of *The Oarsman* by regatta hosts for publication of race results; b) the four-week turnaround from deadline to mail delivery, and c) the relative insignificance of rowing times, in future issues, *The Oarsman* will print results only from those regattas representing regional or national championships or regattas of significant interest such as the Head races or the Crew Classic.

Squaw Valley Training Camp

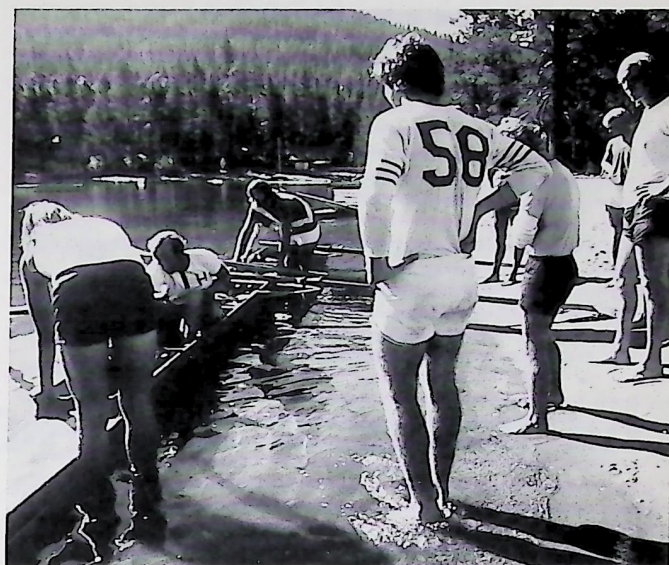
by Julian Halliday



From the seventh to the tenth of September, a group of twelve oarsmen and two coxswains attended an Olympic Development Camp for Rowing at the USOC's training camp in Squaw Valley, California. We were fortunate enough to have Harry Parker of Harvard University as our coach. His presence was the major factor which, with others, made this an extremely enjoyable and useful four days.

Accommodation in the Olympic Center was quite comfortable; the food was available in great quantities and was surprisingly good. The facilities for entertainment in off hours were rather limited, unless one was given to running up mountains. Many of us got ping-pong down to a fine art. This lack was balanced by the tremendous scenery afforded by Squaw Valley and its environs. The rowing was done on Donner Lake, some twenty minutes north-west of Squaw; for those of us who had rowed in Long Beach Harbor, on the Thames and Hudson, it was difficult to imagine a more beautiful setting for the sport. The altitude, about six thousand feet, did not present any great problems — although the oarsmen noticed that steady-state pieces were more tiring than at sea-level. Another factor with which we had to cope was the great diurnal temperature range — from a rather chilly early morning to a very hot daytime sun. Some forty degrees of change were experienced over a short period of time.

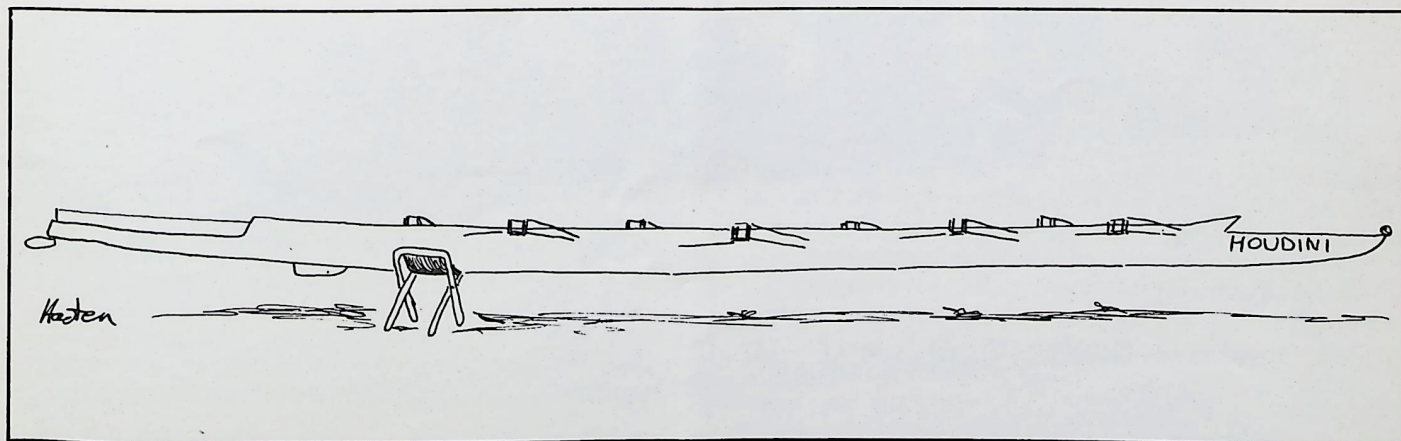
The consensus was that, above all, the camp was great fun. As an opportunity to meet other oarsmen from the West Coast, it was much appreciated. The benefits to be had from such contact must not be underestimated. Simple access to such a pool of experience is of use to any sportsman. The universities represented were the University of California (Berkeley) — who was good enough to lend us an eight, a four, two pairs and a launch — UC Irvine, Orange Coast College, Oregon State University, UC San Diego, Stanford University, Washington State University and the University of Washington. Apart from the uniform high standard of oarsmanship — exemplified by Terry Fisk who rowed in the U.Wash. crew that took the Grand at Henley this year — everyone displayed a willingness to learn and also to be friendly that seems to be characteristic of oarsmen. It was tempting, in passing, to speculate on what might have been achieved had we formed composite crews; one combination, for example, produced a four that averaged 6'5" and 208 lbs.!



