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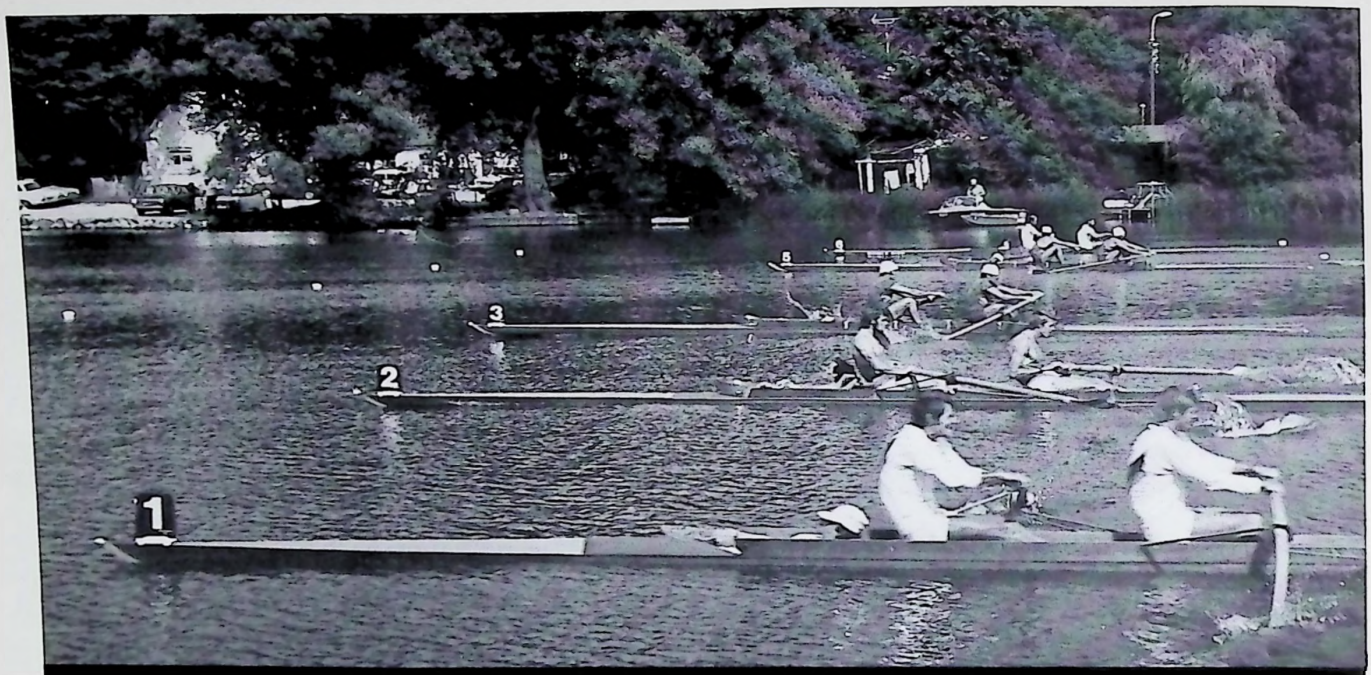

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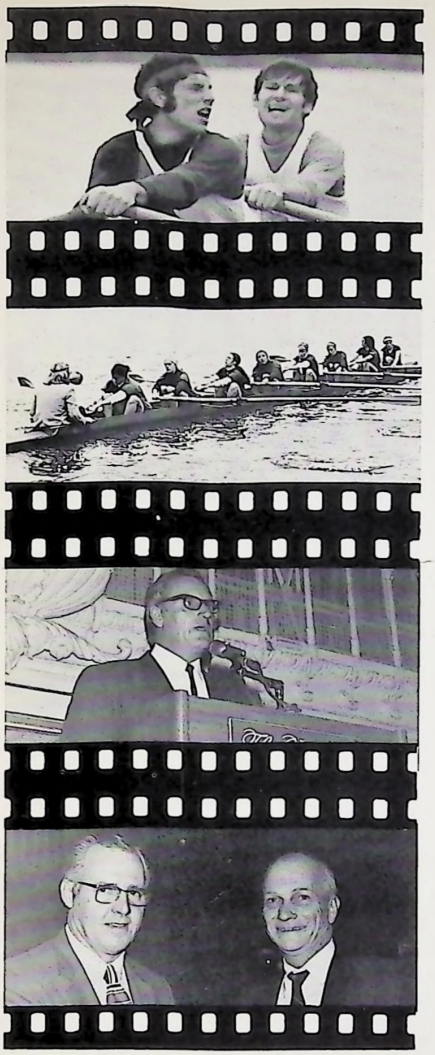

THE OARSMAN®

Volume 4, Number 1 **March, 1972**

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Letters To The Editor

Your comments on any issue related to rowing are welcome in this section. Address all correspondence to: Boyce Budd, Editor, The Oarsman Magazine, Church Road, Devon, Pa. 19333.

CORRECTS ERROR

Dear Sir:

Although it has been several months since Gus Constant's article "Vesper Excels in the Women's Nationals" appeared in THE OARSMAN (Sept., p.14), I feel it is not too late to correct an error of fact in that article and give credit where credit is due to all concerned.

Gus modestly stated that "Vesper won all heavy events at 1,000 meters (a first for any club). . ." The fact is that Vesper did not win all the 1,000 meter heavy events. The heavy wherry was won by Nancy Turner of the Lake Merritt Rowing Club in near record time and 20 seconds in front of her nearest competitor.

Vesper did an outstanding job at the Nationals in winning six of the seven 1,000 meter heavy events along with the team title and deserves everyone's congratulations, but let's not overlook the winner of that seventh event.

E. E. Lickiss, Coach
Lake Merritt Rowing Club
Oakland, Calif.

Editor's Note: Though the "National Team" program for 1972 is now a closed issue (see article on p.17), Mr. Butler's letter is reproduced here for the readers' consideration.

Dear Sir:

I have followed with interest the arguments concerning the "National Team" concept. Both sides possess certain valid arguments, but do not appear to follow a logical path to the required end; namely, producing the fastest crews possible. To this end I would like to offer the following observations, admittedly based on a limited amount of international experience.

ear to be two general clas- can place those abilities which contribute to rapid crews: individual abilities, and what I will call "team" abilities for want of a better term. Individual ability encompasses such attributes as strength, technique and endurance, while team ability encompasses faith in one's teammates, amalgamation of individual styles and experience. I am certain that there are those who would argue that experience is an individual attribute, but let us come back to that later.

The second general classification, team ability, is obviously based on the first, for no coach, using any technique can make a weak crew fast enough to beat a stronger crew using equally valid training methods and given fair racing conditions. There will always be "flukes" such as the pairs race at the Tokyo Olympics, but as a rule international competition has passed far beyond this point. How then can we develop these two general qualities, individual and team, such that we are again competitive in international competition?

We must begin by realizing that now is the time to prepare for FISA '74 and the '76 Olympics; it is already too late for Munich. We must develop athletes who are willing to train year 'round, not simply during the spring and summer, and especially not on a schedule of one hour in the weight room and two hours recovering at the pub.

Once these individuals have been developed, they must get together, train and race for a period measured in months and years, not weeks; because it is only through a complete trust in one another's ability that the type of faith necessary to put forth the effort required in a race of the intensity of New Zealand against the DDR can be developed. How can we be certain that this type of faith has been developed? Only by exposing the crews to international racing, as crews, not individuals. To insure this, I would suggest that the trials for FISA and the Olympics, in all events, be held a minimum of eight weeks prior to the beginning of the regatta. This way the crews selected can be sent to train and race at locations such as Bosbaan and Lucern, and have the opportunity to "get it all together."

I can already hear Mr. Parker, so I will attempt to anticipate his comments by saying that if one looks at the crews winning at FISA today, or even of several years ago, such as the '60 Lake Washington four, the '56 Yale eight, or the '52 Navy eight, I will be borne out. The argument that a national camp would gather together the best oarsmen is fallacious; it would gather together the best college oarsmen but not those who will win in international rowing. The average college oarsman has been left behind in terms of strength or perhaps "toughness." This did not happen until the late '50s, but it did happen. The Navy eight of '60 and the Harvard '68 crew were no slower than previous American Olympic crews, simply slower than the competition. Therefore, in order to promote rowing among those individuals who will make up fast crews we need to strengthen the club system. Since the largest block to doing this is money, I suggest that the monies to be used for the national camp, and perhaps those for the next Pan-Am Games and the '73 Europeans could be used to provide ergometers, coaching clinics, docks for the national championships . . . or any of several things that should be obvious to those interested in improving competition.

Would this help in the long run? The only test is time; however, if one looks at the gains made by the New Zealanders after competing together, or the Dutch (who averaged 170.5 lbs.) when allowed to train together prior to Copenhagen, one can only be optimistic. The argument that holding the trials in June would not give individuals enough time to train is ridiculous. Forcing crews to train together is the only way we are going to catch up to world class competition, and holding the trials early enough to provide this impetus will, in the long run, produce competitive crews.

Jon Butler
Potomac Boat Club
Arlington, Va.

NEEDS BOAT & OARS

Dear Sir:

This past summer I moved to Arizona to teach at Phoenix Country Day School. After arriving here, I found that there is water in Arizona! Obviously, the availability of water made me think about rowing and I mentioned crew to the Headmaster who is

old Johns Hopkins man. To my surprise, he told me to try to obtain a boat and oars with which to begin a program. Could you give me some names of men on the West Coast who might have boats? We have permission to use a 50-acre lake for training and there is always the possibility of having a race on Lake Havasu—the one with London Bridge.

I realize that the chances of obtaining boats are slim, but I thought it was worth a try. I hope that some are available because the concept of crew in Arizona fascinates me.

Thanks for your help.

John S. Hall
2725 S. Rural Road, Apt. 23
Tempe, Ariz. 85281

Editor's Note: Can anyone help this man?

Editor's Note: The following letter received from Mr. McGale contains several ideas which warrant the consideration of the readers.

Dear Sir:

In reference to the "National Team" issue, it is fairly certain that it would not work if people were allowed to opt out of it and challenge later on. It is like Social Security – it will not be successful unless everybody is in it. But that does not mean that challenges should not be allowed in all fairness by people who have applied but have failed of selection at some point.

One of the original arguments against challenges, written by a coach, was that it subjected the selected oarsmen to "double jeopardy." Well, oarsmen are, or should be used to double jeopardy since their seats are properly in continual danger if they do not perform.

The real, but unstated objection was that the coach or coaches would be subject to double jeopardy or second-guessing. As long as the selection system is going to be personal (i.e., by one or more coaches), then the problem of unfairness caused by human error or other personal factors should be overcome by allowing challenge in trials by crews made up of those who were cut and rejected applicants, but not by those who were selected and chose not to attend.

Dick Lyon's objections (Nov. '71, p.13) were understandable, but it seems a greater commitment of time is

(Continued on p.35)

This year U.S. oarsmen face one of the greatest challenges ever in preparing themselves for the forthcoming Olympic rowing events in Munich. As each and every oarsman is aware, the caliber of competition has improved tremendously since the Olympics of 1968 in Mexico. This year U.S. oarsmen have the opportunity to attend the National Team Camp and aspire to make the eight or four with coxswain or to take the path of the other five small boats in open trails in a competition. While there are misgivings about the National Team as regards the eight and four with and the selection of these two crews without challenge, nevertheless, the task which these crews face, as well as all the other small boats, is equally as great in terms of achieving a medal in Munich. Therefore, each oarsmen has an individual decision to make – he can either prepare himself in small boats or aspire to the eight or four with.

Doubtless tremendous number of long miles and hard training are the prerequisites for an oarsman to be involved in this competition. But, above all, the oarsman must be prepared to beat that individual who is his counterpart in the shell opposite him. While there is little question that rowing is a team sport, when an oarsman is involved in a crew race, he has to measure off the individual sitting opposite him in the shell whether he is in a small boat, an eight or a four with coxswain. Background, training, motivation and medical research are being poured into the athletes who are going to represent their countries in the forthcoming Olympics. Right now, our American oarsmen must be diligently taking steps to guarantee that they will have been able to train and condition and develop their skills to their best ability in order to show a high degree of proficiency at the forthcoming Olympics. How this training and oarsmanship shape up for the best opportunity for oarsmen can best be judged by the oarsman who is not only giving himself entirely to a training program but is also being carefully monitored in his progress by his coaches. It has long since been determined that without outstanding coaching, an oarsman cannot succeed in international competition.

As an example of the individualized and personalized coaching which the West Germans are receiving at this time, we can look at the eight-oared crew working constantly under the watchful eye of Karl Adam. We can also look at the West German four with coxswain crew which has been undefeated in four years of competition and see that their Coach Bantley is daily monitoring by using video tape to prepare this great crew for this forthcoming challenge in Munich. Likewise, their four without coxswain is being monitored by an individual coach. This type of long term approach to the development of a crew is mandatory for high performance rowing and it is sincerely hoped that in all parts of our country oarsmen aspiring to go to the Olympics are receiving as much attention as possible from their coaches.

In my opinion, the current speed achievement of international crews at European Championships indicates that the eight-oared shell times have been lowered a minimum of 12 seconds from previous times of 5 minutes and 50 seconds. This calls for an all-out performance by American crews in order to get into the finals of the Olympics. Recalling our Vesper crew in 1964 and its journey into the finals, one of the most outstanding preparations that our Coach Rosenberg performed was to take us to Valley Forge Hospital where we underwent a series of strength and physical tests. As a result of these tests, the doctors there advised Al that we were only working to 80% of our capacity. I think once we convinced ourselves of this fact, we were able to reach out to row 5 minutes 54 seconds at Tokyo which was within fractions of a second of the best time rowed on that course.

The Olympic road to victory is an extremely grueling challenge, involving a series of U.S. trials – elimination heats, repechages, semi-finals and finals. The Olympic competition itself is a pure test of the most skilled and proficient oarsman with the greatest motivation to win a medal.

Father Judge H.S. Varsity Heavyweight Eight — Princeton Trophy Winner: cox - Tom Donnelley; stroke - John Wartman; No. 7 - Jim Knowles; No. 6 - Tony Neczypor; No. 5 - Tom Gegeckas; No. 4 - Mike Beck; No. 3 - Jim McCullough; No. 2 - Mike Roche; bow - Bob Kirk.

Dietz & Klekatsky NYAC — double sculls winner.

Northeastern University seeded first, finished second.

You think it's easy being No. 1? Jerry Olrich, first, veterans.

Mitchell & Sawyer, Union Boat Club — first, pair.

HEAD OF THE CHARLES REGATTA

The alewife had returned, the carp were making a comeback, and the wild duck proliferated on the river that holds promise of becoming once again the "Shimmering Charles." Yet no one was prepared for that mob scene on an overcast Sunday afternoon in late October. The Seventh Annual Head of the Charles has been described as "Times Square on New Year's Eve" by Mike Strauss of The New York Times and as the "Rose Bowl of Rowing" by the University of Nebraska Alumni Bulletin, with punting a football three miles upstream, no doubt in mind. But the 1,300 oarsmen and women in 303 shells that crossed the starting line to the mellifluous commands of Ed Singer were probably unaware that they were making rowing history.

Spectators, coaches, coxswains and oarsmen surely must have reacted differently to the drama of the eventful afternoon. The cold numbers that tell the results belie the emotions of success, failure, satisfaction. And highlighting the races does poor justice to the many exciting moments and to intrepid, inexperienced oarsmen pitted against the best.

At 12 noon, the gun sounded to send 27 veterans sculling furiously upstream to the finish line three miles away. And when Jerry Olrich, the ageless wonder from the host Cambridge Boat Club, crossed the line, it was no surprise that he was announced the winner in a near-record time of 20:58.7. One veteran sculler was later heard saying, "if we're ever going to beat Olrich, we'll have to find a short cut behind Harvard Stadium." Both Detroit's John Welchli and clubmate Ed Lynch clocked faster times but gave up the gold medal because of the age handicap of six seconds for every year over 40. The indomitable 67-year-old Zeus Wade was fourth in winning the Old Boy's title for men over 60, and despite a heavy penalty for passing through a forbidden arch, 76-year-old Ed Witte managed to finish 23rd.

Any idea that a pair of double scullers had to be the same size to be successful was dispelled as Jim Dietz and Larry Klekatsky teamed to run away with the gold in the event for double sculls. Dietz, national heavy singles champ, and Klekatsky, national lightweight champion, were billed as the chief threat to the existing record of 17:34 held by the Cambridge combo of Brace and Jones, and crack it they did, in the astonishing time of 17:07, beating silver medalists McDougall and Matheson of Pennsylvania's College Boat Club. Bob and Tuffer Cutler, a father and son team from Riverside Boat Club, slid nervelessly across the finish, tenth in a field of 18.

The Lightweight Eight Event, always a hot contest, traditionally a tossup among the Ivy powers, was captured this time by a classy Navy crew that sailed over the course in the record time of 15:35.5 to clinch the Boston Herald Traveler Trophy. Only four seconds off the pace were the Princeton Tigers, closely followed by Yale and Harvard. It was a tough defeat for the Crimson's perennial champs who have now been given fair warning that they cannot rest on their laurels.

Two Olympians, Fritz and Bill Hobbs, powered a combination Union/Harvard four to a convincing victory in the Elite Fours to capture the coveted Schaefer Circle of Sports Trophy. Brown University, last year's winner, ran second to the Harry Parker quartet that eclipsed the old mark by more than thirty seconds in 16:28.3. A Harvard University four finished third followed by a surprisingly strong MIT boat. Two Navy boats finished sixth and seventh. The four Raymond brothers finished 20th in a field of the nation's top sweep oarsmen. And the Cornhuskers, all the way from Nebraska, brought up the rear but were cheered all the way.

Al Capitman of Yale topped a field of 25 novice sculling entries, narrowly defeating schoolboy wonder Tom Haible of Belmont Hill by a mere two-tenths of a second. Attesting that the Head is a particularly difficult course for novices were the six penalties meted out for either missing a buoy marker or taking a wrong arch under one of the six bridges that span the course.

By 2 p.m., some 400 oarsmen had already streaked across the finish line with 11 events still to go. Three new events had been added this year, making the total 16. Ten course records were to fall and as the afternoon wore on, it was apparent that women's rowing had made its mark at the Head.

Dartmouth University easily handled all comers in the Intermediate Fours race as they broke the old course record by thirty seconds. Brown ran second followed closely by two MIT shells.

Some old "oars" were seen rubbing their eyes in disbelief as the sprightly entries in event number seven sprinted to the finish flags. It was the Women's Single Sculling Event with Cambridge's Gail Pierson crossing the finish line with a substantial lead over her nearest rival Kathyrn Kalkhoff of University Barge. All five entries posted very creditable times.

The new Junior Eights Event, for 18-year-olds and under, was won by a fast crew from Father Judge High

(Continued on p.6)

Harvard University Elite Four — Schaeffer Trophy Winner: bow - S. Carr; E. LeBarre; F. Hobbs; stroke - W. Hobbs; cox - P. Hoffman.

Mt. Hermon - Northfield School, 1970 Winners of the Princeton Trophy for the fastest schoolboy eight, scraped three out of four of their entries on the Eliot Bridge abutments.

Our Business Manager Lloyd Dahmen strains to see the finish.

J. Kieffer from Fairmount powers through between Bo Lea of University Barge and Gov. Keyes of Union.

Head of the Charles Regatta

A VIEW OF THE HEAD

by Sy Cromwell

The Head of the Charles is a grand regatta! Since entries in some summer regattas have declined, it might be wise to determine why over 1,000 rowers came to Cambridge in October to test their speed against the clock.

Scheduled in the fall, the Head provides a short term goal for the colleges. For the clubs it marks the end of a long season and a chance to reverse earlier defeats before moving indoors to circuit and heavyweight training. Since most off season regattas attract few competitors outside of the local clubs, there must be other reasons why the Head has become so popular.

First, it is well organized and publicized. Other domestic regattas depend on one or two overworked individuals, but in Boston a nucleus of competent, enthusiastic officials have worked on the Head for more than five years. They have each found a place where their interests and abilities can be used to good advantage. Three of them are examples of this specialized effort. D'Arcy MacMahon, who along with Lawrence Cabot is in charge of the regatta, makes his annual appearance on the balcony of the Cambridge Boat Club announcing the play-by-play and the results. Ben Jones, a sculler-architect, finds time to produce regatta posters that rival the work of Tom Kudzma and FISA. Chuck Roth, another Cambridge oarsman, has developed a sophisticated and nearly bug-free computer operation that prints out results at the finish of each race. This requires not only a good program but an experienced team of operators at the start and finish. Next year a third terminal should be stationed near the Weeks Bridge to provide split times while the races are in progress. Like the Henley Regatta, the Head of the Charles improves with each year of experience.

A second reason for success is that the Head is refreshingly different from an increasingly uniform racing season. A few years ago, when it became apparent that the Europeans were beginning to row their boats more quickly, most intercollegiate races were standardized at 2,000 meters. How much more interesting it was in the early '50s when races varied from a fast Henley distance against Pennsylvania on the Schuylkill to a long headwind two-mile race behind low rating Cornell crews at Ithaca! The three-mile IRA was a fine finish to the collegiate season even though the silver spoon Princetonians would be with the leaders for two miles only to be passed by four or five late season crews not concerned about stylish technique. Now the IRA is just a rough water re-row of the Eastern Sprints with a few West Coast crews substituting for Harvard and Yale.

Rather than priming college oarsmen for international competition for which they aren't prepared, perhaps we should make rowing regattas more enjoyable so they will continue their competitive careers. One way of doing this might be to provide imaginative under and over distance races. In addition to two-and three-mile races such as the Head of the Charles in both the fall and spring, 1,000 meter sprints could be interspersed in the summer schedule. These could include time trials and match races with each crew rowing the short course eight or ten times in a two-day regatta.

U.S. rowing should be directed away from an increasing emphasis on international competition and towards a broadly based program of races for all levels of ability and experience. The Head of the Charles is a great regatta because of reliable organization, an interestingly different race course and a wide variety of competitors from Ladies Plate coxswains in linen jackets to Olympic veterans trying unsuccessfully to push Jerry Olrich into second place. The popularity of this great regatta should be noted carefully from coast to coast.

HEAD OF THE CHARLES *(Continued from p.5)*

School. Staving off a strong challenge from two strong Phillips Exeter Academy crews, they carried away the Princeton Trophy. Not far behind was Choate School and placing fifth was Holy Spirit High School of Absecon, N.J.

By 3 p.m., a chilling rain had begun to fall on the more than 10,000 spectators who stayed to see 39 intermediate scullers vie for the Hawes Trophy. Bill Miller, who later rowed No. 7 in the winning Elite Eight, outdistanced his nearest opponent by 24 seconds.

Only a year ago, it was considered impractical to expect a pair without cox to negotiate the long, winding Head course. Yet, fourteen pairs started and finished without missing a flag or arch. The Union Boat Club duo, Mitchell and Sawyer, topped a field that included strong entries from Dartmouth, Cornell and Harvard. Finishing eighth was a pair from Cambridge powered by lightweight oarsmen Jay Bragden and Chuck Roth. Not many spectators or oarsmen were aware that the brains and heart of the timing system was stroking that boat. While making it to Copenhagen in the lightweight eight and training for the Head, Chuck Roth was solving a complex problem that enabled a computer to literally take over the regatta. Results were known seconds after the completion of each event. At the close of the regatta, penalties and protests were fed into the computer and official results were made available to the press by 7:48 p.m., Sunday. Just prior to the start of the races, the telephone company deadened the lines to the computer. This must have added a full minute to Roth and Bragden's time.

"Yes, ladies and gentlemen, who will make it through the center arch this time," were the words of Regatta Director and Announcer D'Arcy MacMahon, who at times sounded more like a referee at a demolition derby, as one intermediate eight after another tried desperately to negotiate the turn at Eliot Bridge. Three hundred and sixty oarsmen battled for the Boston Mayor's Trophy. Forty eights (most fully intact) crossed the line and the dark horse crew from Winthrop House (Harvard) emerged victoriously in the record time of 15:48.1, just two seconds ahead of a fast-closing Syracuse Alumni Rowing Association, always a strong contender in this annual test. Both women's eights, though finishing last and third from last, showed the results of their many hours of serious training and gained the respect of oarsmen and spectators alike.

Dr. Larry Klekatsky of NYAC looked much like a waterbug as he skimmed along enroute to his second gold medal

of the day. With not another sculler in sight, Larry easily won the Elite Lightweight Singles and established a new course record in 18:39.8. Clubmate Jim Dietz repeated the performance in the Elite Singles, winning the Lawrence Curtis Trophy in a fantastic 17:54.2. Ken Foote of the Narragansett Boat Club followed Dietz across the finish line. Only an unintentional course violation prevented Sean Drea, the Irish National Champion, from gaining third place medal.

A seasoned Vesper Boat Club lightweight four posted a new record in edging out Cambridge to win the Metropolitan District Commission Trophy. Closely following were Spuyten Duyvil, Boston University and Cornell lights.

The final event for the Boston Globe Grand Challenge Cup lived up to its billing as a bow-to-bow battle between Charles River rivals, Union Boat Club and Northeastern University. Both crews had rowed to a dead heat in 1970. With Union following Northeastern off the starting line, both crews slugged it out and only in the last half mile, coming around a bend to the last straightaway, was Union able to pass Northeastern, posting the tenth record for the day in 14:53.4. Bill Stowe's surprisingly good looking U.S. Coast Guard crew was third, Vesper was fourth, closely followed by the College Boat Club and Syracuse.

For the first time in the history of the regatta, the sponsoring Cambridge Boat Club won the Paul Revere Point Trophy with 364 points, outdistancing its nearest rival MIT by 75 points.

And so the Head continues to grow. At least two facts emerge: American rowing seems to be in good health and fall rowing is here to stay. (See p.18 for results)

'CLIFFIES IN THE HEAD

by Martha McDaniel and Charlotte Crane

There really isn't much that's new about women's rowing, except perhaps its popularity; the East Germans, the Dutch and Philadelphia girls have rowed for years.

We didn't consider ourselves as being much different from any other crew on the Charles (except, perhaps for shorter strokes and slower times) — so it seemed only natural, on returning to school in the fall, to begin training for an improvised fall racing season, culminated by the Head of the Charles. We found that training for a long-distance race was far more grueling than training for the standard 1,000 meter course used in USWRA competition; the 1,000 meter dual race at Williams and the regatta with Princeton, Blood Street, Connecticut College, and MIT were a welcome relief. But the time finally came (and with it, the public excitement over having women's eights in the Head) to demonstrate that women's rowing in general, and Radcliffe rowing in particular, has its place in the competitive world.

Radcliffe Crew

Radcliffe with one-half mile to go.

Radcliffe Crew

There was some apprehension and nervousness among the crew about rowing in the Head, as there always is before a race. The whole psychology of rowing a long-distance course against the clock was somewhat foreign, especially when, in a class of 40 boats, our only real competition was with the other women's crew, from MIT. We had hoped that 1971 would be the year for beginning a special division for women's eights. Hopefully, with all the local interest, 1972 will see that division.

The starting area in the Basin was a real madhouse. The scene was complicated somewhat, we think, by the fact that many men's crews were hardly expecting to find women in the Basin in eights at that time of the day. Not only was there a cold, wet and heavy wind, but a little heavy comment about the presence of Radcliffe and MIT. With the support of many friends on bridges, on docks, in trees and in boats rowing down the course, the stiff competition of the surrounding boats in the Intermediate Eight class and some long-distance determination, we were able to beat not only MIT but one other crew.

Gail Pierson, winner of women's single.

Hopes for thirtieth (where else have you heard of a crew happy with thirtieth?) place were dashed, but we had taken a good three minutes off our previous time for the course. Above all, we realized not only that we had a long way to go, but, more importantly, that we had the capability of going that long way. It is this that we keep in mind during the season of winter rowing, looking forward to an extensive spring racing schedule and the 1972 Head of the Charles.

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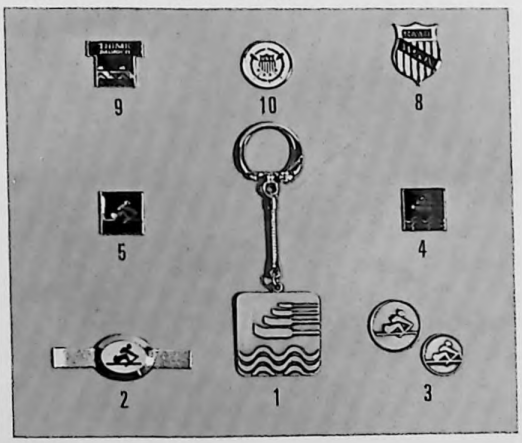

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H. G. Wells hinted at such a time in the future. George Orwell warned us of the menace of machines replacing men. Now it's happening to our own little world of rowing. What started as the whimsy of an already successful coach has turned into the rage of the rowing world.

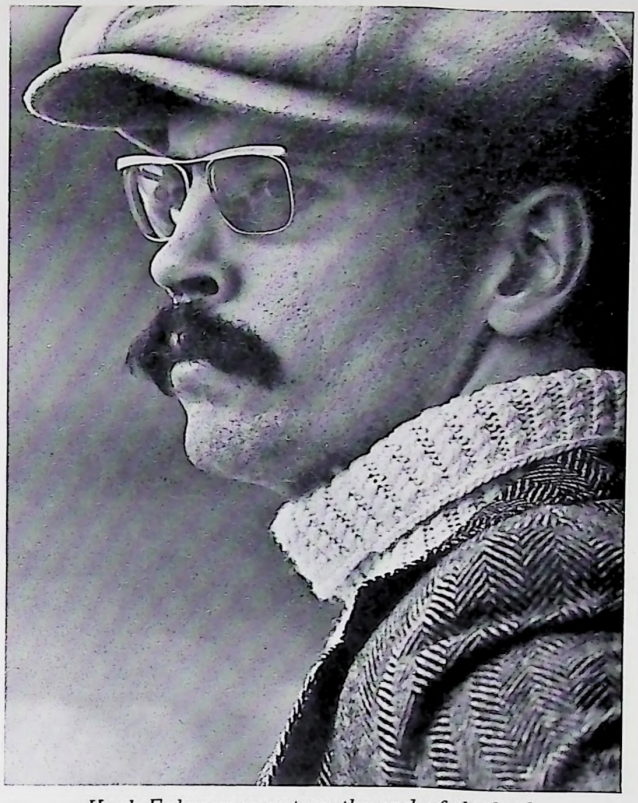
Yes, Virginia, Rowing Ergometers are here to stay!

From two slightly Neanderthal machines of unknown origin at Harvard, the ergometer population has now blossomed into a veritable mob scene. The buyer can chose between a foreign model that looks something like a cross between a cider press and a grist mill, or a sleek, pastel-colored U.S. job that looks like a Buck Rogers creation.

It is not the purpose of this column to argue the merits of these machines and their use, but their existence will certainly have some bearing on the final outcome of the approaching season. I should admit before embarking upon my previews and predictions that deep inside I harbor a secret "old school" hope that some crew who has never seen nor heard of ergometers will whip the pants off all these machine crews. I realize the chances are slim.

Previews and coaches' comments:

BOSTON UNIVERSITY: In coaching his second competitive season this year at B.U., Hugh Foley is setting a new record for the Terriers who have not had the same coach for two seasons since 1966. Five men are returning from last year's bridesmaids' boat and the entire squad is working hard this winter to make up for time lost in past seasons. An eager soph group is keeping the tempo up and several have a good shot at varsity seats. The frosh squad under Dave Lister, a former tough Northeastern No. 6 oar, is going to be strong and could show better than B.U. frosh crews have in the past.



Hugh Foley goes out on the end of the limb.

The Year of the Ergometer

1972 COLLEGE PREVIEWS

by Hugh Foley

BROWN: A rebuilding year according to Vic Michalson, but with all that material he had last year you have to take that with a grain of salt. Four men are left from last year's varsity and there were five juniors in the Sprint-winning j.v. boat. Brown had a good looking elite four with at the Head of the Charles, stroked by Craig Taylor, that should give Vic a good base to build from. Brown was disappointed with their performance last year as were many in the rowing community so they will be trying hard to avoid becoming the old Dallas Cowboys of rowing.

COLUMBIA: The men on the Harlem are looking to another slim year due mainly to the mobility of their coaching staff in the past. This year's squad is mostly sophs and juniors and experience and hard work are needed to mold the squad. New heavyweight coach Charles Sherman will get a good start on Columbia's comeback with the help of that surprising four with that raced to fifth place at the IRA last June.

CORNELL: The Big Red very emphatically announced their arrival as a top contender last spring at the IRA when they engineered the upset of favored U. of Washington. Recent reports from the frozen shores of Lake Cayuga indicate that Jesdale's Jets are no flash in the pan. Todd has five men back from last year's eight and two brand new ergometers. Add to this, last season's "second by a half length" frosh boat at the IRA and you have a good head of steam for the BMA locomotive. Cornell will miss the services of Casey Flanigan and Mike Staines who rowed the pair with cox in the Pan Ams, but there is no doubt a flood of applications for the empty seats.

DARTMOUTH: Pete Gardiner watched six of his varsity men walk out of the boathouse last spring due to graduation. These men had been the core of Dartmouth's varsity for the past three years and were all members of the Big Green's last good frosh crew. Replacing the engine room in the Green Machine will be Pete's task this year and he has acknowledged that this is probably a building year. Dartmouth's annual trek to the sunny South will no doubt help their effort but it will be a while before they can mount the challenge they did in '70 and '71.

HARVARD: There are few rowing schools that could lose 15 seniors from the squad, including such notable oar-benders as Bill Hobbs and Brian Johnson, and come off feeling that this year is going to be better than last. Harry

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Parker has that enviable position. His squad numbers over three boats and a great number of those are sophs. The Crimson also enjoy the employ of Dave Mitchell and Dave Sawyer who rowed No. 5 and 6 in the Copenhagen eight last summer. Harry has ordered two new ergometers to be delivered this winter to supplement the two already in residence. Harvard's winter sojourn to Egypt probably didn't make them any faster but it is an interesting alternative to the frozen Charles.

MIT: In recent years the Engineers have usually been where the rowing action wasn't, but under his Christmas tree Coach Pete Holland found two new ergometers and the years of famine may well be over. Pete has watched his squad grow from less than two boats last year to two boats plus this season, thanks to a large number of returning freshmen from Don Saer's crew of last season. At this writing MIT is wrapping up a two week visit to Florida which can only make them faster. Pete's squad got some good experience rowing fours and twos at the IRA that is going to help, too.

NAVY: It was twenty years ago that Navy put eight iron-fisted, lantern-jawed men into a shell and they didn't stop until they had Olympic Gold. It looks like Carl Ullrich may have a boat this year that will be every bit as able as that fantastic eight. Carl has lost only five men from his squad through graduation, three from the varsity and two from the j.v. Add to this the winning crew from last year's frosh race at the Sprints and you have a formidable opponent. Navy is starting their second year with the ergs and they know how to use them. Watch out for the Middies!

NORTHEASTERN: Coach Ernie Arlett claims every year that his crews are going to go "all the way" and somehow every year, that is never far enough. Huskie fans have watched many N.U. crews burn off the starting blocks only to come up short in the final lap. This year could be different. On paper they are not the boat that some of N.U.'s earlier boats were, but they have depth — and they have ergometers. Ernie lost four men from the varsity boat; notably Jim Deitz whose power will be hard to replace. To fill those empty seats, Coach Arlett is looking to Cal Coffey and Pete Karassik, members of the Pan Am four with cox, along with men from his intact j.v. that was a whisker out of first place in the IRA. Frank Barrett's frosh squad looks good this year, too, with a boatload of experienced men and a second boatload of large bodies to keep the pressure on.

PENNSYLVANIA: The Quakers are looking for another banner year this season. Ted Nash has some of his alumni and other local national camp aspirants working out and rowing with his regular squad which has helped keep the work level high. That strong frosh boat of Jack Barclay's that won the IRA last spring is back to the man and they are anxious to show the upperclassmen where the action is. This is Ted's first full season on the ergs and as we understand it, his program is so full that he uses the machine strictly as a testing device. Of course, if you have open water why waste your time indoors? Unlike former years, Penn cannot boast any superstars but they have the beef and the boast to pull off a win in the post season finals.

PRINCETON: The Tigers billed last year as a rebuilding one and found themselves in the middle of the second division pack at the Sprints and IRA. With five varsity oars returning, led by a strong prospect for the stroke seat, Dan

Hudacek, Princeton figures to be capable of mounting a strong challenge for a slot in the top six at the end of the season. Pete Sparhawk's squad will be light in pounds but heavy in "on-the-water" time with their two-week training camp in Florida. Not to be overlooked are the two ergometers that Pete has in his boathouse; he is sure to use them to squeeze out all the quality he can find.

RUTGERS: With one senior on last year's squad, Coach Bill Levitt had great hopes for this season. Since last spring, however, he has lost two more men from that strong boat that did so well in the Sprints. Looking at the j.v. and frosh crews from last season, it is not certain whether he can find men to fill those seats or not. If he has the men, Rutgers has to figure on a strong contender for one of those six places in the Sprints and IRA. Bill will be using his two new ergometers to sift the squad for talent. Fred Simonson could have a good year too especially if he has more men the caliber of twice international junior oarsman Bob Honcharski.

SYRACUSE: It has been some time since the Orangemen have enjoyed the august company of the top contenders and Coach Bill Sanford has pulled all stops to put his crews back in that position. With one man lost through graduation from his varsity boat and an extremely eager group of able sophomores from Dan Hogan's tough frosh program, Bill certainly has the horsepower to do the job. Syracuse has a great "Mutt 'n Jeff" duo, 6'6" Gordon Scott (a hot National Camp prospect) and "Petite" Pete Washburn (143 lb. varsity stroke and member of lightweight eight in Copenhagen) who will probably form the nucleus of Bill's first boat this season. Coach Sanford has started an exciting summer program in conjunction with the university's track and swimming people that promises to uncover a few diamonds in his backyard.

WISCONSIN: The Badgers are hoping to shake that black cloud that has been hanging over their heads lately. They were very surprised and disappointed at their 13th place finish at the IRA last year as were many Wisconsin fans. This fall they trekked East to the Head of the Charles only to be denied a good finish due to a lost tiller at one mile down. Coach Randy Jablonic is optimistic though; he has men from Doug Neal's ambitious frosh squad who finished in the top six in both the eights and fours at the IRA, plus three varsity men returning and the j.v. stroke. Not much on paper, but with three boats on the water the talent is there somewhere. Randy feels his squad may be a season away from racing maturity but Olympic years affect oarsmen's minds in strange ways. Some of those Badger oars have their eyes on the National Camp, so the pace will be set for the squad to follow.

YALE: When Tony Johnson left Georgetown to take the Eli position, most rowing fans felt that Yale was on its way to big time rowing. Three years later the promise is still there but realization of that goal is still an elusive step ahead. The Bulldogs are young this year with over half the squad sophomores, but they are hard workers and are showing Tony more overall depth than he thought he had. Three men are veterans of last June's four-miler, and one of the men rowed in the New Haven summer program. These people should provide a solid base to build a boat around. A real plus in Yale's future is Buzz Congram's frosh program. If he can handle the Eli neophytes the way he did the Rutgers frosh, Yale has to get faster.

Here's how the post season races "feel" to my slightly arthritic right knee.

At Lake Quinsigamond it is:

First — Navy (lots of depth and experience)
Second — Harvard (young, but working hard)
Third — Penn (depth and lots of miles)
Fourth — Northeastern (psyche a big factor)
Fifth — Cornell (too much ice, look for them at IRA)
Sixth — Rutgers (two more weeks could make the difference)

and two weeks later at Lake Onondaga:

First — Washington (new style and big, big men)
Second — Navy (depth, power, determination)
Third — Cornell (should be hitting racing stride)
Fourth — Penn (tough and capable of surprise)
Fifth — Rutgers (a dark horse but capable)
Sixth — Syracuse (home court advantage)

That is the way it looks for top honors at the post season races. Winning times should be sub-6 minute and all finalists must be capable of 6:06 or better. Qualifying races will show some good contests too, as it appears there are a number of crews, not named, that could be in the finals with the right race.

EARC Lightweights

COLUMBIA: John Abele has eyes for the big guns this year. Columbia has seven men returning and rumor has it that some of those may not find themselves in the first boat. Columbia is looking to close the gap between themselves and Harvard this year. They know that if they don't, there will be two or three boats squeezing into that 14 sec. slot.

CORNELL: The Cornell "lights" have been down on their luck lately, but with the continued efforts of Tom Lonergan and Bill Bockbrader they may soon re-establish themselves as the rowing power they were in the mid-'60s. This year Tom will have two boats on the water with quite a few "vets" from last year's finalist frosh crew to keep the upperclassmen "sweating" for those first boat seats.

DARTMOUTH: The Little Green Machine has ten men in hot competition for eight seats in the first boat. Seven are returnees from last year's finalist boat. To avoid lost time due to ice floes on the Connecticut River, the lights are going south with the heavyweight squad in mid-March. Dartmouth is usually able to find one or two lengths in the Alabama pines each year so they have to be considered a contender.

HARVARD: The Crimson "light brigade" (as in The Charge of) were so far ahead of the pack last season that this year's loss of the cox and the No. 8, No. 7 and No. 6 combo probably won't be as traumatic for Steve Gladstone as it would for most other programs. However, with five men gone from the j.v., Steve will have to scramble to put together an eight equal to last year's. Two men who certainly make the job easier are Scott Baker and Ephraim King, the stroke and No. 7 man from the Copenhagen lightweight eight. Over half the Harvard squad are sophomores this year and they may need some experience. If all the rumors about the fantastic work-outs the "lights" go through every day are true, they will be real iron-men on the race course.