The presence of a video tape machine was a great help; we were able to study our work on the same day as it was performed. The improvement in performance of the group was quite marked, when two outings separated by a day were juxtaposed by the machine. While styles differed in many ways, it was pleasing to see how well the crews 'clicked' after a short time. Some of us, of course, just enjoyed being on television....

Technically, the profit derived from the camp was more on a gut level than in specific technique training. It is the mark of a really good coach, it seems, that in a very few words he can convey exactly what he wants from an individual or crew. This quality, which may be recognized especially easily in Coach Parker, is made apparent by the ease with which oarsmen respond to such coaching. From a coxswain's point of view, a number of diagnostic technicalities were made clear; but more than that, one gained something of a feel for the kind of coaching to which oarsmen will react most favorably.

In closing, thanks must be offered to those responsible for organizing the camp, to the US Olympic Committee for a few days of free living, and most of all to Harry Parker who made the camp a privilege to attend. 



The varsity women's rowing crew from Dartmouth College placed first in the Varsity Grand Final event and won the National Cup at the National Invitational Women's Regatta held October 8 on the Connecticut River in South Hadley, Massachusetts. The Dartmouth women's varsity crew covered the mile and three-quarter course in 9:38.3, beating the second place crew from Mount Holyoke College by 10.3 seconds. Massachusetts Institute of Technology placed third in the Varsity Grand Final competition and Connecticut College placed fourth.

In Varsity Petite Final competition, Trinity College placed first with a course time of 10:54.2. Smith College placed second, the University of Massachusetts third and Amherst College fourth.

The host school for the event, Mount Holyoke College, received a trophy for its first place win in Junior Varsity Final competition. The Mount Holyoke J.V. crew covered the course in 10:14.4. Massachusetts Institute of Technology placed second and Trinity College placed third.



The National Invitational Women's Regatta

by John R. Anderson

In the Novice Grand Final event, the Connecticut College "A" women's crew won a trophy for a course time of 11:58.0. Dartmouth College placed second, only three seconds behind the winner, Trinity College placed third and Simsbury High School (Simsbury, Conn.), a crew consisting of ninth grade girls, placed fourth, finishing the course 12:19.0.

The Mount Holyoke "B" crew placed first in the Novice Petite Final event with a course time of 10:49.0. Placing second was the Mount Holyoke "A" crew; third, Smith College and fourth, Amherst College.

In the Novice Third Level Final event, the Holy Cross "B" crew covered the course in 11:53.1 to win a first place trophy. Second was the Holy Cross "A" crew; third, Connecticut College "B" crew and fourth, George Washington University.

Jan Palchicoff from the University of Massachusetts, the second ranked women's singles rower in the U.S., bested third ranked Judy Geer, Dartmouth, in a special head-to-head singles match race. Miss Palchicoff's time for the course was 11:22.6.

In the high school event, the Andover Academy varsity crew took a first place trophy with a course time of 9:56.4. The Simsbury High School junior varsity crew placed second and the Simsbury varsity crew placed third.

Mount Holyoke College received the Paul Magruder Memorial Award for the school with the best total team points for the regatta.

Crews were selected for participation in the finals events based on their performance over a one mile timed course in novice and varsity division preliminary heats. The four crews in each division with the best times over the course participated in the Varsity and Novice Grand Final events, the next best four crews participated in the Varsity and Novice Petite Finals and the third best times competed in the Third Level Finals. There was no Varsity Third Level Final since there were only nine crews in the Varsity Preliminary Heat — eight of the nine competing in the Varsity Grand and Petite Finals, leaving the ninth crew no one to compete against in the Third Level Final. Winning crews received trophies and Olympic-style medals. All participating crews received the distinctive National Invitational Women's Regatta patch. The Dartmouth varsity crew also received a special "champion" T-shirt in recognition of their Varsity Grand Final win.