MIT: The 150 lb. Engineers lost 11 seniors from last year's squad that was seeded in a top six position but came up short after a disappointing morning heat. This year's squad,

led by Captain Vance Smith who rows either side, looks to be eager but lacking in that essential depth that keeps first boat people honest. Interesting to note that a boatload of "lights" went south with the heavyweights for two weeks of hard work that has to help the program. Jack Frailey will probably have two boats on the water this spring, and he will have to keep the pressure on if he wants to put a boat in the finals.

NAVY: The "light" Middies are very tight-lipped about the upcoming year. Although there are five men missing through graduation, there is a host of talent standing in line for the eight varsity seats. Navy will certainly be tough this year if they can sort through the personnel back from last year's second place j.v. and fifth place frosh boats to find the right eight men. Judging from the lack of news from Annapolis, it appears they have something hot down there. Any boat that gets to the finish line before them has really got the goods.

PENNSYLVANIA: The Quaker season could go either way this year. They have lost quite a few upperclassmen who could bring some racing maturity to the squad, but at the same time they have a solid group of returnees from the frosh boat last year that was only three seconds behind the winner. The Quaker "lights" have had 2½ boats on the water since the middle of January so they should have time to find the best eight men.

PRINCETON: With one senior on last year's varsity team and j.v. and frosh boats that were both finalists at the Sprints, the 150 lb. Tigers should find themselves in good position to capture the No. 1 slot at the Sprints this year. Woody Fisher has been quietly building a squad of power-house potential that will definitely be a top contender for some time to come.

RUTGERS: Ted Bananno has moved up from the frosh lightweight job to take over the varsity program. At this point, the only comment forthcoming from the Rutgers program is that they are stronger than last year and building toward a year when they can consistently produce crews like the Rutgers boat of 1969 — third at the Sprints just a blink behind MIT.

YALE: The Bulldogs have ten seniors pushing for seats in the first boat. These are the same men who won the petite finals at the Sprints last spring and they are extremely keen to push themselves into the first division ranks. Jim Joy expects to have three boats on the water this spring. With that many people zeroing in on eight first boat seats, Yale might find themselves rowing with the leaders at the Sprints this year.

The Finalists at the Sprints this year should cross the line as follows:

First — Harvard (these guys seem to have the corner on the speed market)

Second — Princeton (it has been a long time coming; they won't be denied)

Third — Navy (they could finish better if the season goes right)

Fourth — Columbia (with lots of hard work they may finish higher)

Fifth — Dartmouth (experience should be a great help)

Sixth — Yale

Overall, it looks as though there will not be the clear domination by one crew as there was last season. In fact, the first four boats will probably be within one length of each other.

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Dad Vail League

Our Dad Vail correspondent wasn't able to poll all the coaches (30 plus) on their teams' potential for the season within a ten-day period. Instead, he offered his predictions on the top five crews in the Dad Vail Finals and some terse one-liners on the rest of the pack.

On May 13 it will be:

First — Marietta: Ralph Lindamood can be expected to bring one of his traditionally ferocious squads to Philadelphia. The men from Ohio missed the top slot last year, but did well on the j.v. and frosh level which spells trouble for anyone who plans to get to the finish line before them.

Second — U. Virginia: Here is another surprising school with a relatively young program. The Virginians are bound to be a threat this year with their whole boat returning with iron-jawed determination to better their third-place finish of last year.

Third — Coast Guard: Bill Stowe has finally found his niche and reports are that he has a great turnout of very eager oarsmen. Coast Guard was fourth last year, their first year of rowing, and they will get tougher every year.

Fourth — Georgetown: Defending champs with a good number of the squad returning to do a repeat. The j.v. and frosh squads did not finish too high in the Vails last spring, so depth may be a problem for Frank Benson.

Fifth — Ithaca College: Not much is known to this writer about these denizens of the Northland except that

(Continued on p.44)

West Coast College Previews

by Jerrold P. Johnsen

The West Coast is headed for an unusually competitive racing season in 1972 with many of the schools unknown outside of their own regions making impressive improvements over previous years. Southern California, in particular, seems loaded with optimistic coaches and improved squads. The earlier date for the IRA has prompted many schools to consider the Western Sprints as a qualification regatta. This may not mean there will be more entries from the West, but it could mean all the fastest crews from the West will be able to make the trip East.

Any preview of the West Coast must start with last year's champion.

WASHINGTON: Dick Erickson's Huskies were able to post undefeated and Western Sprint Champion crews in the varsity, lightweight, junior varsity freshman, varsity four with, lightweight four with and freshman four with in 1971. In spite of this showing, the Huskies are planning on a comeback in 1972. Revenge over Cornell at the IRA and the British Columbia four without and Pope & Newman pair with at the Western Sprints are first on their list.

In addition to six returning lettermen from last year's varsity, the normal UW four boats of freshmen, junior varsity, and even lightweight lettermen will be insuring depth and intra-squad competition throughout the entire year. Certainly Washington must be heavily favored in all West Coast competition and if rumors of a style change are true, then perhaps they will be better than co-favored at the IRA.

UNIVERSITY OF BRITISH COLUMBIA: The earlier Western Sprints date could eliminate UBC as a finalist in 1972. Due to strict practice regulations during academic finals and the resulting late start, Peter Klavora's Thunderbirds will be hard pressed to continue being as competitive.

LOYOLA (LOS ANGELES): John Lind continues to develop dedicated, fast crews out of a small student population. Loyola's yearly crusade to prove eight men and a coach are more important than equipment and a large budget has been very successful. Six of last year's varsity return this year to continue the improvement trend. Definitely a top finalist again.

CALIFORNIA STATE COLLEGE, LONG BEACH: Ed Graham has instilled a new enthusiasm into the already fast Long Beach crews and this could be their year. A new coach is sometimes all that is needed to get that extra boat length. During fall and early 1972 showings, the Long Beach crews have been impressive. Certainly the international experience gained by some of the Long Beach oarsmen at Copenhagen and the excellent group of scullers working out at Long Beach Marine Stadium promote enthusiasm and confidence equal to that at the University of Washington. This is the crew planning to surprise Washington with an ambush at Los Gatos. Now if Washington will only take them for granted!

UNIVERSITY OF CALIFORNIA, LOS ANGELES: After graduating 13 seniors, this year's sophomore-dominated squad is refreshingly eager but inexperienced. Of course, at UCLA sophomore-dominated squads are the fad; for example. the basketball team. The Bruins should make the finals interesting.

STANFORD: Dick Herzog is said to have the largest varsity in recent years with several 1970 oarsmen returning from a year of study in Europe. Stanford has always had the reputation of being tough and with the numbers available this year, there will undoubtedly emerge a faster varsity boat. Another finalist!

ORANGE COAST COLLEGE: Dave Grant continues to produce sophomore boats able to race with the best. Five members of the group that went to Henley, England, will provide the nucleus for this year's crew. The crew could include freshmen with previous experience again. Since OCC won the 1968 and 1970 j.v. Sprints race and this is the next even year, it must be their turn again.

UNIVERSITY OF SOUTHERN CALIFORNIA: Bob Hillen's Trojans have made gradual but continuous improvement over the past five years and may be ready to make the finals on the impetus of their petite final win last year.

UNIVERSITY OF CALIFORNIA, BERKELEY: Marty McNair's Bears feel they have solved the problem of reaching maximum speed too early in the season. After their four with made the finals and their pair without won at the IRA, the feeling is one of vindication and renewed optimism.

OREGON STATE UNIVERSITY: The Beavers have slipped a little in the past few years and Karl Drlica is looking for a return to the finals in the next few years. The finals may be too crowded.

SAN DIEGO STATE: New Head Coach Bevan Harvey and several Orange Coast transfers are building a new power in the South. One year will not be enough to put it all together, but keep an eye out for the future.

PACIFIC LUTHERAN UNIVERSITY: After an outstanding beginning in 1970, this student-run organization was unable to repeat in 1971. Although they may not be able to threaten the top varsity eights yet, they have shown the ability to evaluate their material and win.

UNIVERSITY OF PUGET SOUND: Another student organization building for the future. Last year Puget Sound competed on the junior varsity level and although they did not finish well, they showed the enthusiasm needed to make improvements as they gain experience.

ST. MARY'S: Ed Lickiss continues to involve a large part of the student population; but as long as the academic restrictions remain, the majority of new oarsmen do not get a chance to race. The promising fall turnout will unfortunately be reduced by April.

SEATTLE UNIVERSITY: James Gardiner's crews have been making rapid improvement in Pacific Northwest competition. The Chieftains finished second in the lightweight varsity last year and their heavyweights should be ready to move up from the junior varsity.

(Turn page)

MID-AMERICA COLLEGIATE ROWING ASSOCIATION

8th Annual Regatta April 29, 1972

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VARSITY, J.V., FROSH, FOUR WITH COXSWAIN, LIGHTWEIGHT VARSITY EIGHTS

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WAYNE STATE UNIVERSITY
Detroit, Michigan
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UNIVERSITY OF NEBRASKA
Lincoln, Nebraska

1972 M.A.C.R.A. REGATTA

Varsity—Junior Varsity—Frosh—Fours—Lightweight

April 29, 1972
OHIO RIVER, MARIETTA, OHIO

OREGON: After a year of administrative and organizational problems, the Oregon crew will have trouble making improvements.

UNIVERSITY OF CALIFORNIA, SAN DIEGO: After repeated attempts to contact Coach Bill Gebur (or a representative of the crew) without success, it is difficult to know what lies in store for the southernmost University of California campus.

UNIVERSITY OF CALIFORNIA, IRVINE: Bob Ernst had to race the 1971 season with several first year oarsmen in key varsity boat positions. 1972 finds those "varsity novices" more experienced and they feel able to threaten again. However, they appear to be a year away from the finals.

SANTA CLARA UNIVERSITY: Jim Farwell's crew has a chance to test the theory of the home course advantage in a unique way this year. The site for the 1972 Western Sprint Championships is the Lexington Reservoir, Los Gatos, Calif., and as far as can be determined, none of this season's top eights have raced on the reservoir in previous seasons. All of the reports indicate that if all goes well, this could be the California still water course for which we have been looking. Stanford and California are assisting Santa Clara in hosting the regatta. This means Kent Mitchell and his electronic equipment will be used. And with the welcome help of Conn Findlay, Jim Farwell will undoubtedly host an efficient, fair, and remembered Sprints.

Last year's varsity four with and lightweight four with were both finalists. With the added strength gained from their freshmen, Santa Clara can win more than just a few of their early races.

UNIVERSITY OF CALIFORNIA, SANTA BARBARA: This University situated on the beach with their race course miles away has just dropped intercollegiate football. While this may not directly affect the crew program, it may be a trend away from growth in intercollegiate athletics just when the rowing program needs growth.

WASHINGTON STATE UNIVERSITY: After building a program from scratch in a short year, the Cougars suffered a setback when their boathouse collapsed during a storm.

HUMBOLD STATE & VENTURA JC: Two schools organizing crew programs. Neither one appears ready to race in 1972.

SUMMARY: The varsity favorite would have to be Washington chased by three Southern California dark horses. The lightweight favorite is Washington with Seattle University and UCLA in close pursuit. The junior varsity favorite is Orange Coast because it is an even year and Washington can't be favored in everything. The freshman race would normally be hard to pick, but it is hard to remember the last time a Husky frosh boat lost in West Coast competition. The fours with seem to belong to an unknown each year.

The sudden appearance of foreign racing equipment last year indicated that the West Coast is searching for ways to make their crews go faster. There is no evidence that the change in equipment provided that extra speed, but the coaches' feeling that they are not going fast enough and their willingness to consider change will lead to that speed eventually. Perhaps 1972 is the year the West finds that speed and perhaps two or three crews from the West will finish in the top six at the IRA again.

Southern College Previews

by Bill Daniels

Several trends are emerging in Southern rowing in 1972. Almost all colleges and universities in the fourteen member SIRA are enjoying large turnouts for crew and more emphasis is being placed on lightweight rowing. Two new schools are now rowing in Dixie: the University of Tennessee and Florida Technological University.

Undoubtedly 1972 will be the busiest year ever in Southern rowing. Not until April 21-22 at Stone Mountain Park, Ga., will the issue of who is the fastest crew in the South be settled. Then on May 13 at the Dad Vail in Philadelphia, the rebel yell may for the first time in the varsity eight event ring out over the waters of the Schuylkill.

UNIVERSITY OF ALABAMA, HUNTSVILLE: The nucleus of this year's UAH crew features the return of six varsity sweepswingers and a majority of '71s junior varsity oarsmen. UAH will be coached by Garry Mahla, who last year served as assistant to Dennis Kamrad. The Uhlans are working hard toward a top spot in the competitive SIRA. If they are successful, they are counting on entering a lightweight eight and a heavyweight four with in the Vail.

THE CITADEL: The Military College of the South, in its sixth year of rowing, emerged as one of Dixie's better crews last year. The Citadel boathouse contains as many treasures as does any boathouse in the South: two eights, four fours with, four pair oars with and a training barge, together with numerous coaching launches.

The Cadets finished fifth in the varsity final and third in the junior varsity at Savannah last year, but lost via graduation nine of the 18 men in these two boats. First year Coach Gene Lesesne is tutoring 45 rowing aspirants but forecasts '72 as a rebuilding year.

EAST CAROLINA UNIVERSITY: The Pirates of East Carolina keep plugging away and always rate dark horse consideration. ECU has boated a crew since the mid-'60s, but 1968 was their finest year when they finished in the varsity heavyweight finals at the Dad Vail.

FLORIDA INSTITUTE OF TECHNOLOGY: The Engineers may be the strongest crew in the South this year. The rowing scene at Melbourne is as bright as anywhere in all of Dixie, and indeed many Northern, Midwest and West Coast schools would be envious of FIT's rowing facilities and organization.

Bill Jurgens and assistant Augie Burrichter have done an outstanding job at FIT. Following a second place finish in the varsity, second in the junior varsity and a first place finish in the freshman race at SIRA, the Engineers went on to finish first in the varsity consolation and place in the finals of the j.v. and freshman races at the Vail. Jurgens welcomes back but two men from the '71 varsity, but FIT will be one of the three top crews in the '72 SIRA.

Jurgens has five boats on the water with the varsity eight averaging 6'2" and 190 lbs. Look out, Dad Vail schools!

FLORIDA SOUTHERN COLLEGE: The Water Moccasins enjoyed one of the largest turnouts in years, especially heartwarming after '71 when the highly regarded Mocs could boat but one eight and a four with. The FSC Navy plans to boat a heavyweight eight, a lightweight eight, a freshman eight and a four with. However, only four of the 37 candidates have earned varsity letters.

The Mocs did win the annual fall Florida freshman race and despite the squad's youth (only two seniors, one a j.v. letterman in '70 and another who never pulled an oar before late January) the Water Mocs are optimistic — but '73 looks like FSC's year.

FLORIDA TECHNOLOGICAL UNIVERSITY: On a one year leave of absence from the University of Alabama at Huntsville, Dennis Kamrad is sponsoring Florida's first new collegiate crew since 1957. On a club basis and with but one eight and 12 aspiring oarsmen, most of whom have rowed with area high schools, FTU under Kamrad can be counted on to boat a fine eight.

JACKSONVILLE UNIVERSITY: Returning sweepswingers from last year's varsity, junior varsity and freshman crews project Jax as one of the crews to watch in the South in '72, especially after the '71 showing at the SIRA: sixth in varsity, first in junior varsity and second in freshman finals.

UNIVERSITY OF NORTH CAROLINA, CHAPEL HILL: The Tar Heels are experiencing difficulties under first year Coach Jack Carpenter. On a club basis and sporting a rowing program only since 1969, Carolina hardly expects to boat two eights.

ROLLINS COLLEGE: Rollins College Tars return six lettermen from last year's varsity and junior varsity crews. Veteran Coach Jim Lyden expects to boat a varsity heavyweight eight, a lightweight eight and a freshman eight. The Tar crew could jell into a top flight crew by season's end, but Lyden terms 1972 a building year.

SALISBURY STATE COLLEGE: SSC has indicated that it expects to enter two crews in the SIRA competition at Stone Mountain, Ga., April 21-22, so we must assume the Maryland crew is progressing well.

TAMPA UNIVERSITY: The Spartans, once one of the most highly regarded small college crews and perennial contenders for the Dad Vail Championships in the late '50s and early '60s, may well be on the way back to the top.

School authorities came dangerously close to dropping the sport this year, but Dr. Owens, Tampa's new, young, energetic President, has elected to continue the sport. Owens says, "We have had a rowing program at Tampa for almost 30 years and plan to continue rowing at Tampa indefinitely."

1972 will find the Spartans in a rebuilding year under Art Trubiano who returned to Tampa in 1971 after fashioning those great Spartan crews of the '50s. The outlook will brighten for '73 with more financial backing and a new boathouse.

Trubiano boated a young crew last year. More than a handful are back and could upend a few crews who may tend to regard the Spartans lightly.

UNIVERSITY OF VIRGINIA, CHARLOTTESVILLE: The Cavaliers entered one crew, the varsity heavyweights, at Savannah last year and won the U.T. Bradley Trophy. The Virginians then went on to place third in the heavyweight varsity finals at the Vail. A great many veteran crew observers felt that Virginia would win the Vail varsity heavyweight event. It is toward this goal that Coach Panos

(Continued on p.45)

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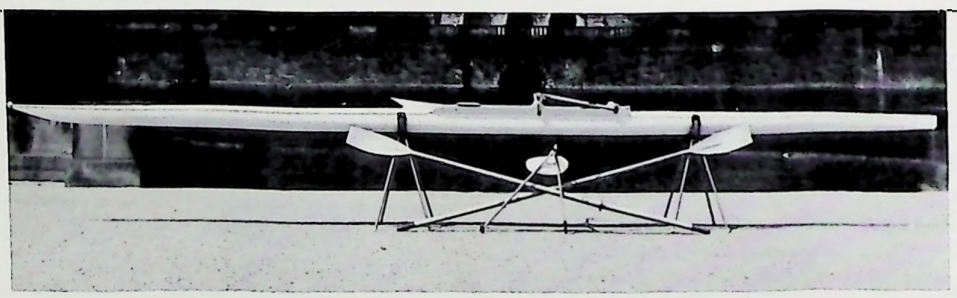

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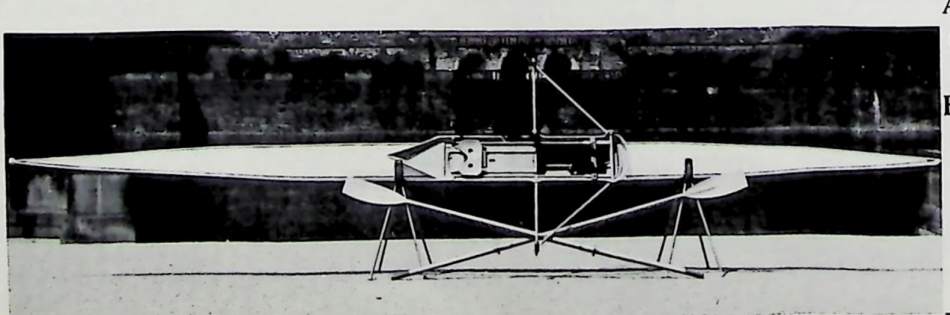

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Olympic Committee Takes Decisive Action

by Marty McNair

In its most dramatic discussion to date, The Olympic Committee came to a final showdown on the National Team concept debate. For the third time, the Committee confirmed the plan to select the U.S. entries in the eight and four with coxswain events through a National Team program. The entries so selected will not be subject to challenge.

The decision to make the eight and four with coxswain not subject to challenge races was preceded by extensive debate before and during the meeting. Considerable attention was given to a proposal for providing a challenge to the National Team four with coxswain. This proposal was ultimately rejected.

Attitudes expressed at the U.S. Olympic Rowing Committee Meeting reflected the general level of controversy within the rowing community concerning the National Team concept. However, the committee believes this approach to selecting our Olympic eight and four with coxswain not only has the best chance of improving the stature of American rowing in international competition, but also that the proposal has broad and enthusiastic support throughout the rowing community. This conclusion is based in part upon the results of a survey of competing oarsmen conducted during the past month.

The U.S. Olympic Rowing Committee is hopeful that this program will produce outstanding crews and solicits the support of the entire U.S. rowing community. Such backing is vital to the success of our oarsmen who will compete in Munich this summer.

Several other important business matters were concluded at the U.S.O.R.C. Meeting.

First, it was decided to order seven Staempfli boats for Munich, although trial winners would be allowed to take their own boat if they so desire. Following the Olympics, the boats owned by the U.S.O.R.C. would be offered for sale to the competitors themselves at 75% of purchase value, or to the National Rowing Foundation if the competitors do not elect to buy the boats.

Second, four men were elected as candidates for the position of rigger for the 1972 Olympic Rowing Team. They are, in the order to be considered: Curt Druse (Wisconsin), Conn Findlay, Helmut Schoenbrod, Jim Gardiner (Seattle).

Third, the Olympic trials site for selection of those entries not to come from the National Team (i.e., all but eight and four with) was determined. The courses at Camden, Shrewsberry, Long Beach, Lake Washington and Kent were all given consideration. After discussing the pros and cons of each proposed site, it was decided that the Olympic trials will be held on Lake Waramaug near Kent School, Kent, Conn. according to the following schedule:

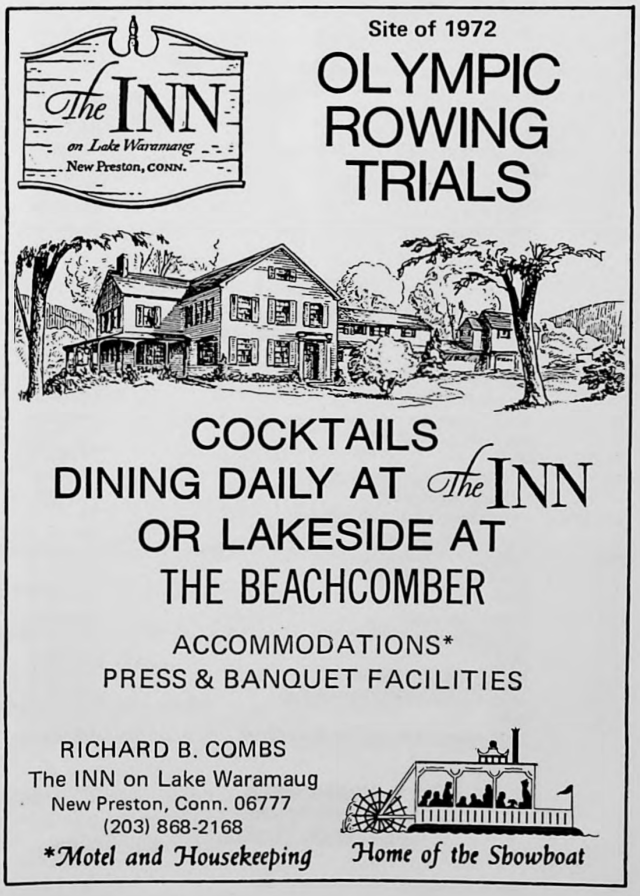
July 20, 21, 22 — single sculls and pair without coxswain

August 3, 4, 5 — pair with coxswain, double sculls, four without coxswain

Fourth, the results of a U.S.O.R.C. questionnaire that was sent to many of the oarsmen who are planning to try out for the 1972 Olympic Rowing Team were reviewed. The results indicated an endorsement of the National Team proposal by the respondents, especially by those oarsmen who have already represented the U.S. in international competition.

Finally, a National Team progress report was given which included the appointment of a panel of coaches from which a final selection of three will be named at a later date for the positions of National Team Assistant Coaches. Preliminary budgets and publicity plans were approved. Reimbursement of "out-of-pocket" costs to those oarsmen selected for the National Camp was approved. A Selection Committee was appointed for selection of candidates for the National Camp. Selectors will be as follows: Los Angeles: Dave Grant (Bob Hillen, U.S.O.R.C. liaison); San Francisco: Marty McNair; Seattle: Dick Erickson (Ted McCagg, U.S.O.R.C. liaison); Midwest: Randy Jablonic (Ralph Lindamood, assistant); Washington, D.C.: Carl Ullrich (Mike Gasch assistant) (Don Spero, U.S.O.R.C. liaison); Philadelphia: Dietrich Rose (Joe Toland, assistant) (Boyce Budd, U.S.O.R.C. liaison); New York, Northeast: Pete Gardner (Norm Graff, assistant) (Lloyd Dahmen, U.S.O.R.C. liaison). For more information, contact V. H. Michalson, Chairman U.S.O.R.C., Division of Athletics, Brown University, Providence, R.I. 02912.

(See p.47 for Harry Parker's article on National Team training)



OFFICIAL RESULTS
HEAD OF THE CHARLES REGATTA
(ALL EVENTS = 3 Miles)

EVENT NO. 1
VETERAN SINGLE SCULLS

1.	J. Olrich, Cambridge B.C.	59	20:58.7
2.	J. Welchli, Detroit B.C.	43	20:00.8
3.	E. Lynch, Cambridge B.C.	47	20:31.1*
4.	L. Wade, Cambridge B.C.	67	23:31.8
5.	J. Kieffer, Fairmount R.A.	51	21:58.7
6.	R. Emmet, Cambridge B.C.	47	21:41.1
7.	G. Hewitt, Cambridge B.C.	43	21:30.6
8.	L. Martin, Union B.C.	40	21:22.5
9.	H. Zink, Princeton Univ. R.A.	53	22:50.9
10.	R. Lea, Jr., University B.C.	58	23:28.3*
11.	F. Plimpton, Jr., Narragansett B.C.	44	22:08.6
12.	A. Pappenheimer, Jr., Cambridge B.C.	63	24:16.7
13.	S. Paradise, Cambridge B.C.	43	22:24.4
14.	J. Bigelow, Hyde Park R.A.	49	23:09.4*
15.	A. Smithies, Cambridge B.C.	64	24:41.1
16.	T. Crosby, Union B.C.	71	25:35.1
17.	C. DuMoulin, Cambridge B.C.	53	24:13.4
18.	P. Snodgrass, Cambridge B.C.	44	23:22.1*
19.	H. Keyes, Union B.C.	67	26:27.6
20.	C. Ramplee-Smith, Ottawa R.C.	43	24:20.2
21.	P. Sprague, Narragansett B.C.	46	24:56.1
22.	J. Connors, Union B.C.	43	24:59.5
23.	E. Witte, Cambridge B.C.	76	29:02.2*
24.	R. Isaacs, Cambridge B.C.	60	27:55.2
25.	P. Heller, Harvard University	45	26:50.2
26.	O. Taylor, Cambridge B.C.	53	29:39.3
	E. Atwill, West Side B.C.	64	DNF

EVENT NO. 2
DOUBLE SCULLS

1.	New York A.C.	17:07.0*
2.	College Boat Club	17:12.5
3.	Cambridge Boat Club	17:26.9
4.	Narragansett B.C.	17:32.5
5.	Undine Barge Club	17:39.8*
6.	Yale University	18:35.8
7.	San Diego/Spuyten Duyvil	18:41.4*
8.	Rochester Rowing Club	18:50.5
9.	Cambridge Boat Club	18:51.5
10.	Riverside B.C.	19:15.1
11.	Choate School	19:17.5
12.	New York A.C.	20:07.2*
13.	University Barge Club	21:15.8
14.	New York A.C.	22:02.3
15.	Yale University	24:15.2*

EVENT NO. 3
LIGHTWEIGHT EIGHTS
BOSTON HERALD TRAVELER TROPHY

1.	U.S. Naval Academy	15:35.5
2.	Princeton University R.A.	15:39.0
3.	Yale University	16:00.3
4.	Harvard University	16:05.1
5.	MIT	16:10.8
6.	Princeton University R.A.	16:12.6
	College Boat Club	16:12.6
8.	U.S.Coast Guard Academy	16:20.7
9.	Rutgers University	16:21.7
10.	Rutgers University	16:25.3
11.	College Boat Club	16:42.2
12.	MIT	16:43.2
13.	Marist College	16:46.5
14.	Spuyten Duyvil R.C.	16:59.5
15.	MIT	17:09.0
16.	Georgetown University	17:16.8
17.	U.S. Coast Guard Academy	17:31.3
18.	MIT	17:53.4
19.	U.S. Merchant Marine Academy	18:31.5

EVENT NO. 4
ELITE FOURS
SCHAEFER TROPHY

1.	Union B.C./Harvard University	16:28.3
2.	Brown University	16:45.1
3.	Harvard University	16:50.3
4.	Union Boat Club	16:53.8
5.	MIT	16:56.0
6.	U.S. Naval Academy	16:59.9
7.	U.S. Naval Academy	17:12.6
8.	Cornell University	17:17.3
9.	Univ. of Wisconsin	17:20.5
10.	Rutgers University	17:20.8
11.	Syracuse Alumni R.C.	17:21.7
12.	College Boat Club	17:24.3
13.	Brown University	17:26.0
14.	Harvard University	17:32.7
15.	Univ. of Massachusetts R.A.	17:33.3
16.	New Haven R.C.	17:34.5
17.	College Boat Club	17:40.0
18.	Brown University	17:41.0
19.	Northeastern University	17:42.1
20.	Princeton University	18:07.8
21.	Marietta R.A.	18:10.4
22.	Georgetown University	18:15.7
23.	Univ. of Nebraska	18:56.4

EVENT NO. 5
NOVICE SINGLES

1.	A. Capitman, Yale University	20:29.5
2.	T. Haible, Belmont Hill School	20:29.7
3.	R. Michalson, Narragansett B.C.	20:35.7
4.	S. Hensel, Narragansett B.C.	20:44.6*
5.	J. Peinert, Williams College	21:01.7
6.	R. Parker, Cambridge B.C.	21:05.2
7.	G. Wilson, Amherst College	21:35.3
8.	R. Spousta, Univ. of Massachusetts R.A.	21:45.6*
9.	S. Goddard, Cambridge B.C.	21:46.1
10.	P. Wettstein, Princeton Univ. R.A.	21:48.7
11.	R. Checkoway, Narragansett B.C.	21:57.3
12.	P. Sorensen, Union B.C.	22:10.6
13.	D. Tenney, Choate School	22:17.6
14.	A. Laundon, Union B.C.	22:18.6*
15.	T. Jenkins, Cambridge B.C.	22:57.6
16.	B. Wick, Choate School	23:09.7
17.	B. Introcaso, Choate School	23:15.9
18.	J. Jordan, Oyster Bay R.A.	23:26.4
19.	T. Wegmann, Cambridge B.C.	23:56.7
20.	K. Betchick, Univ. of Massachusetts R.A.	23:58.1*
21.	W. Barrett, Harvard University	25:30.8
22.	D. Richard, Univ. of Massachusetts R.A.	26:23.3
23.	P. Kaiser, Marist College	27:10.9*
24.	G. Rodriguez, John Jay College	27:14.2
25.	N. Good, New York A.C.	28:47.9**

EVENT NO. 6
INTERMEDIATE FOURS

1.	Dartmouth R.C.	17:19.3
2.	Brown University	17:30.4
3.	MIT	17:32.3
4.	MIT	17:50.8
5.	Fairmount R.A.	17:51.9
6.	Syracuse Alumni R.C.	17:54.3
7.	Dartmouth R.C.	18:00.6
8.	Univ. of Massachusetts R.A.	18:02.8
9.	Marist College	18:05.1
10.	Boston University	18:11.5
11.	Syracuse Alumni R.C.	18:19.5
12.	Moses Brown School	18:20.8
13.	Marist College	18:25.8
14.	Mercantile R.C.	18:36.7
15.	Wesleyan University C.C.	18:48.1
16.	Amherst College	19:19.8
17.	Georgetown University	20:42.2
18.	Worcester Poly. Tech.	20:55.1
19.	Worcester State College	21:02.9
	Harvard University	Ineligible

EVENT NO. 7
WOMEN'S SINGLES

1.	G. Pierson, Cambridge B.C.	21:51.3
2.	K. Kalkhof, University Barge Club	23:23.5
3.	C. Clarke, Cambridge B.C.	23:50.2
4.	H. Paffard, Cambridge B.C.	24:46.5
5.	S. Harvey, Riverside B.C.	25:36.5

(Continued on p.26)

From Copenhagen to Munich: What Will Happen?

by Kent Mitchell
for JAMCO, INC.

The following facts can be stated about the 1971 European Championships:

- 375 men from 27 nations competed.
  - 231 were repeaters and had already raced in one or more previous European, World and Olympic regattas.
  - 144 were new oarsmen to such competition.
- 70% of the repeaters, but only 28% of the new oarsmen, placed seventh or better in Copenhagen.
- 25% of the repeaters, but only 7% of the new oarsmen, won medals in Copenhagen.
- 143 medals had already been won by the Copenhagen repeaters in previous European, World and Olympic regattas.
  - 96% of those previous medals were won by repeaters who placed seventh or better in Copenhagen.
  - 62% of those previous medals were won by repeaters who won medals in Copenhagen.
  - 29% of those previous medals were won by repeaters who won gold medals in Copenhagen.
- 7 of the 11 new oarsmen who won medals in Copenhagen were competing with previous medalists in the boat.
- 9 of the 11 new oarsmen who won medals had repeaters in the boat.
- 16 of the 21 medal-winning boats in Copenhagen had at least one previous medalist in the boat.
- 20 of the 21 medal-winning boats had one or more repeaters in the boat.

Certain inescapable conclusions follow from these facts:

1. Build your boats around previous medalists.
2. Don't expect a medal from a boat with no previous medalists in it.
3. After exhausting medalists, build your boats around repeaters.
4. Don't expect better than an eighth place finish from a boat with no repeaters in it.

In the U.S. today, there are only eight previous medalists who might compete for the Olympic team. They are:

Name	Previous Medals	Present Rowing Location	National Camp Prospect?
Dick Lyon	'64 Tokyo four without Bronze	Stanford	No
Larry Hough	'67 Vichy pair without Gold '68 Mexico pair without Silver '69 Klagenfurt pair without Gold	Stanford	No
Cleve Livingston	'67 Vichy eight with Silver	Stanford	Yes
John Nunn	'68 Mexico double Bronze	Long Beach	No
John Von Blom	'69 Klagenfurt double Gold '70 St. Kitt's double Bronze	Long Beach	No
Tom McKibbon	'69 Klagenfurt double Gold '70 St. Kitt's double Bronze	Long Beach	No
Bill Maher	'68 Mexico double Bronze	Long Beach	No
Fritz Hobbs	'67 Vichy eight with Silver	Cambridge	Yes

This means that no more than two previous medalists will be present at our first National Camp, each with one previous silver medal. It also means that 75% of our previous medalists, holding ten of our 12 previous medals cannot be at the camp. It should be clear that the two crews to emerge from our National Camp will have a paucity of previous medals to their credit. A saving factor may be that a good number of our repeaters who have never won medals may attend the camp, thus improving our chances for seventh place or better Olympic finishes, but not medals.

Three tables follow which give better perspective as to the relative distribution of previous medals and previous man races among the men who placed first, second, third, fourth, etc. in Copenhagen and among the different nations that competed in Copenhagen. My own fear is that unless the U.S. National Camp boats have both medalists and strong repeaters, they will be scrambling to place eighth or ninth in the fours with and eight with events in Munich. However, the Long Beach Scullers and a boat built around Stanford's Hough and Lyon should have medal potential in their respective events.

(See p.21 for tables)

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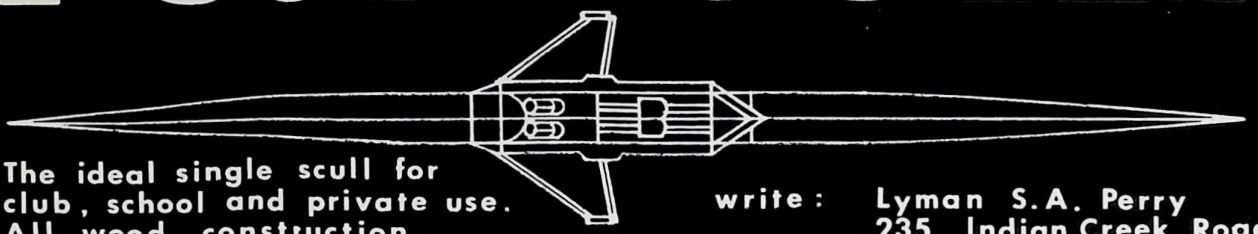

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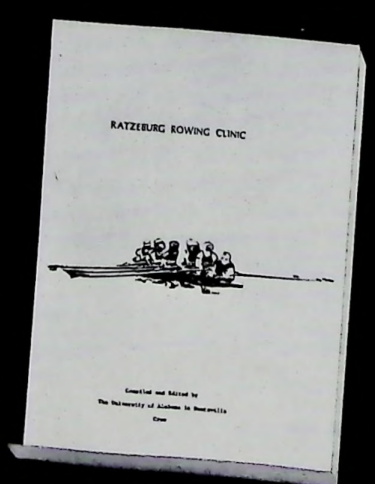

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FIGURE 1

COPENHAGEN, 1971 EUROPEAN ROWING CHAMPIONSHIPS

PREVIOUS FISA CHAMPIONSHIP RACES AND RESULTS

COPEN-HAGEN FINISHING PLACE	NR. MEN	TOTAL PREV MAN RACES	TOTAL REPEATERS	NR. PREV RACES PER REPEATER	AVG PLACE PER PREV MAN RACE ROWED	NR. NEW OARSMEN
1	23	53	17	3.12	2.62	6
2	23	41	20	2.05	6.97	3
3	23	63	21	3.00	4.59	2
Medals	69	157	58	2.81	4.55	11
4	23	71	18	3.94	5.00	5
5	23	40	16	2.50	5.93	7
6	23	43	14	3.07	4.88	9
Finals	138	311	88	3.50	4.88	32
7	23	39	14	2.78	7.15	9
8	23	17	13	1.31	9.88	10
9	23	34	17	2.00	8.91	6
10	23	18	10	1.80	7.11	13
11	23	43	18	2.39	10.72	5
12	23	11	9	1.22	7.91	14
Petite Finals	138	162	81	2.00	8.80	57
13	23	13	10	1.30	9.54	13
14	23	20	13	1.54	11.81	10
15	19	10	5	2.00	7.80	14
16	17	5	5	1.00	15.00	12
17	9	19	8	2.38	11.05	1
18	6	8	3	2.67	12.75	3
19	2	-	-	-	-	2
Total	375	548	231	2.38	6.87	144

FIGURE 2

COPENHAGEN, 1971 EUROPEAN ROWING CHAMPIONSHIPS

MEDALS WON BY COPENHAGEN REPEATERS IN PREVIOUS FISA CHAMPIONSHIPS

COPENHAGEN FINISHING PLACE	TOT PREV MEDALS	GOLD	SILVER	BRONZE	NR. PREV RACES	AVG. PLACE
1	41	23	8	10	53	2.62
2	13	10	3	-	41	6.97
3	35	2	17	16	63	4.59
Medalists	89	35	28	26	157	4.55
4	17	6	6	5	71	5.00
5	7	4	1	2	40	5.93
6	14	4	2	8	43	4.88
Finalists	127	49	37	41	311	4.88
7	10	2	1	7	39	7.15
8	-	-	-	-	17	9.88
9	-	-	-	-	34	8.91
10	2	-	2	-	18	7.11
11	1	-	-	1	43	10.72
12	-	-	-	-	11	7.91
Petite Finalists	13	2	3	8	162	8.80
13	-	-	-	-	13	9.54
14	-	-	-	-	20	11.81
15	3	-	-	3	10	7.80
16	-	-	-	-	5	15.00
17	-	-	-	-	19	11.05
18	-	-	-	-	8	12.75
19	-	-	-	-	-	-
OVERALL	143	51	40	52	548	6.87

FIGURE 3

COPENHAGEN, 1971 EUROPEAN ROWING CHAMPIONSHIPS

RESULTS AND PREVIOUS MAN-RACES BY NATION

NAT	COPENHAGEN RESULTS 4+	2-	1X	2+	4-	2X	8+	AVG PLACE PER MAN RACE ROWED	NR. MEN ROWING	NR. MEN WITH PREV EXPER.	NR. PREV MAN RACES ROWED	AVG PREV MAN RACES PER REPEATER	NR. NEW MEN
RDA	2	1	2	1	1	1	2	1.56	23	20	42	2.05	3
NZE	4	-	3	-	-	-	1	2.08	13	9	19	2.11	4
URS	3	4	5	3	5	3	3	3.52	23	19	47	2.47	4
ROU	-	6	-	4	4	-	-	4.50	8	4	19	4.75	4
HON	-	14	-	-	-	-	4	6.00	10	8	36	4.30	2
BRE	-	-	-	-	-	6	-	6.00	2	2	2	1.00	-
RFA	1	12	4	12	3	12	6	6.09	23	16	37	2.30	7
CZE	6	2	15	2	-	7	7	6.16	19	8	31	3.88	11
HOL	9	-	-	6	12	-	5	7.55	18	5	9	1.80	13
ARG	8	11	1	-	-	-	-	7.85	7	6	11	1.83	1
SUI	5	7	11	13	-	9	-	8.10	11	10	30	3.00	1
NOR	7	13	-	9	2	2	15	9.28	22	15	35	2.33	7
POL	10	3	-	5	13	11	10	9.55	22	10	25	2.50	12
AUT	-	9	-	18	-	10	8	9.85	14	10	28	2.80	4
BUL	13	-	7	7	9	-	-	9.90	11	5	8	1.60	6
GBR	11	8	9	16	8	14	9	10.11	23	14	24	2.71	9
BEL	-	-	-	17	-	5	-	11.00	4	3	14	4.67	1
FRA	12	-	13	15	10	8	-	11.30	13	6	7	1.16	7
ITA	15	17	12	10	6	-	11	11.32	21	16	35	2.18	5
YOU	-	5	-	-	-	-	13	11.40	10	6	10	1.67	4
DAN	16	15	10	8	7	4	16	12.33	23	11	27	2.45	12
SPA	-	-	8	-	14	-	-	12.40	5	1	2	2.00	4
USA	14	10	6	19	11	13	12	12.41	23	10	14	1.40	13
FIN	-	-	16	11	-	-	14	13.61	11	10	23	2.30	1
SUE	-	16	14	14	-	-	-	14.80	5	2	4	2.00	3
JPN	18	-	17	-	-	15	-	17.00	7	2	4	2.00	5
TUR	17	-	-	-	-	-	-	17.00	4	3	5	1.67	1
							TOTALS	8.72	375	231	548	1.48	144

1972 REGATTA SCHEDULE

Editor's Note: If you know of any regattas missing from the following list, please send the name, date and location to Boyce Budd, Editor, The Oarsman Magazine, Church Road, Devon, Pa. 19333.