The National Invitational Women's Regatta is an annual event co-sponsored by National Blank Book Company, a leading supplier of office and stationery products, and the Greater Holyoke Chamber of Commerce.



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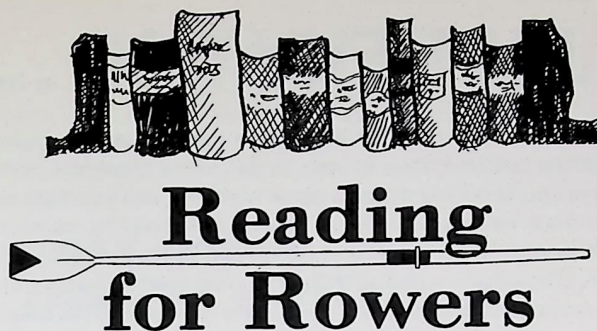
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PRESS CREDENTIALS FOR MOSCOW 1980 OLYMPICS

The Oarsman magazine will award whatever press credentials are available to the writer or writers who contribute the most to *The Oarsman* in quality and quantity of articles in the issues extending between Jan/Feb 1978- May/June 1980.



Reading for Rowers

by John A. Ferriss

Food for Sport by Nathan J. Smith, M.D. (Bull Pub. Co., \$4.95.)

"This book is about food," and it is for every kind of athlete: from the typical heavyweight oarsman at one extreme who eats everything in sight, although he may be eating food that he doesn't need and can't use; to the more careful lightweight at the other extreme, who simply doesn't eat when he has to lose weight. Fortunately, most athletes can have almost any food they want, either from a college cafeteria, or mom's or their own kitchens, and Dr. Smith's book will help with decisions concerning what and how much to eat.

For example, is it really necessary to take 25 pills a day to get the vitamins, minerals, protein, and other nutrients you need? Why do American athletes have the most expensive urine in the world? What diet should be used this year to drop 20 pounds for the first race? Is the best pre-race meal scrambled eggs and pancakes, or is it steak? Questions such as these are often asked and deserve detailed answers.

Weight control, especially weight loss, is particularly important for oarsmen. Minimizing the decreased physical and mental ability that accompanies weight loss is possible, but requires careful planning. The athlete should calculate the percent of body fat that he needs to lose, and then set up a schedule for achieving that loss. Because excessive dehydration is extremely dangerous, Dr. Smith explains where the water can come from, where it can't and how to expedite its loss.

In the section on diets for specific types of athletic events, the author recommends a "High Performance Diet," also known as glycogen loading. Warnings about this sort of regimen follow rather than precede the diet, and the author fails to mention evidence that glycogen loading has limited value until the duration of the event exceeds 30 minutes. (Thus it is impractical for most rowing events anyway.) This reviewer has serious doubts about the safety of depriving one's body of carbohydrates at the same time that heavy work is being done, especially for an athlete who is still in school. On the other hand, a modified version of the "High Performance Diet," which doesn't involve carbohydrate deprivation and emphasizes more carbohydrates for a couple of days before the event, may be of some value and certainly will not hurt.

This book should be required reading for all coaches and serious athletes; money saved by avoiding unnecessary food supplements will quickly cover the book's cost. *Food for Sport* brings together information from a variety of sources, the synthesis of which increases its usefulness. It is recommended by Dr. D. F. Hanley, Chairman of the Medical and Training Services Committee of the U.S. Olympic Committee. In addition, the author's contact with Seattle area crews will make the book of special interest to the rowing community.

A JUSTIFICATION

by Nell Gollightly

You slump over your oar and try to pull drafts of oxygen through the cotton swabs in your throat, while breakfast from two days ago suddenly doesn't agree with you, and you fight to keep it from welling up in your mouth. You stupidly watch a muscle in your thigh quiver and jump. You've lost — by a hair, an inch, a bow-ball — and as the other crew feebly shouts with victory your boat is silent, and you slowly row back to the dock.

Here and now you might ask, what is the point? Why this insane predilection for inducing pain? Why do you row day after day, week after week, far into November when ice cakes on your oar and early in spring when freezing rain makes your body and soul feel like a cold, peeled potato? Was it worth six-mile runs through snow drifts on dark winter evenings to find out whether or not you can pull a ton of flesh and wood over the water any faster than any other crew? Can you say, "This is why I am an oarsman," and present some tangible result?

But thoughts as these don't even occur to you as you shower the sweat, lake-water and dejection off your body; the

answers to those questions are self-evident, immutable constants that you take for granted. Justification for the sport lies in the shared consciousness of your teammates, which is, perhaps, the highest plane of friendship. Through common exertion you manifest an art, and your synchronous choreography in the boat subtly draws you together outside the boat. Crew is a distillation of communal philosophy; it is an intensely concentrated, magnified realization of human cooperation, for rarely does a group depend so much on each of its individuals. The shared dejection of a loss is as satisfying as the exhilaration of victory, because you know you stretched your physical limit as far as every man in the shell.