March 25	Temple-Kings Point	Philadelphia
	Deering Cup Regatta (NYAC)	New York
	Kowaliga Cup Regatta	Lake Martin, Ala.
April 1	Westchester County Championships (NYAC)	New York
	Drexel, Stony Brook, W.C. Post	Philadelphia
	Temple, Fordham, Manhattan	Philadelphia
	Cypress Gardens Regatta	Cypress Gardens, Fla.
April 8	Easter Regatta (NYAC)	New York
	Grimaldi Cup	New York
	New York State, George Washington, Temple	Philadelphia
	Columbia-Princeton 150s	New York
	Rutgers-Univ. of Pa. 150s	New Brunswick, N.J.
	USCG-Yale 150s	Derby, Conn.
	Logg Cup (Rutgers-Princeton)	Princeton, N.J.
	Boston U., Yale, USCG	Derby, Conn.
	Georgetown-St. Josephs	Philadelphia
	Geo. Washington, Phila. Girls R.C., Vesper	Philadelphia
April 8-9	Miami Invitational Regatta	Miami
April 15	Hughes Cup (NYAC)	New York
	Rutgers, Columbia, Harvard 150s	New York
	Univ. of Pa.-Cornell 150s	Ithaca, N.Y.
	Yale, MIT, Trinity 150s	Boston
	Princeton-Navy 150s	Annapolis, Md.
	MIT-Columbia	New York
	Boston U.-Brown	Providence, R.I.
	Princeton-Navy	Annapolis, Md.
	Rutgers, Yale, Northeastern	Derby, Conn.
	George Washington-Drexel	Washington, D.C.
	Florida Intercollegiate R.A. Championships	Cypress Gardens, Fla.
April 22	Gen. John Glover Cup (NYAC)	New York
	Georgetown-Navy 150s	Annapolis, Md.
	Dodge Cup (Columbia, Univ. of Pa., Yale 150s)	Philadelphia
	Platt Cup (Cornell, Princeton, Rutgers 150s)	Princeton, N.J.
	Biglin Cup (Dartmouth, Harvard, MIT 150s)	Boston
	Childs Cup (Columbia, Univ. of Pa., Princeton)	Princeton, N.J.
	Stein Cup (Brown-Harvard)	Providence, R.I.
	Northeastern, Boston U., MIT	Cambridge, Mass.
	Navy-Yale	Annapolis, Md.
	Rutgers-Syracuse	New Brunswick, N.J.
	Southern Intercollegiate R.A. Championships	Stone Mountain Park, Ga.
April 29	Blackwell Cup (Univ. of Pa.-Yale)	Philadelphia
	Kerr Cup (Ithaca, Trinity, Temple, Drexel)	Philadelphia
	Goes Cup (Cornell, Syracuse, Navy)	Syracuse, N.Y.
	Compton Cup (Harvard, Princeton, MIT)	Boston
	Bill Cup (Boston U., Dartmouth, Rutgers)	Princeton, N.J.
	Brown, Columbia, Northeastern	New York
	Wood-Hammond Cup (Univ. of Pa.-Princeton 150s)	Princeton, N.J.
	Durand Cup (Yale, Dartmouth, Rutgers 150s)	Princeton, N.J.
	Geiger Cup (Columbia, Cornell, MIT 150s)	Ithaca, N.Y.
	Haines Cup (Harvard-Navy 150s)	Cambridge, Mass
	Bronx Regatta (NYAC)	New York
April 30	Narragansett Schoolboy Regatta	Providence, R.I.
May 6	Rutgers-Columbia 150s	New York
	Bergen Cup (Temple, St. Josephs, Drexel)	Philadelphia
	Callow Cup (Univ. of Pa., Navy, MIT 150s)	Philadelphia
	Goldthwaite Cup (Princeton, Harvard, Yale 150s)	Cambridge, Mass
	Adams Cup (Harvard, Navy, Univ. of Pa.)	Philadelphia
	Cochrane Cup (MIT, Dartmouth, Wisconsin)	Hanover, N.H.
	Carnegie Cup (Cornell, Princeton, Yale)	Ithaca, N.Y.
	Holding Cup (Syracuse-Brown)	Providence, R.I.

May 6	Rutgers-Columbia	New York
	Boston U.-Northeastern	Boston
	Metropolitan Intercollegiate Championships (NYAC)	New York
	City Championships	Philadelphia
	Cornell-Dartmouth 150s	Ithaca, N.Y.
	Long Island Sound Intercollegiate Championships	Port Jefferson, N.Y.
May 7	Lowell Tech. Spring Regatta	Lowell, Mass.
May 12	Dad Vail Heats	Philadelphia
May 13	Dad Vail Finals	Philadelphia
	E.A.R.C. Sprints	Worcester, Mass.
	Schoolboy Regattas	Wyandotte, Mich. & Culver, Ohio
	Father Knickerbocker Regatta (NYAC)	New York
May 14	Catholic League Championships	Philadelphia
May 20	Stotesbury Cup	Philadelphia
	Burk Cup (Northeastern-Univ. of Pa.)	Philadelphia
	Packard Cup (Dartmouth, MIT, Syracuse)	Syracuse, N.Y.
May 21	Metropolitan Scholastic Championships	New York
May 26	Schoolboy Regatta Heats	Middletown, Del.
May 27	Schoolboy Regatta Finals	Middletown, Del.
	Madeira Cup (Cornell-Univ. of Pa.)	Ithaca, N.Y.
	Memorial Day Regatta (NYAC) Finals	New York
	Canadian Scholastic Championships	St. Catharines, Ontario, Canada
June 1-2-3	I.R.A. Championships	Syracuse, N.Y.
	Head of the River	Chomeday, Quebec, Canada
June 10	A.R.A. American Henley	Philadelphia
June 16-18	N.W.R.A. Championships	Seattle, Wash.
June 17	Schuylkill Navy Regatta	Philadelphia
	Harvard-Yale	New London, Conn.
June 24-25	103rd NYAC Open Regatta	New York
July 1	Independence Day Regatta Heats	Philadelphia
	Dominion Day Open Regatta	Toronto, Ontario, Canada
July 2	Independence Day Regatta Finals	Philadelphia
	St. Catharines Invitational Regatta	St. Catharines, Ontario, Canada
July 4	Philadelphia Youth Regatta	Philadelphia
	Central States Amateur Rowing Assoc. Regatta	Ecorse, Mich.
July 13-14	Youth Nationals	Philadelphia
July 13-16	Nationals	Philadelphia
July 23	West Side Invitational Regatta	Buffalo, N.Y.
July 29-30	New England Amateur Rowing Assoc. Regatta	Boston
August 3-6	90th Royal Canadian Henley	St. Catharines, Ontario, Canada
August 5	East Falls Sprints	Philadelphia
August 12	Middle States Regatta	Philadelphia
	Hunter Island Regatta (NYAC)	New York
September 9	Pelham Bay Regatta (NYAC)	New York
September 23	Metropolitan Championships (NYAC)	New York
October 7	Columbus Day Regatta (NYAC)	New York
October 8-9	Lowell Tech. Fall Regatta	Lowell, Mass.
October 14	Head of the Schuylkill Regatta	Philadelphia
October 21	Veterans Day Regatta (NYAC)	New York
October 22	Head of the Charles Regatta	Boston
November 4	Election Day Regatta (NYAC)	New York
November 18	Frostbite Regatta	Philadelphia
November 25	Thanksgiving Day Regatta (NYAC)	New York
December 31	New Years Eve Regatta (NYAC)	New York

OLYMPIC TRIALS

July 20-22	Singles, Pair Without	Lake Waramaug, Kent, Conn.
August 3-5	Doubles, Pair With, Four Without	Lake Waramaug, Kent, Conn.

1972 OLYMPICS AT MUNICH

August 26	Opening Day
August 27-31 - September 1	Olympic Heats and Repechages
September 2	Olympic Finals
September 10	Closing Day of Olympics

Compiled by
D.P. Schnorr & W.M. Hollenback, Jr.

1972 ROWING WEEKEND

by Peter Lippett

Carl Ullrich conducts the Ergometer clinic.

NAAO President Bill Knecht congratulates Jack Franklin upon his receipt of the John Carlin Service Award.

By far the most fascinating occurrence of the 1972 Rowing Weekend held in New York, January 21-23 was UCLA Crew Coach Jerry Johnsen's sojourn until 3:00 a.m. in the fashionable East Side apartment of Rosalind Russell. But that's another story, and perhaps only Jerry should tell that story . . . Other, more mundane happenings, were:

RCOA EQUIPMENT SHOW

The weekend opened as usual with a most interesting equipment show, put together each year by Hart Perry. The Columbia boathouse housed shells and exhibits by Alden Ocean Shell, Baker's carbon fiber re-inforced fiberglass single, Worcester Oar & Paddle Co.'s new breakthrough in the same field, and an eagerly awaited example of Jim Gardiner's "box boat," which had been built from Jim's plans by Tony Johnson at Yale. At the field house, there were exhibits by Aylings of England, with a multitude of both sweep and sculling blades, Heuer stopwatches, Pocock equipment, Bill Smoke's rowing jewelry, several exhibitions of warm-up togs, and Kent Mitchell's electronic timing and print-out system which he had lugged in from the West specifically for this showing.

Another aspect of the equipment show were the adjunct clinics, held on Saturday morning before the annual meeting. Prominent among these were: Kent Mitchell's demonstration of his 500 meter timing system, which so excited the viewers that the Board of Directors voted unanimously the following day to arrange financing to purchase the system for use at all National and Trials regattas and to loan out to local regatta committees; Harry Parker's session explaining the selection methods and plans for the National Camp, a session which also heard from our featured guest of the weekend, New Zealand national coach Rusty Robertson; and a most interesting ergometer clinic conducted by Coach Carl Ullrich of the Naval Academy. Carl had pictures and data from his own Australian ergometers, and also demonstrated on the Gamut Engineering ergometer which was originally developed by Dick Lyon. Among Carl's major points was a statement to which he said he'd seen no exceptions in two years of experience with the ergo, i.e., you can't be a boat mover without scoring well on the ergo, but you can score well on the ergo and not be a boat mover.

NRF AWARDS DINNER

Friday night saw the elegant awards dinner at the Grand Ballroom of the Biltmore Hotel, an affair impeccably put together by Chairman John Garnjost. The following awards were presented: The John Carlin service award to former NAAO President Jack Franklin, for his many years of dedicated service (and many more to come, as he was elected to a four year term as NAAO director the following day) and the Rusty Callow Memorial Award to the Cornell varsity eight, upset winners of the IRA. Helms Hall of Fame inductions were held by Horace Davenport for the 1924 Yale University Olympic Championship eight (containing that memorable seven man, Dr. Benjamin Spock), for Washington coxswain and Yale Assistant Coach Donald Grant, and for Washington's renowned stroke, Ted Garhart.

The featured speaker of the evening was New Zealand National Coach Rusty Robertson, introduced by NRF president pro tempore Bud Smith. This was a fitting introduction since the NRF had funded Rusty's trip to appear at our Rowing Weekend. Rusty detailed the system which has brought his country such singular success, beginning by informing us that he is an employee of the Rothman Foundation, a foundation set up by a prominent cigarette manufacturer to aid all sports in New Zealand. They draw on a rowing population of just 1,500 and have about 1,300 novices and recreational oarsmen. Their reverse seasons means that the National Championships are held in early March, on the basis of which three selectors invite some 35 oarsmen to trials two to three weeks later. At the trials

there are lengthy personal interviews, ergometer testing, cardiograph and physiological evaluation, and water work. Rusty stressed that the most important part is the opinion of the individual selectors, and they are most influenced by the man's mental approach and his application in the boat. They do not take ergometer results blindly, but use them very cautiously as an evaluating tool. From the trials weekend, those who will make up the national squad are brought to Christchurch for a ten-week training period, though Rusty stressed that it is not a camp, and that each man lives

Guest Speaker — Rusty Robertson, New Zealand National Coach: "Everyone is wondering what the secret is . . . but there's really only one way to go forward - you dig the blade in the water and you push."

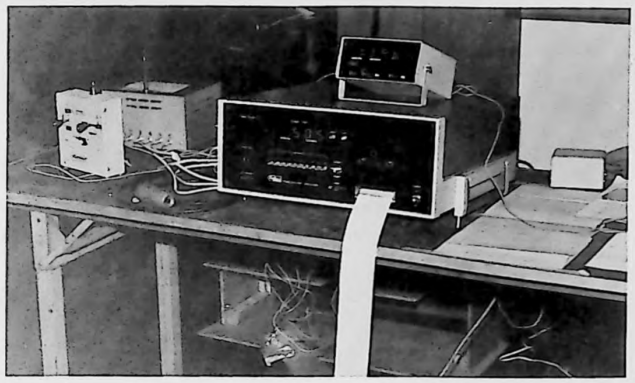
separately with his own family or buddies (the implication being, confirmed in a later private conversation, that he feels the men should not be so constantly close as a true camp would force them to be).

Rusty feels that perhaps the major factor in their success is the overwhelming desire of their men to row, to compete and to represent their country abroad. Among other things, they never get a chance to travel overseas were it not for sport. He stated that this intense motivation may well be the vital difference.

Once the national team leaves the country, all work from then on is in the boat, and all off water training is abandoned. Regarding New Zealand's extended European trip this past summer, Rusty stated that the three-week training stay in Essen was too long, since they were much too isolated, and that they left right before things seriously deteriorated. He also stressed that a squad must be careful, once it's at the regatta site, not to be influenced by the observation of competitors to change any of their plans or things they do best. He also commented that it is "ludicrous" to become too fast too soon, and one should not expect to be turning in medal-winning time when one leaves home weeks before the major regatta.

He also had several comments on our 1972 experiment with the National Camp concept, some of which were expanded in later private conversations. He is not entirely sure that this method is the best for the U.S., although like everyone else, he views it as an experiment and will be interested to see the results. Because our seasons are as they are, he feels that it remains to be seen whether our selection process will prove successful. Perhaps the greatest potential stumbling block is whatever opposition to the scheme exists in our clubs or colleges. He felt that this was his own greatest problem and until that opposition vanished, the New Zealand national team concept did not have much success. He feels that we are a big enough country to get good oarsmen rowing in our clubs, but that if this system is not producing satisfactory results, perhaps the national squad system will work better. He expressed mixed feelings about a challenge, feeling in the abstract that a challenge detracts from the genuineness of the national squad effort, but he acknowledged with a poignant story from his own experience that the most important thing of all is to get the nation's best oarsmen onto the national squad. In short, he'll be interested in our experiment, along with everybody else.

Rusty Robertson — a scintillating personality for our



Kent Mitchell's 500-meter timing system.

awards dinner speaker! Many thanks to Rusty for undertaking the exhausting trip and to the NRF for bringing him here!

NAAO ANNUAL MEETING

The first order of business was the election of the new four year term directors. Incumbents Hart Perry and Charlie Butt were re-elected and newcomers elected were Jack Franklin, Randy Jablonic and Larry Hough. Many reports were read and received, highlighted perhaps by Ollie Brundage's wry reports for the Medical Committee and the Development Committee; also interesting was Pete Raymond's report as 1971 Team Representative. Vic Michalson gave a full report on the deliberations of the Olympic Committee, and set the small boats Olympic Trials for Lake Waramaug, Conn. on July 20-22 for the single and straight pair, and August 3-5 for the double, coxed pair and straight four. Bill Knecht reported that the dates for the National Championships would be July 13-15 in Philadelphia. These dates were confirmed the next day by the Board.

Perhaps the greatest part of the meeting was taken up with reports resulting from the Princeton "summit conference." Each of the four task groups of Princeton gave several reports on each of its tasks, and the meeting was informed of much of the work that had gone on there. Pete Raymond reported on his investigations of regatta equipment to be purchased by the NAAO, chief among them a video tape and photo timer device, and Jack Franklin reported on the various changes in regatta rules and sanctioning designed to carry out Princeton's mandate to achieve superb regattas. Concerning the Development Task Force, greatly concerned with the establishment of an age group sculling program, this writer reported on the results so far received from his survey of over 30 of the major boat builders of the world on breakthroughs in the manufacture or design of inexpensive sculling boats for kids, and Jim

(Continued on p.27)

RESULTS *(Continued from p.18)*

EVENT NO. 8
JUNIOR EIGHTS
PRINCETON TROPHY

1.	Father Judge H.S.	15:46.7
2.	Phillips Exeter Academy	15:57.4
3.	Phillips Exeter Academy	16:09.0
4.	Choate School	16:31.0
5.	Holy Spirit H.S.	16:34.0
6.	Tabor Academy R.A.	16:35.0
7.	Phillips Academy	16:37.9
8.	Phillips Exeter Academy	16:43.4
9.	Phillips Academy	17:01.6
10.	Shrewsbury H.S. R.A.	17:05.9
11.	St. John's H.S.	17:06.0
12.	MIT	17:25.2
13.	Worcester Poly. Tech.	17:37.5
14.	Tabor Academy R.A.	17:43.5
15.	MIT	17:57.2

EVENT NO. 9
INTERMEDIATE LIGHTWEIGHT SINGLES

1.	B. Brace, Cambridge B.C.	20:02.9
2.	G. Hamilton, Cambridge B.C.	20:15.1
3.	T. Van Dusen, Riverside B.C.	20:21.1
4.	F. Wright, Cambridge B.C.	20:42.9
5.	D. Brennan, Detroit B.C.	20:44.2*
6.	F. Tompkins, Jr., Riverside B.C.	21:58.5
7.	P. King, Ottawa R.C.	22:10.5
8.	H. Baker, MIT	22:15.1
9.	M. Toukhy, Narragansett B.C.	22:55.5
	F. Pisani, New York A.C.	Ineligible

EVENT NO. 10
PAIRS

1.	Union Boat Club	18:08.0
2.	Dartmouth R.C.	18:35.3
3.	Cornell University	18:42.8
4.	Union Boat Club	18:51.0
5.	Harvard University	19:04.7
6.	Potomac B.C.	19:06.1*
7.	Yale University	19:11.3
8.	Cambridge Boat Club	19:15.5
9.	Lowell Tech. Inst. R.A.	19:25.4
10.	Cornell University	19:30.0
11.	Vesper B.C.	19:31.2
12.	Univ. of Massachusetts R.A.	19:41.6
13.	MIT	20:04.7
14.	Georgetown University	23:36.2*

EVENT NO. 11
INTERMEDIATE SINGLES
LOUIS B. HAWES TROPHY

1.	B. Miller, Union Boat Club	19:08.3
2.	R. Abromeit, Cambridge Boat Club	19:32.8
3.	L. Dahmen, Union Boat Club	19:33.3
4.	C. Hamilton, Northfield-Mt. Hermon	19:36.3
5.	B. Lynch, Georgetown University	19:40.4
6.	R. Wetmore, Union Boat Club	19:41.7
7.	D. Jones, Cambridge Boat Club	19:41.9
8.	T. Swayze, Potomac B.C.	19:52.0*
9.	J. Pattison, University Barge Club	19:57.4
10.	R. O'Donnell, New York A.C.	19:59.0
11.	J. Sheetz, Cambridge Boat Club	20:11.5
12.	E. Good, III, New York A.C.	20:15.3
	J. Harriman, Union Boat Club	20:15.3
14.	T. Charlton, Potomac B.C.	20:16.5
15.	H. O'Callaghan, Vesper B.C.	20:16.6
16.	R. Wiand, Detroit Boat Club	20:18.4*
17.	W. Fields, Vesper B.C.	20:24.0*
18.	J. Barrett, Narragansett B.C.	20:27.5*
19.	D. McGale, Riverside B.C.	20:35.5
20.	J. Devor, Union Boat Club	20:45.6
21.	P. Gross, Marietta R.A.	20:49.7*
22.	D. Crosby, Union Boat Club	20:56.2
23.	J. Ristuccia, Yale University	21:01.4
24.	B. Pickard, Dartmouth R.C.	21:03.0
25.	N. Snyderman, Narragansett B.C.	21:18.0
26.	C. Leonard, Univ. of Massachusetts R.A.	21:25.3
27.	T. Rafferty, Schuylkill B.C.	21:26.1*
28.	H. McIntyre, Cambridge Boat Club	21:29.5
29.	F. Fries, Spuyten Duyvil R.C.	21:40.3
30.	G. Hewitt, Cambridge Boat Club	21:44.6
31.	T. Bonanno, New Haven R.C.	21:47.2
32.	R. Williams, Union Boat Club	21:49.9
33.	E. Fox, Schuylkill B.C.	21:54.7
34.	D. Saer, MIT	22:06.4*
35.	T. Cleaver, University Barge Club	22:11.6*
36.	J. Dent, Kent School	22:18.3
37.	V. Ventura, New York A.C.	22:19.7
38.	W. Austen, Marist Collete	23:07.7
39.	M. Beach, Kent School	23:09.2*