You'll be at practice on Monday. You'll sweat and strain and damn the weather. In the locker room you'll dissect each minute of the last race and tell rude jokes; but always, in the back of the head, motivating each stroke, will be the thought, "Next time. We will get them next time . . ."

JOHN MURRAY

by Craig Swayze

John Murray, the man who kept Canadian rowing on course for almost half a century, is dead.

The former high school principal, secretary of the old Canadian Association of Amateur Oarsmen for 47 years, died November 3 at his home in Kingston, Ontario, following a lengthy illness. He was 74 years old.

John Murray got his first exposure to rowing in 1929 when he was assigned by the Ontario Athletic Commission to attend the annual meeting of the CAAO at St. Catharines. In those days, the annual meetings were part of the Canadian Henley and Mr. Murray agreed to take over the vacant secretary's role in the governing body of Canadian rowing.

At each subsequent Henley, John Murray's face was the most familiar for oarsmen and officials alike. He accepted entries, made the draw, collected entry fees, assigned referees, kept results, handed out plaques

and medals and compiled points.

Since the reorganization of Canadian rowing and the formation of the Canadian Amateur Rowing Association, John Murray has been the group's official historian.

Sometimes called Canada's Mr. Rowing, John Murray kept the CAAO together through some thin years. He handled all rowing correspondence, kept the meeting minutes and steered the current presidents through meeting after meeting.

He was manager of Canada's rowing team at the 1963 Pan-American Games in Brazil and assistant manager of the squad at the 1966 Worlds in Bled.

Having retired in 1966 after 46 years of teaching school, he subsequently served as a proctor at Queen's University, his alma mater.

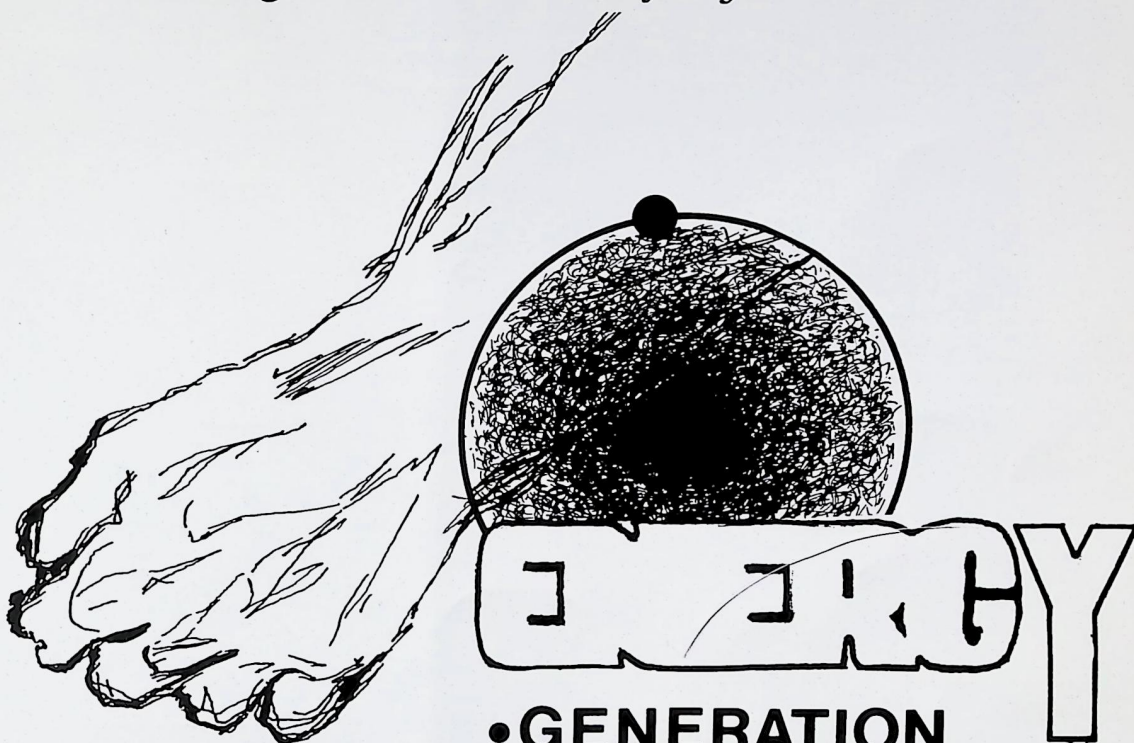
He is survived by his wife, three sons and two daughters.

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