EVENT NO. 12
INTERMEDIATE EIGHTS
BOSTON MAYOR'S TROPHY

1.	Winthrop House B.C.	15:48.1
2.	Syracuse Alumni R.C.	15:50.3
3.	Marietta R.A.	16:03.7
4.	Northeastern University	16:10.5
5.	Marist College	16:12.4
6.	Cornell University	16:17.7
7.	Boston University	16:18.2
8.	Yale University	16:20.6
9.	Dartmouth R.C.	16:22.1
10.	Princeton University R.A.	16:25.2
11.	Princeton University R.A.	16:26.8
12.	Rutgers University	16:28.0
13.	Univ. of Massachusetts R.A.	16:28.3
14.	U.S. Coast Guard Academy	16:42.4
15.	Holy Cross College	16:46.5
16.	Dartmouth R.C.	16:48.5
17.	Dartmouth R.C.	16:51.2*
18.	Georgetown University	17:07.2
19.	Father Judge H.S.	17:07.4
20.	Worcester Poly. Tech.	17:14.0
21.	MIT	17:18.8
22.	Atlantic Community College	17:21.5
23.	Univ. of Massachusetts R.A.	17:26.8
24.	Harvard University	17:28.7
25.	Williams College	17:29.6
26.	Yale University	17:30.1
27.	MIT	17:31.6
28.	Yale University	17:46.1
29.	Harvard University	17:46.5
30.	Northfield-Mt. Hermon	17:51.7
31.	Assumption College	18:03.0
32.	U.S. Merchant Marine Academy	18:10.5
33.	Northfield-Mt. Hermon	18:24.0
34.	MIT	18:34.3
35.	Clark University	18:45.3
36.	Northfield-Mt. Hermon	18:57.6
37.	Northfield-Mt. Hermon	19:12.2
38.	Harvard University	19:17.6
39.	Marist College	19:18.2
40.	MIT	21:45.9

EVENT NO. 13
ELITE LIGHTWEIGHT SINGLES

1.	L. Klecatsky, New York A.C.	18:39.8
2.	E. Frederick, Cambridge Boat Club	19:56.3*
3.	T. Quinn, John Jay College	21:40.7

EVENT NO. 14
LIGHTWEIGHT FOURS
METROPOLITAN DISTRICT COMMISSION TROPHY

1.	Vesper B.C.	17:03.3
2.	Cambridge Boat Club	17:05.8
3.	Spuyten Duyvil R.C.	17:21.1
4.	Boston University	17:52.5
5.	Cornell University	18:02.6
6.	Harvard University	18:02.7
7.	Georgetown University	18:13.3
8.	Wesleyan University C.C.	18:25.9
9.	MIT	18:29.1
10.	Dartmouth R.C.	18:32.5
11.	MIT	18:36.3
12.	Princeton University R.A.	18:36.8
13.	Yale University	18:37.2
14.	Marietta R.A.	18:50.9
15.	Williams College	19:07.3
16.	Marietta R.A.	19:23.8
17.	Marist College	19:57.0

(Continued on p.45)

Rowing Weekend *(Continued from p.25)*

Gardiner made a most impressive presentation with the aid of a very graphic film of his belief that the inexpensive box boat is the answer. Mike Gasch also reported on efforts to bring rowing to the military for inclusion in the All-Military Games and to industrial organizations. Boyce Budd reported on the organization task group's effort to increase alumni NAAO membership through the use of a pilot program at Wisconsin involving the dissemination of free subscriptions to THE OARSMAN, and Bill Daniels reported on his investigations concerning the cost of hiring a public relations man for the NAAO. The re-organization of the national office showed a concrete result, with the presentation of Rick Pollack as the new, part-time paid Executive Secretary of the NAAO. Finally, the subject of the National Technical Director was explored with several of the noted rowing coaches and experts in attendance.

BOARD ELECTIONS

At the NAAO Board of Directors meeting, Bill Daniels, Jim Gardiner, Tony Johnson and Marty McNair were elected to serve one-year terms. Mike Gasch was also elected to fill Don Spero's unexpired term after the latter resigned from the Board. The slate of officers for the coming year is as follows: President – Bill Knecht; Vice President – Jack Frailey; Treasurer – Ernie Bayer; Corresponding Secretary – Hart Perry; Executive Secretary – Richard Pollack; Public Relations Officer – Bill Daniels.

A committee headed by Pete Gardner was appointed to study the question of establishing standards to determine if a team should be sent overseas to represent the U.S. Consideration will be given to introducing all seven Olympic events in the intermediate and senior classifications in the National Championships.

July 14, 15 and 16 were approved as dates for the National Championships in Philadelphia this summer. Horace Davenport, Bud Smith and Jack Frailey were appointed as U.S. delegates to the FISA Congress in Munich.

With considerable reluctance and after much discussion, the Board defeated a motion to reinstate Larry Gluckman as an amateur. Though many members expressed an interest in changing NAAO rules on amateurism, it was pointed out that Gluckman could be declared ineligible by the I.O.C. if he were to make the team, possibly jeopardizing the chances of his teammates, and the NAAO would be held responsible for his inclusion on the team by the I.O.C. under presently existing I.O.C. rules on amateurism.

Following Kent Mitchell's impressive presentation of his 500 meter timing system, the Board unanimously supported a motion to have Bill Knecht and a committee investigate financing alternatives with the intention of purchasing the system for use in this season's major regattas.

New NAAO committees were appointed for 1972 and a new Lightweight Rowing Committee was formed to be chaired by Steve Gladstone of Harvard. Tony Johnson was selected to head up a Long Range Planning Committee for our sport.

Finally, the NAAO has apparently decided that it is really a "National" organization – the 1973 Annual Meeting will be held in San Francisco!

(Continued on p.44)

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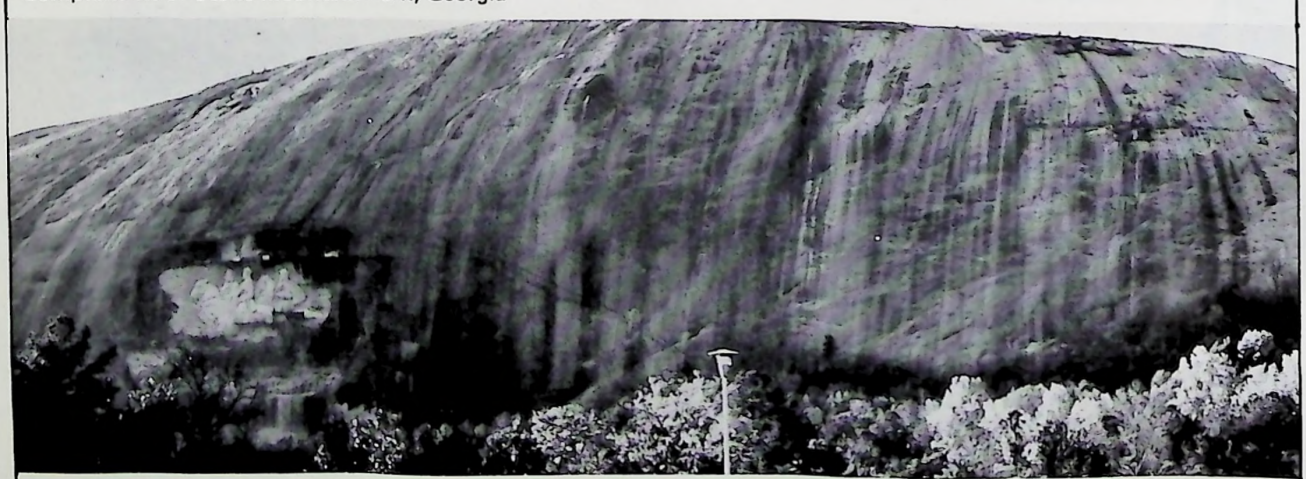

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Rowing Holds a Summit Conference

by Peter Lippett

Some readers of THE OARSMAN may not be aware of this development, so let me first set the stage for what has occurred. Several of our top rowing leaders, including President Bill Knecht, Vice President Jack Frailey and 1971 team personnel, gathered informally at various times in Copenhagen this past August to post-mortem and brainstorm the parade of American defeats in international competition. Someone suggested that we call a genuine summit conference of as many rowing thinkers as possible to have a thorough and wide-ranging brainstorming session. Out of this evolved the Development Planning Conference, held at Princeton University on the weekend of December 11 and 12. It was recognized that a truly national session would call for attendance by several people from great distances who could not be expected to attend without financial assistance. Planning was assigned to Jack Frailey, who enlisted the aid of Larry Hough for planning and Hart Perry for financing. Through Hart's efforts, financial assistance was obtained from the RCOA, the NAAO and the NRF, thus enabling truly national attendance.

The available funds were allocated by distant geographical areas, with the persons in those areas who had expressed interest agreeing among themselves as to who should attend and with how much assistance. This enabled five to come from the West Coast and one from the Mid-West. Additionally, Florida and Virginia were represented. It is certainly important to any evaluation of the conference results to know who was there, as well as who was not able to attend. A list of those in attendance is included as a footnote; any mention of regrets about absentees would of necessity be personal opinion, but I was certainly sorry that at least the following were unable to be there: Harry Parker, Ted Nash, Jack Kelly, Todd Jesdale, Pete Gardner, Ollie Brundage, Conn Findlay, Kent Mitchell and Jim Gardiner. Total attendance was 44, which I consider to be excellent in view of everyone's many other responsibilities.

THE PURPOSE

In general, the purpose of the conference was a total re-evaluation of what we're doing and what we ought to be doing. Jack Frailey and Larry Hough, relying upon experts in such matters, constructed the outlines of the agenda along carefully thought out lines, utilizing a mix of task groups and general sessions. There was some pre-conference resistance to the formality of the procedures, but in practice it soon became apparent that it was working magnificently, and without the careful thinking that went into the pre-planning, the conference would most likely have disintegrated into mass chaos.

Several interesting general points emerged. One, very gratifying, was that no one person or group dominated or even attempted to control the directions of the conference. Every attendee was given equal cognizance, and the spirit of mutual respect and cooperation was very apparent. Neither coaches, club men, competitors, officials, administrators, Easterners, Westerners, nor anybody else attempted to swing anything over to any parochial point of view. Another interesting, if not surprising, point was that the 1972 Olympic Selection Plan received very little attention; it was accepted by proponents and opponents alike as a fait accompli, and I believe that everyone was properly wary of seeing the conference degenerate into a massive and fruitless re-hash of this matter. The actualities of the funding required for the various projects proposed were not dwelt upon, but not because everyone was ignoring it. Quite the opposite; everyone was acutely aware that perhaps the success of everything discussed ultimately depends upon funding. But as Bud Smith, president pro tempore of the NRF, explained, the 1969 Tax Reform Act has muddied the waters concerning the tax exemption of the NRF. The Trustees currently have a request for a ruling pending with the IRS, and until that matter is resolved one way or the other, it is simply impossible to discuss the mechanics of funding.

A final general impression: perhaps inevitably in a conference of this sort, concentration was more on "organizational" matters than on "competitive" ones. That is, it didn't cover how an international team should be selected, whether it should inevitably be sent abroad each year, how the physical and rowing proficiencies of our competitors should be upgraded, how ergometers should be used, and things of this ilk which are more in the domain of the coaches involved with their own particular squads. Rather, the conference covered the organizational framework within which improvement can be generated.

BRAINSTORMING GROUPS

After four randomly selected "brainstorming groups" had each attempted to identify the major problem areas confronting U.S. rowing, the general meeting agreed upon the following five general areas for task group discussion: national organization and funding, development, regattas, national technical director, and communications and promotion. I won't attempt to trace all the myriad discussions had by each group, nor the refinements made by the Saturday night general session which was faithfully attended by most until quite late. Set out below are the ultimate results of each group, expressed in descending order of priorities set by the group and in terms of projects or tasks which they felt should definitely be undertaken. Note well: this conference was advisory only, did not have any authority to commit to the execution of anything at all, and any action on the advice rendered will have to come from duly constituted bodies such as the NAAO, the NRF, etc. Remember also that the inclusion of a given project was agreed upon by all in general session, whereas the theme and shape of each project was considered solely by the task group concerned. As a note to those who were in attendance, I am presenting these results in the order I feel is most interesting to our readers.

NATIONAL TECHNICAL DIRECTOR

The conference decided that we should most definitely adopt Bill Knecht's suggestion as reported in the November OARSMAN to hire a National Technical Director. The goal is to improve the performance level of U.S. rowing, and a selection committee chosen by the NAAO Board of Directors at the January meeting is requested to commence interviews leading to hiring a man by October 1, 1972. The salary was suggested to be $12-$16,000 per year, with a minimum contract of two years; funding would come from both the NAAO and the NRF. The task group devoted much of its discussion to suggesting a

(Continued on p.36)

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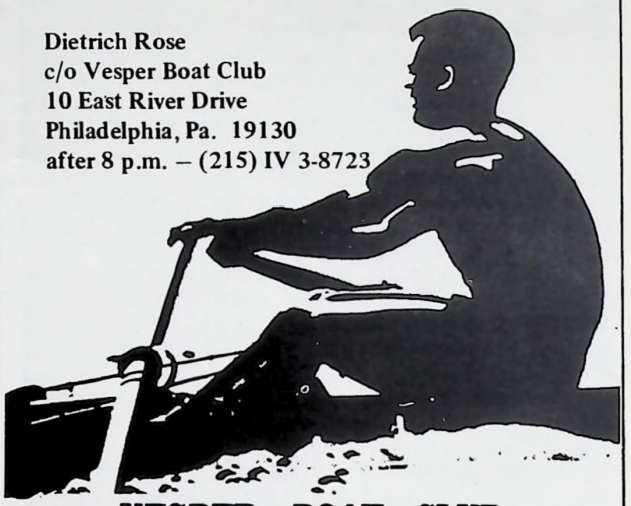

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Canadian Rowing Plans for Olympics

by Craig Swayze

Canadian rowing hopes to send a full seven-boat team to this summer's Munich Olympics. A recent directive issued by the Canadian Association of Amateur Oarsmen reveals plans for a 34-man Olympic rowing squad consisting of 28 competitors, two managers, two coaches, a technician and a doctor. The team would be the largest in Canadian Olympic rowing history, but in keeping with the CAAO's ambitious five-year development program designed to culminate with the boating of medal-winning crews at the 1976 Olympics in Montreal.

"Only through experience at this level are we going to develop international oarsmen able to hold their own in Olympic company," says Jim Minards of St. Catharines, the CAAO president. "We know we have some excellent rowing material available, but we need this international exposure to turn them into medal winners. Canadian rowing enjoyed exceptional success in past Olympics with gold, silver and bronze medal showings. There's no reason why, with the proper preparation, we can't do it again."

In announcing the 1972 Olympic program, the CAAO president named Daryl MacDonald of St. Catharines as team manager and Peter King of Ottawa as assistant manager. MacDonald, a two-time Olympic oarsman who managed Canadian crews at the 1970 World Rowing Championships, has been chairman of the CAAO technical committee. King is third vice president of the CAAO.

Under the CAAO Olympic plan, trials in all seven Olympic categories will be rowed July 29 and 30 on the Henley Course at St. Catharines. Team candidates will then remain together, competing in the Royal Canadian Henley Regatta the following week and at the U.S. National Championships before departing August 20 for Munich.

"This is an essential part of the overall program," explains Craig Swayze of St. Catharines, CAAO second vice president and the man in charge of international development. "Candidates and coaches must be prepared to remain in St. Catharines following the trials. Too often in the past, selected crews have returned home, only to lose the edge which won them their trial. We don't want that to happen this time."

But winning a trial won't necessarily mean an automatic berth on the 1972 Canadian Olympic team. The CAAO is reserving the right to rearrange boating on the basis of rowing prowess and an involved series of physical and psychological tests conducted at various stages over the next eight months.

"All we're interested in is boating the best oarsmen and scullers," adds CAAO President Minards. "After all, these fellows will be competing for Canada at Munich – not for their individual clubs or schools. If we feel we can improve any one boat by inserting certain men into it, then that's what will be done. These crews aren't going to any Sunday school picnic. The level of competition at Munich is going to be the highest in Olympic history and we aren't about to go over there with anything but our best."

Even now, selected oarsmen are working out in preparation for the Olympic regatta to be rowed August 27 through September 2 on a new $5 million course at Feldmoching northwest of Munich. Coach Peter Klavora has his University of British Columbia hopefuls on the water at Vancouver. In the east, cold weather has pushed candidates indoors, but Coach Stan Murdza of St. Catharines and Coach Neil Campbell of Ridley College both report sizable squads involved in winter weight training.

Campbell has top graduates from past Ridley championship eights returning to the St. Catharines prep school in an attempt to form at least one Olympic crew. Murdza, in addition to his candidates working out here, has other oarsmen rowing at Canadian and U.S. universities.

Ottawa is also hoping to boat at least one Olympic crew, while Toronto Argonauts and the University of Western Ontario have embarked on ambitious Olympic development programs. Other trials entries are expected from Hamilton, Montreal, Winnipeg, Brockville and Calgary.

"All must declare their candidates by the middle of February," points out Swayze, in charge of the over-all Olympic preparations. "Unless the oarsmen have registered by February 15, they are ineligible to participate in successive stages of the plan leading up to the July trials and selection of the team."

Registration will require evaluation of each candidate by his coach, to be followed a month later by independent physical testing. An oarsman can be eliminated at any time if he fails to measure up to the required standards.

Each candidate will be viewed under actual competitive conditions in May, either at an Olympic Development regatta or in college racing. More physical tests will precede the actual trials, with each oarsman being rated in order of overall fitness.

"By the time the trials come along, we expect to know more about the candidates than they know about themselves," says MacDonald, the team manager. "And after we row them as crews in the Henley and at the Nationals, we'll know even more."

Canada failed to place a crew in the finals at Mexico in 1968 after several oarsmen came down ill. However, a Canadian pair won a gold medal at the 1964 Olympics in Tokyo; an eight won a silver medal at Rome in 1960; and a four won a gold and an eight, a silver at Melbourne in 1956.

The silver was the only medal won by the Canadian Olympic team at Rome in 1960. The gold was the only one brought home from Tokyo in 1964. In all, Canadian rowing entries have won 12 medals at past Olympic Games.

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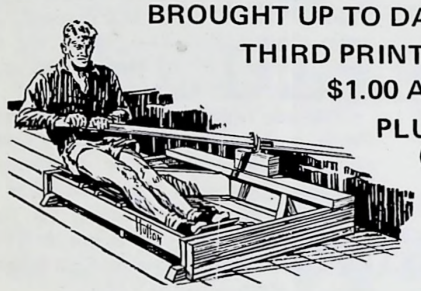

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The CAAO and the Future

by Peter King

In recent years, the administration of sport has become as competitive as sport itself. Faced with international competition, the competitors look for a support system which ensures that the athletes themselves are the variables. Equipment, facilities and training methods are expected to measure up to the level of the competition.

As a result, the sponsoring federation is forced to engage in a game of keeping up with the Joneses. And that can prove costly. At the same time, an organization must adapt to the environment. The Canadian Association of Amateur Oarsmen is no exception.

The CAAO has a distinguished history going back over 90 years. Its international wins are remarkable, particularly when one considers the number of actual participants. Yet, recently there has been a downswing in the number of medals and the actual standings of the Olympics and other games.

The Canadian and provincial governments have become more aware of the role of sports in the development of character and in the mosaic of the national life. Involvement by these bodies takes the form of support and guidance in many areas. However, not all the athletic organizations are ready for Ministeries of Sports Cultures or Heroes of Canadian Sports Orders. Accordingly, a series of efforts by both government and sports bodies is taking place to ensure that the Montreal '76 Olympics will bring back honor to Canadian sports, not only by but also in the field of competition.

Faced with this situation, the CAAO has undertaken a critical self-examination of its aims, structure, process strengths and weaknesses, and has come up with a re-evaluation of its future program.

Firstly, a member of the executive undertook a thorough examination of the sports environment in Canada, and then submitted a questionnaire to each club and association. An examination of the results of competition at national and international levels was also conducted.

The results were surprising, thought-provoking and critical. The examination revealed that although in need of some repair, the overall picture was basically sound. There were ten basic evaluations touching upon the objectives, finance, recruitment, medical standards and administration of the CAAO.

Basically, the average Canadian club has 45 oarsmen and 10 boats, four of which are over 12 years old, and only two of which are under two years old. However, the mix in the suit of boats appears to be evenly spread over all types of boats.

It costs the average club $90 an oarsman per season (including equipment depreciation). Of this $90, about $15 is used for repairs to equipment and $25 for depreciation. Twenty-five dollars is available for actual regatta and travel expenses while the remainder is administrative overhead.

Most clubs charge only about $10 for a membership. They receive little government or industrial assistance, and no donations are tax deductible. This means that considerable administrative energy is needed annually to raise operating money.

The findings and recommendations were compiled into a booklet and this document now forms the base upon which Canadian rowing will build its domestic and international programs over the next five years.

The objectives, as set out, are:

1. On an international level: to participate in and win medals at international rowing regattas.
2. On a national level: (a) to increase the number of Canadian oarsmen eligible for selection to teams chosen to represent Canada in international events; (b) to increase the number of Canadian oarsmen participating in national regattas.
3. On a regional level: (a) through regional organizations, to encourage and assist oarsmen to participate at local, regional and national regattas; (b) to assist in the formation, strengthening and growth of regional rowing organizations; (c) to assist in the upgrading of coaching, training and competitive standards; (d) to establish and encourage a recreational rowing program.

Each phase of this ambitious CAAO program has its own chairman who, in turn, is recruiting individuals knowledgeable in their particular field and able to contribute to the overall plan, even though they may never have been involved in rowing at the executive level before. At the same time, targets for fund raising and the recruiting of oarsmen have been established along with schedules for intensive training and competition both at home and abroad.

Will it work? We think so. The response throughout Canadian rowing in recent months is ample evidence that everyone connected with the sport north of the border is as enthusiastic as that hard core of key CAAO executives who conceived the idea.

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An Approach to Coaching

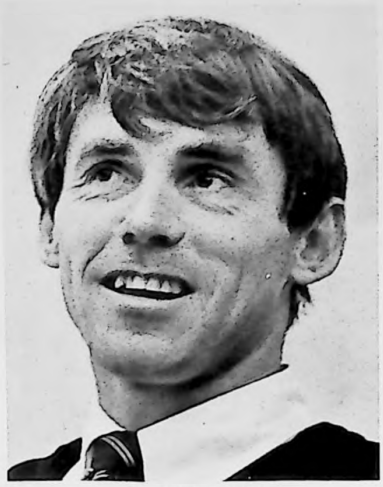
by David Grant

Some time ago, Boyce Budd and I met at Princeton for a long-range planning session of the NAAO. During the course of two days, we alternately agreed and disagreed on a number of significant issues in American rowing. Among the items upon which we concurred was the paucity of information about one rowing program or another; we both agreed that was unfortunate. At that time Boyce asked me if I would be willing to write an article on my "approach to coaching". I agreed and the article follows, though I do not pretend that my methods are necessarily appropriate for anyone else.

First of all, Orange Coast College is a community college and its crew has always been a relatively small, recreational program. I mean that although we have a new boathouse and fine equipment, we have never attempted to recruit enormous numbers, for size has its limiting factors, too. Since I began coaching in 1963, I have avoided the "cutting" concept, for if a young man wants to row and is willing to do the work, I believe there should always be a place for him. Happily, we seem to balance out each year with about 50 men – a very workable group. The size is small enough to establish good rapport over a year, and it also allows for personal responsibility, vis-a-vis oarsman to oarsman, oarsman to equipment. These are key factors in our program.

Secondly, I must point out that we are an experimental program. For example, the crew raised $5,000 to purchase the first foreign eight (a Karlisch boat) on the West Coast this past year. We did this not because we were dissatisfied with the basic Pocock boat for college racing (we have a boathouse full of fine Pocock boats), but because we felt a need to have a competitive international boat for senior oarsmen who are beginning to return to Newport. We raced at Henley, England and Ireland last year (again the crew raised $7,500) because we felt a need to see what the rest of the rowing world was doing. Three years ago, we were the first of the non "super-powers" from the West Coast to be invited into the IRA's comfortable world. Happily, others have followed suit.

Thirdly, I believe that our philosophy is inexorably linked with the idea that getting there is all of the fun. I am convinced that it must be thrilling all along, or the whole experience won't mean much to an oarsman, no matter how many races he wins. I am not saying that 30 sets of stadiums with 50 seconds between sets is a great way to spend three days a week in the fall, but when it's combined with an oarsman's enthusiasm for being on the water and for seeing just how far he can go physically, it's fun. We wouldn't do it if it wasn't fun. I wouldn't, anyway.



DAVE GRANT

The following is the Foreword to Dave Grant's Orange Coast College Crew brochure given to each oarsman this year:

So – if you cannot understand that there is something in man which responds to the challenge of this mountain, that the struggle is the struggle of life itself, upward and forever upward, then you won't see why we go.

What we get from this adventure is just sheer joy. And joy is, after all, the end of life. We do not eat to make money. We eat and make money to enjoy life. That is what life means and what life is for.

James Ramsey Ullman
Everest

It seems to me that the oarsman's will is everything. That he never gives up, that he never allows his rowing partner to carry his load, that he develops the courage to push himself beyond the limits he perceives he has – these I see as a large part of the joy and thrill of crew. I think self-pressure is the critical thing for the competitor. We try to emphasize this. For example, in the stadium we provide the oarsman with every incentive to do one more set than the absolute limit he has set for himself.

We are very goal-oriented in order to achieve some immediate objectives. For example, we have a series of categories numbering from one to seven, beginner to excellent. As an oarsman masters elements of technique, and as he is able to row "x" number of hard strokes without deteriorating that technique, he moves up the scale. A surprising number of freshmen returned as sophomores this year to find that they had not advanced out of that terrible first category. And when they

(Continued on p.35)

LETTERS TO THE EDITOR

(Continued from p.3)

necessary for international success. The current proposal allows twelve seats on the team for full-timers and eleven seats for part-timers, which seems fair. Since American rowing seems to be divided roughly into two styles and these two styles are separated roughly into East Coast and West Coast, why not two camps – one on each Coast for the coxed four and eight? Then they could row it off between them.

As it is, the proposed system might be very tough on a traditional-style West Coast oarsman who, having travelled all the way to Dartmouth, has to try to get it together with a bunch of front-stop slamming rebounders, under a coach looking for "compatibility" but only "reasonable control over . . . the slide," which is about as likely as a reasonable degree of pregnancy.

What is needed are wider programs of youth rowing across barriers of region, class and race. Until this is done, the problem will be to squeeze the best out of our college and club system. It is important to make the selection of the full-time eight and four with squad as fair and impersonal as possible, to make the pools from which the two coastal camps would draw as large as possible and to require a greater commitment of time from our full-timers than just the period from June 7 through the Olympics.

The 1968 Ratzeburg crew managed to do well after training a group of oarsmen from all over Germany on week-ends only for a long period. They rowed at their own clubs and schools during the week. How about year 'round Regional Week-end Selection Centers, in addition to the two temporary annual coastal camps, for full-timers trying for the coxed four and eight? The regions probably should be no larger than West Germany geographically. The Centers would be open to all comers and hold mostly seat races and ergometer work with some coaching. A ranking or ladder of the oarsmen of each Center would be produced from which a number, pro-rated on the number of members in the Center, would be picked for the coastal camp representing its style of rowing a few months before the Worlds or Olympics. Those not picked for the camps could combine among themselves or with other regions and challenge the camps in trials of best two out of three races.

As long as the selection system is relatively mechanical with seat racing (perhaps using the Joe Burke point

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Coaching

(Continued from p.34)

face up to that black-and-white bulletin board analysis, I think we save a lot of eventually good oarsmen who might have deceived themselves that they were first boat material. Each week in the fall has a technique or training goal and we race to meet it. For example, an oarsman is given a week – not a couple of years – to master one aspect of technique. Obviously, we have "remedial" courses because everyone learns at a different rate, but the goal is clear. In the spring, the measure of a man is his performance in pairs. Nothing is static; the best boats are always subject to challenge.

We try never to look back; I never compare crews and I rarely refer to another crew with the present one. After all, this is their year and this is the year that counts. We try, the oarsmen and I, to make each year a special one – a new experience for them and for me – and we try to increase the scope of the program's heritage.

I believe the best way to teach new oarsmen is to let them row lightly with experienced good oarsmen. So, in the fall that's the way we begin – all crews mixed. The oarsmen make remarkably good on-the-spot observations for novices and I think this also makes the "teachers" more objective about themsleves. Later, though, most of our training is done in interval work. I also like to see the oarsmen race long distances, i.e., 3,000 meters, for when race day comes, that 2,000 meter course looks fairly appealing. I prefer initially that they judge themselves (and I, them) in terms of the number of hard strokes they can take, rather than simply struggling through a set distance of 500 or 1,000 meters. We start with five hard strokes and work toward 300.

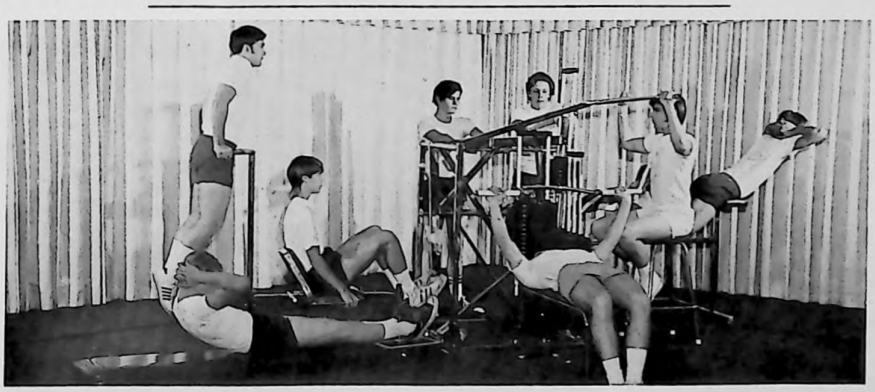
Certainly in all of this, physical size should not be treated lightly. But given a reasonable size, say 6'2", 185 lbs., competitiveness to me so outweighs anything else that I essentially base my decisions upon who is the most competitive.

My philosophy of crew at Orange Coast includes a strong sense of responsibility for equipment. If anything with which an oarsman has had any contact breaks, the oarsman repairs it. We have an exceptional rigger who generally holds the program together, but Rigger Johnson and I have an understanding. He is not to fix anything for an oarsman; he does, however, assist an oarsman with that oarsman's work. The oarsmen paint, varnish, build, repair and clean.

Directly related to all of this is the oarsman's academic career and we spend a reasonable amount of time together each semester, exploring the opportunities available in higher education. I see that as an extremely important part of college coaching. I couldn't imagine a situation wherein a coach was not directly involved with each of his oarsmen's academic lives.

That constitutes my approach to coaching. I hope that when the oarsman has put down his oar, he can say he did everything he could possibly do to win. Chances are that he fared pretty well.

For me, the whole thing is a matter of emphasis. On the water, it's at the catch; in terms of the whole program, it's the opportunity to try. And in the long run, whatever else rowing at Coast may encourage in the way of manly virtues, I hope most of all it provides a strong memory of a youth spent with friends.



Maximus, Universal's new series of multi-station gym machines features for the first time total absence of cables. The series is in the low moderate price range; four basic models have been added to Universal's product line. All Maximus models have Universal's exclusive two position leg press and are designed to accommodate as many as nine persons at one time for a complete physical conditioning program. Features are included on two models for specific use in women's and co-educational programs. All weight resistance lifted by 1" solid steel shafts; numerous safety features. Contact: Universal, 1328 No. Sierra Vista, Fresno, Calif. 93703.

Summit Conference

(Continued from p.29)

job description, identifying tasks and setting a timetable.

As to qualifications, there was unresolved debate as to whether or not he should be an American. Factors favoring an American are that he would speak English fluently and be a native son; factors against would potentially be his credibility and credentials. Factors favoring a non-American would be that he would bring a fresh approach, whereas factors against would be any problems in communication and language, questions about his commitment, whether he would be a high risk, and questions about his acceptability among American oarsmen. It was agreed that he should be good but not necessarily famous, should at minimum be 27 years old, and should have been exposed to international competition as either a competitor or coach.

His tasks would be: first, to collect, translate, disseminate and evaluate all information needed and wanted by U.S. rowing, including medical, psychological, physiological, technique, rigging and tactical; second, to teach a "national technique" of rowing, with non-rigid common techniques and training methods which could be adapted by various groups based upon the age, experience, size and proficiency of the constituent oarsmen; third, to promote the coaching profession by teaching coaching skills, teaching student coaches and encouraging a certification program for coaches. He should also be intimately involved in quality improvement programs, such as international team selection and international standards for our crews. It was also pointed out that he would necessarily have to travel a lot within the U.S., and would appear at various institutions to render whatever assistance he could while he was there.

AGE-GROUP ROWING

The second task group was the Development Group, which established as its number one priority something which many of these people felt was decidedly the single most important thing which needs to be done by U.S. rowing. That is the establishment of an age-group program, commencing with the teaching of sculling skills to youngsters of both sexes in the eight to twelve age group. International success now seems demonstrably related to sculling skill, and experts in this matter state firmly that on a mass basis, the only way to achieve proper sculling technique and feeling of balance is to commence instruction by the age of twelve. The feelings of this group can fairly be summed up by saying that they realize that this is a revolutionary, massive, incredibly costly program, but that there is simply no avoiding it and therefore it must be done. First priority is to design and develop a working age-group program for use by local organizations, which would include a step program for teaching sculling, instruction on care of equipment and the design of fun programs, racing programs and incentives to keep these kids "turned on." Needless to say, this will be an ongoing and lengthy procedure, with first responsibility to get the thing started being given to Ollie Brundage and Hart Perry.

Second priority is the obvious: to find out what's involved in supplying the boats necessary. It was decided to survey all the major boatbuilders of the world, asking every pertinent question possible, and at this writing these inquiries have gone out and a majority returned. The other approach is to investigate Jim Gardiner's "box boats", and he was requested to bring the final specs to the January meetings and preferably a finished boat to be tried out by the sculling experts among us. The idea here is that if the box boat is workable, the NAAO can print plans for it and disseminate them to any father or local organization with the interest to build one.

This task group also proposed all of the following, in order of priority: (1) to attempt to place a qualified rowing man (such as Bill Stowe or Larry Hough) on the President's Council of Physical Fitness, in order both to publicize rowing and to attempt to get sculling standards for kids included among the physical fitness standards; (2) to investigate all avenues for federal, state and local funding, based upon youth programs, or whatever; (3) to expand rowing into military and industrial organizations, by investigating the possibility of industrial leagues as well as getting the military to actively train its personnel for the rowing events of the All-Military Games; (4) to prepare a package plan to help start new rowing organizations, and select people to advise and develop new groups; (5) to actively solicit and create available job pools in rowing centers; (6) to establish an alumni organization of international elite oarsmen in order that they might maintain esprit, help develop new rowing organizations and help encourage continued rowing by college men.

It is most necessary to point out that high school and "junior" rowing was not included in the above, but only because a very similar conference of persons interested specifically in that area had been held just the previous weekend. Thus, it was recognized that any re-hash would only be redundant, and that this matter was already in excellent hands.

IMPROVE U.S. REGATTAS

The third task group concerned itself with regattas. It was felt that in order to insure our domestic and international success, our regattas must be elevated from the merely OK to the impeccable. First priority is to revise our NAAO regatta rules to insure and insist upon fair regattas, approaching this goal by revising our sanctioning

(Continued on p.38)

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LIGHTWEIGHT ROWING ON THE PACIFIC COAST

by Karl F. Drlica

Fourteen of the 22 Pacific Coast colleges and universities are planning lightweight rowing programs for the coming season. Four others have no plans for lightweights; one is planning to start a lightweight program within two years; and another will begin a program if there is sufficient interest.

In a recent survey, 19 of the 22 schools responded to a questionnaire regarding lightweight rowing. Those responding indicate that they anticipate an average of five to six lightweight eight-oared races for the coming season. Some plan four while others range as high as eight.

Less emphasis will be placed upon the fours than upon the eights, as only ten schools anticipate four-oared races. The number of races for fours ranges from one to five with the average number of races at three for the season.

One school plans lightweight pairs and two indicate that they may have lightweight single and double scullers.

The size of lightweight squads varies from nine to 32. The average number of men per squad appears to be about 15.

Thirteen schools reported that the lightweight program is being administered with the heavyweight squad. Only one, the University of Washington, has a separate lightweight program. In this question, no distinction was made between intercollegiate athletic department programs and recreational sports club programs.

Twelve schools reported that the lightweights are coached with the varsity. At nine schools the lightweights are coached by volunteers, but it is not known if these are the same volunteer coaches who are handling the heavyweight programs. One school reported having a paid part-time coach for the lightweights.

Four schools reported that some travel money is allocated, but ten indicated that the oarsmen either pay for or raise their own travel funds. Six reported that the lightweights pay for or help to raise funds for equipment.

Lightweight rowing on the Pacific Coast has more than doubled in the last few years. Rick Clothier expresses the feeling of most West Coast coaches this way: "The lightweight program has made a truly meaningful experience accessible to men who otherwise might never have had the chance."

SURVEY OF LIGHTWEIGHT ROWING
ON THE PACIFIC COAST

Fall 1971

	Cal State Long Beach	Loyola of Los Angeles	Orange Coast College	Oregon State University	Pacific Lutheran Univ.	San Diego State College	Santa Clara University	Seattle University	Stanford University	St. Marys College	Univ. of British Columbia	Univ. of Cal at Berkeley	Univ. of Cal at Irvine	Univ. of Cal at Los Angeles	Univ. of Cal at San Diego	Univ. of Cal at Santa Barbara	University of Oregon	University of Puget Sound	Univ. of Southern Cal	Univ. of Washington	Washington State University	West. Washington State College	Total
Have lightweights	x	x		x			x	x		x		x		x		x	x		x	x	x	x	14
No lightweights planned			x						x		x		x										4
Planning lightweights in two years																		x					1
Ave. no eight-man races per season	4	4		5			5	8		5		5		5		7	5	6	5	7	4	5	
Ave. no four-man races per season				4			4	3				1		3		2		1	5	3		5	
Ave. no pair races per season							1																
Ave. no double races per season				2																			
Ave. no singles races per season				2						7													
Ave. no men on lightweight squad	20	9		15			9	10		10		16		20		10	10	16	12	30	32	12	
Administered with varsity	x	x		x			x	x		x		x		x		x	x	x	x			x	13
Crew club				x													x						2
Separate lightweight squad																				x			1
Coached with varsity		x		x			x	x		x		x				x	x	x	x		x	x	12
Paid part-time coach																				x			1
Volunteer coach	x	x					x	x		x				x		x		x	x				9
Travel budget allocated																x	x	x		x		x	5
Equip. budget allocated																	x	x		x		x	4
Oarsmen pay travel or raise funds	x	x		x			x	x		x		x		x				x	x				10
Oarsmen pay or raise equip equip. funds				x			x	x		x						x		x					6

Summit Conference

(Continued from p.36)

system. The thought is that all regattas should carry a sanction in one of three classes, and that every entering oarsman is entitled to know the standards of the regatta which will be guaranteed to him by the class of sanction advertised by that regatta. Class I would be international trials and national championship caliber regattas, Class II would be our existing sanctioned regattas, and those failing to apply for or meet either of the above standards would be denominated Class III automatically (the group thought that a good name for the latter would be "rinky-dink regattas"). This group had earlier come up with a long list of regatta features, identifying each feature as either essential (E), desirable (D) or ideal (I). Examples are: buoys every 500 meters (E), starting float (I), stakeboats (E), no referee's boats (I), starter behind crews (E), videotape (E), electric timer (D), etc., etc. Tony Johnson was given the initial responsibility of translating these into new sanctioning rules.

Second priority is to review the forthcoming regatta handbook, to insure the practicability of everything in it, and to provide information on the organization and operation of a regatta. Third priority is regatta scheduling (bi-weekly regattas recommended, separation of national championships from international trials regattas due to the different considerations involved in each, and at least four weeks between international trials regattas and the major international championship to be attended). Next, to make workable and enforce the fledgling scheme for the rating of regatta officials by the coaches and competitors involved, in order to police performance and get rid of dead wood. Finally, to provide assistance to local regatta committees either by advising as to necessary equipment or actually purchasing on the national level and loaning out such things as finish line camera equipment, walkie-talkie communications systems, power megaphones for all personnel and a portable buoy system.

NAAO ORGANIZATION

The final task group combined two primary groups, based upon overlapping areas of concern, and wound up calling itself Organization and Communications/Promotion. The theme of this group was to make the NAAO both a truly national organization and an organization which is truly responsive to and meets the genuine needs of its members, thereby making it a meaningful if not vital organization to belong to. A parallel theme is to dramatically improve communications, both about rowing to others and among ourselves.

First priority, growing out of everyone's feeling that our relations with the media and the public at large are abysmal, was to investigate the feasibility of hiring either a full-time or a part-time paid public relations man for the NAAO. This recommendation will be analyzed by the Board of Directors at the January meeting. Second priority and an idea with wide acceptance, is the absolute necessity of rotating the national meeting as well as the national championship regatta among the various regions making up the NAAO's national membership. Not only was it felt to be unfair if we don't do this, but if we don't we can abdicate any claim to being a national organization; while a change may be a hardship for some, the current practice is a continuing (and so far permanent) hardship to others, so we shall just have to share the hardships if we truly want to be a national organization. Several members of this task force are at work on a proposal to hold the 1973 Nationals on the West Coast.

Third priority, assigned to Jack Frailey of the Legislation Committee of the NAAO, is to investigate the equities, benefits and problems involved in changing NAAO voting away from a one vote per organization to a head count representation of voting by individual NAAO members. Next, a very intense need felt by many, is a professionally done film to be used in promoting and developing American rowing; this could be particularly helpful to new and fledgling rowing organizations. It is hoped that a commercial sponsor can be found for such a project, and a $200 to $500 stipend was estimated for the expenses involved in investigating potential sponsors.

Next priority was a membership and fund raising project, specifically directed towards increasing the altogether too low number of oarsmen or alumni who belong to the NAAO. It was felt that informing them of the services which the NAAO can provide would go a long way towards encouraging such people to join the NAAO and thereby swell our annual dues income. The methodology selected to accomplish this was recommended to be a gratis distribution of THE OARSMAN to parents and friends of oarsmen and to rowing alumni, in order to whet their appetites. Randy Jablonic offered to conduct a one year pilot experiment among the parents, friends and alumni of Wisconsin crew by distributing gratis copies among them for a year and then asking them to renew their subscription for the normal $10.00 sustaining member's rate. This would provide a statistical guide to the success of such an idea. It was estimated that a $4,000 subsidy to the magazine would be necessary to cover the requisite number of free issues.

NAAO EXECUTIVE SECRETARY

Next priority: a task force on the national office of the NAAO to critically survey current office practices and recommended needs. Along with this, a personnel recruitment group to be formed, starting with a recommendation that the post of NAAO Executive Secretary be changed from its current semi-voluntary status to an annual

(Continued on p.40)

UNION BOAT CLUB UBC BOSTON

If your goals extend beyond just making the U.S. team to an Olympic medal, consider the fact that your competitors abroad are already training intensively. Whether there will be a National Team in 1972 or individual college and club crews, the Union Boat Club will support a training program for oarsmen who are willing to make a concerted effort to achieve international status. Union oarsmen are presently training in Boston. For further information, contact Harry Parker, 60 Boylston Street, Cambridge, Mass. 02138.

Disaster Strikes WSU and Chomedey R.C.

WSU Coach Robert Orr and unidentified oarsman inspect storm damage.

Washington State University, in its first year of rowing, had its new boathouse and entire equipment inventory destroyed by one of the most severe wind storms ever to hit the Pacific Northwest. Winds of over 100 miles per hour swept through the Snake River Canyon to literally lift the recently completed boathouse from its foundation. The nearly 50 oarsmen of the Cougar Crew Club had completed only seven rowing practices in two shells on loan from the University of Washington.

According to Coach Bob Orr, the Cougars are now rebuilding the boathouse and fully intend to enter competition this Spring. Orr said: "The University of Washington has promised us the use of another boat as soon as we have completed the rebuilding job. However, we are still in need of equipment and would very much appreciate any help we could receive." Donations should be sent to: W.S.U. Crew, c/o Kenneth E. Atbey, Washington State University, Pullman, Wash.

Disaster struck the Montreal rowing fraternity on a frigid afternoon in late January. With the temperature hovering at the 20° below zero mark and winds gusting up to 70 miles an hour, fire broke out at the Chomedey Rowing Club. Within minutes, the organization's shellhouse on the banks of the Riviere des Prairies was ablaze.

Hampered by fierce winds and subzero cold, Montreal firemen were unable to subdue the outbreak and the entire layout, along with 23 racing shells, three coach boats and close to 100 sweep oars went up in smoke.

Not only did Chomedey lose all its rowing equipment, but the newly formed Quebec Rowing Association was wiped out as well. The QRF had stored all its newly acquired shells at Chomedey for the winter.

"It's what could be described as a fairly large tragedy," commented Ron Couchman, president of Chomedey. "All we can hope is that our rowing friends will rally around us."

Already, the Canadian Association of Amateur Oarsmen is canvassing clubs and universities in the hope that Chomedey and the QRF can borrow rowing equipment for the 1972 season. They are hoping for some help from U.S. rowing centers as well.

"We were partially insured," Couchman revealed. "But even with money, you can't buy rowing equipment overnight. We'll have to rely on borrowed boats for this season."

LETTERS TO THE EDITOR

(Continued from p.35)

system) and ergometer tests and a certain number automatically picked off the top, then nobody could have any complaint against any one person or group.

I am dealing here with the "full-timer" who is trying for the eight or coxed four, so requirements for attendance at Weekend Centers should be strict for at least a year. This weekend testing would tend to conflict with traditional college and club regattas in the spring. I would think it a shame if the regattas did not take precedence, but this might not wreck the Centers if spring regattas were held at these Centers by the crews who have members there. This would hopefully leave Sunday for testing. Also, if Regional Centers in the Northern states were located at official Olympic courses with heated water (which are badly needed anyway), then winter testing in addition to the fall and summer might be sufficient.

Some will say there are not enough "full-timer" types in the country to warrant such a system, but we really will not know how many potentials there are until nearby Regional Centers bring them out of the woods. In any case, their numbers are growing all the time because rowing is growing. And this kind of new blood seems to be needed. It may not be useful to encourage many of those with "international experience" because whatever ardor many had was apparently cooled after one trip to Europe which was seemingly all they were after anyway.

William Hobbs and Luther Jones came out of the Harvard and Penn freshmen crews to make the Olympic Team in 1968. Neither had any rowing experience before the previous September. They were not even Intermediates – not to speak of Seniors or Elite Internationals. They were simply lucky enough to be on the Harvard and Penn squads and to be near Boston and Philadelphia that summer. Given the same level of skill if they had rowed at Washburn College or Lincoln Park Boat Club, for instance, they probably would not have had much of a chance at the Olympic Team that year and apparently would have even less of a chance in 1972. If we narrow our scope too much we might miss some gems.

D. McGale
Allston, Mass.

Rowing Holds a Summit Conference (Continued from p.38)

salaried basis in view of the tremendous increase in duties and responsibilities that are now way beyond a volunteer. It was thought also to be necessary in order to enable the NAAO officers to properly carry on their functions without taking an inordinate amount of time away from their other responsibilities. An annual budget of $10,000 was estimated, funding to come from the NRF and the NAAO, and a target date of Spring, 1972 set for the recommended employment of such a person.

FUNDING

Much of this came full circle when, as a postscript to the meeting, Bill Knecht asked the conference's advice to the Board of Directors as to what to request from the NRF in 1972 in the way of funds, and how to spend it (since international team financing in this Olympic year is an Olympic Committee function). Somewhat revising the task group's various priorities, the entire general session voted first priority to the $10,000 salary for an NAAO Executive Secretary, second priority to the salary of a National Technical Director, third priority to a public relations man, and fourth priority to the purchase of regatta equipment to be NAAO owned and loaned to local regatta committees. While these recommendations are not binding, they are an interesting expression of priorities from those in attendance. Of course, the long-range effects go beyond one year, for any commitment to salaries on a continuing basis means either that the NRF will have to increase its endowment (assuming the IRS permits), or else there may necessarily be some inroads on the past practice of sending a full international team abroad every year regardless of the speed of the crews which qualify in our selection regattas.

Nothing like this conference has ever occurred in NAAO history. Almost everyone present felt that it was so valuable that it should be repeated on an annual basis. Certainly, the thought and wide-ranging innovation which occurred were unique so far; hopefully they won't continue to be unique, and perhaps the conference will be best remembered as a real turning point in the history of the NAAO and in the relationships among all segments of the rowing community. Yet, virtually all in attendance were agreed upon one thing: that the most difficult part is yet ahead; namely, the translation of thoughts and discussion into action. The rowing world will certainly be watching very intently to see whether the difficult task of implementation will be wholehartedly attacked in the spirit of Princeton, or whether the only legacy will be "all talk and no action."

Attendees: John Abele, Boyce Budd, Charlie Butt, Seymour Cromwell, Lloyd Dahmen, Bill Daniels, Dick Driessigacker, Karl Drlica, Fred Emerson, Dick Erickson, Woody Fisher, Michael Flaherty, Hugh Foley, Jack Frailey, Jack Franklin, Mike Gasch, Larry Gluckman, Dave Grant, Bob Hillen, Bill Hollenback, Larry Hough, Randy Jablonic, Tony Johnson, Tom Kerr, Gary Kirkpatrick, Bill Knecht, Al Lawn, Charles Leonard, Peter Lippett, David Lister, Findlay Meishalm, Vic Michalson, Hart Perry, Pete Raymond, Dietrich Rose, Allan Rosenberg, Bill Sanford, Don Schnorr, Charles Sherman, Bud Smith, Pete Sparhawk, Bill Stowe, Carl Ullrich, and Mike Vespoli.

West German Rift?

by Emory Clark

The English ROWING Magazine reports that the West German eight and four will tour New Zealand this March. The cost of the trip will be borne largely by the Deutscher Ruderverband and the trip will take in three regattas, including the New Zealand National Championships at Wanganui.

While news of the trip is innocuous enough and denotes what will surely be a pleasant rowing boondoggle, the tour itself apparently represents a defeat for the philosophies of Karl Adam and what THE GERMAN TIMES has called "The war over the eight man shell in the German Rowing Association." According to THE TIMES, Karl Adam had wanted the eight to participate in the hard winter races in Germany which the German Rowing Association had set up for the national teams, but the eight led by one Kuhlmey-Becker of Nordrhein-Westphalia apparently preferred to row in the New Zealand summer and not to admit competition or go into hard training under Karl Adam at Ratzeburg.

Leaving no question as to where its sympathies lie, THE TIMES notes that the eights Karl Adam coached in the ten years from 1959 to 1968 achieved nine victories in the European and World Championships and in the Olympic Games. Further, that when he gave up the direct coaching of the eight after Mexico, it went downhill from third place in 1969 in the European Championship to fourth in 1970, and hit a low point this year with sixth place at Copenhagen.

Arguing that "the secret of his success was not to be found in more advantageous outward conditions, but in his training, planning and systematic interval work," THE TIMES chides those who are inclined to a "more comfortable program" and questions how such a program will affect the success of the national team. Intimating that it is close to heresy to waver from a Karl Adam program, THE TIMES speculates that sometime before Munich, there will be a confrontation between a Karl Adam eight and a Kuhlmey-Becker eight and that "in neither of the two boats will there be sitting the strongest German eight man crew."

While THE TIMES recognizes that such a confrontation and such competition is not at all bad for the sport of rowing in Germany, it feels that it might be better placed in 1973 than so close to this year's Olympics. Whether the West German Rowing Program is racked with dissension and how much credence one can give to a newspaper article, it is hard to say, but it will take more than a few losses before this observer loses his respect for any German boat, be it East or West.

Sports Medicine Editor Appointed

David Lister, freshman crew coach at Boston University, has been appointed as Sports Medicine Editor for THE OARSMAN. He makes the following comment:

"It is my opinion that the general area of sports medicine has been too long neglected in American rowing. As editor of this column, I intend to present articles which I hope will develop a better understanding and awareness of the physical and mental aspects of oarsmen and athletes in general. I encourage you, the reader, to submit any material dealing with the medical, physiological and psychological aspects of sport."

Mr. Lister's address appears on the masthead (p.1) of each issue.

The Anatomy of Losing

by Emory Clark

"There is more to rowing than brute strength and ignorance," said Harry Arlett, sometime philosopher, sometime rowing coach and son of the boatman to the King. One suspects Harry did not have losing in mind when he spoke these pithy words outside the boat tents at Henley, but doubtless he would have agreed that in every boat race there is a loser.

There is nothing quite like losing; no matter what the circumstances there is always the common inescapable ingredient — the dull pain, the emptiness, the lack of desire to do anything, the wish to leave and go to another world — or to have the race to row again.

Sometimes it sinks in before the boat is on the rack. Sometimes it takes awhile and grows on you slowly. You can still smile sometimes and laugh at yourself, but the basic hurt is still there ready to assert itself when given a chance — when you stop drowning your sorrow in beer or the sympathetic eyes of the girl who doesn't understand, or whatever else it is you are doing to ease or delay the pain.

Though rowing is a team sport for the most part and winning is a team effort, losing is a very individual thing — a private experience. While sometimes it is possible to point a finger at someone else, few have to look beyond themselves to find a reason for the loss. Each knows just how much short of 100% he put out, just how much his concentration wavered.

Old Harry used to say that "somewhere in an eight when it's down to the wire there is someone who is ready to give it away." Maybe so and God help you if you're that person because you'll have a rough time living with yourself. But you don't have to be that person to want to disappear from the face of the earth.

I suppose you could learn to lose but a true competitor could never accept it. Of course there are usually extenuating circumstances to aid in the rationalizations: some other guy caught a crab or you hit a lane marker or the water was so rough you never got a decent bladeful, but these things just complicate your feeling. The misery is still there. You still lost.

That losing very often produces faster crews, crews propelled by yet greater determination, by even more rigorous training is an established phenomenon. And sometimes it results in previously unscheduled trips across oceans or continents to have another go at the crew responsible for the anguish.

This opportunity is a charity not afforded everyone, however. Many have to live with their defeat a lifetime. The anguish fades, of course, the mind tends mercifully to blot out the memory (one can remember virtually every stroke of some glorious victories but forget even the names of those in the boat in losing efforts), but every now and then the palms itch for an oar and a twinge of regret is felt, only to fade like an echo when quickly confronted by the realities of age, soft body and short wind.

Along with the inner misery of losing, there is always the outside world to deal with. Invariably, there will be some simple-minded, ignorant, albeit well-meaning soul who commiserates with, "You can't win them all" or "Well, you did your best." To this poor scrivener, these are two of the most common, most thoughtless and loathsome post-race rejoinders — nothing tends to make you madder or more inclined to murder.

Of course you can win them all, and you would have won the last one if only . . . and you fully expect to win the next one. That one or two may in fact be lost along the way is as irrelevant as that inane comment, "That it may be true is nothing to you." Objective truths are unproductive of winning attitudes (particularly if you aren't very fast).

The best time to savor losing is the night before the finals. If it is Henley and you happen to be staying at the Red Lion, you can hear the noise of three pubs, people singing, jumping off the bridge, tipping over punts, shouting, laughing, drowning their sorrow any way they can; or if they have no sorrow, keeping company with those who do. The winners are in bed, trying to sleep in the face of the competition on the morrow — then half of them will be losers.

If you are in a Communist country and you happen to have been upset by your hosts, you've done all the savoring you need to by the time you reach the dock. Your one desire is to leave town, but your plane does not fly till the morrow and chances are you have to suffer through a banquet in your honor.

If you are on your home course, it is just as bad since your friends and admirers feel compelled to say something, probably "You can't win them all."

Why subject yourself to all this woe? Winning, the opposite side of the coin, has something to do with it, I suppose, or perhaps the competition itself, or the run of the boat under the slide or maybe even the good tired feeling after a workout. Harry Arlett could tell us, for he, as he said, spoke "only from experience, not theory."

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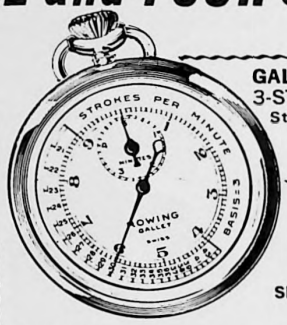

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Minards Elected CAAO President

by Craig Swayze

James R. (Jim) Minards of St. Catharines is the new president of the Canadian Association of Amateur Oarsmen. A former president of the St. Catharines Rowing Club, the 42-year-old ex-oarsman brings 23 years sweep oar experience to the highest post in Canadian rowing. He will preside over the inauguration of an ambitious CAAO development program designed to culminate in the boating of medal-winning Canadian crews at the 1976 Olympics in Montreal.

JIM MINARDS

The new CAAO first vice president is Thomas Croston of Toronto, a former Vancouver oarsman. Craig Swayze of St. Catharines steps in as second vice president and Peter King of Ottawa, as third vice president. Swayze did his competitive rowing in Brockville and later coached at St. Catharines. King is a former University of Western Ontario oarsman who has enjoyed considerable sculling success with Ottawa.

H. W. (Harry) Edmondstone of St. Catharines and John L. Murray of Kingston are to share the CAAO secretarial duties, while Barry Morris of Toronto takes over as the new treasurer.

Jim Minards rowed in St. Catharines lightweight crews during the late '40s, then moved on to become club captain and a director. During his presidency of the St. Catharines Rowing Club in 1963, Cerise and Blue crews won both the U.S. Nationals and Royal Canadian Henley Regatta points titles – a feat never before accomplished by a Canadian rowing club.

He is a charter member of the St. Catharines Rowing Club Old Boys' Association and a director of the Henley Aquatic Association and Henley Island Corporation. He was a member of the Organizing Committee of the III World Rowing Championships and was in charge of the Ridley College and Brock University billets for competitors.

Tom Croston has been active as a CAAO executive for the past several years. He was also involved in the III Worlds, managing the regatta office which operated at the Holiday Inn during the St. Catharines competition.

Craig Swayze has been the CAAO's director of public relations since 1956 and the Canadian organization's appointee to the NAAO Board of Directors. He was regatta chairman for the III World Rowing Championships and is a member of the FISA Press Council. He is also a director of the St. Catharines Rowing Club, the Henley Aquatic Association and Henley Island Corporation, and a member of the Canadian Olympic Association.

Peter King is the man responsible for the recent resurgence in Ottawa rowing. He is the CAAO's grants chairman and will be in charge of domestic development in his new role as third vice president. Croston will handle finances and Swayze will be in charge of international development.

While still leaning heavily on government grants available to Canadian amateur sports, the CAAO will attempt to make itself financially independent by 1980. At the same time, additional emphasis will be placed on international competition, especially at the youth level in preparation for the Montreal Olympics.

REGATTA REPORT

Crews from the University of Western Ontario dominated the 1971 Canadian Intercollegiate Rowing Championships. Competing under horrendous conditions on a wind-swept Henley Course at St. Catharines, the young oarsmen from London, Ontario, took three of the four men's finals.

Western crews wound up on top of the varsity, junior varsity and lightweight varsity, while Trent University of Peterborough captured the freshman final and McMaster University of Hamilton, the girls' varsity.

The four men's events were over 2,000 meters; the women's event only 1,000 meters.

RESULTS

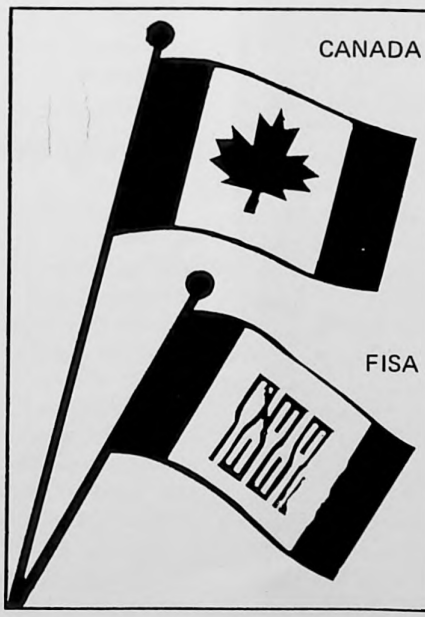
FRESHMEN
1. Trent, 6:34
2. Brock
3. McMaster
4. Western
5. Ottawa
6. University of Toronto

LIGHTWEIGHT VARSITY
1. Western, 6:14
2. Brock
3. McMaster

JUNIOR VARSITY
1. Western, 6:19
2. Brock
3. Trent
4. McMaster
5. Ottawa
6. University of Toronto

VARSITY
1. Western, 6:17
2. McMaster
3. Brock
4. University of Toronto

GIRLS
1. McMaster, 3:46
2. Trent No. 1 Crew
3. Western
4. McMaster
5. Brock No. 2 Crew
6. Brock No. 1 Crew
7. Trent No. 2 Crew



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Dad Vail *(Continued from p.12)*

they are fast. With a fairly young squad manning the oars last year, they found themselves in the finals and look to be a good bet to do likewise this year at the Vails.

Trinity is always strong with a good influx of prep school oarsmen, but this year they don't have the class to do the job.

Marist has some good recruits from Philadelphia high schools who can help the program in the future — not this year.

Wesleyan is an unknown, but the program has not been strong in the past.

U. Mass has a strong program and a good coach and the school is swinging some support behind them, too. Redmen have scheduled a race with two EARC schools the weekend before the Vails which could be a boost to the program.

Worcester Poly is another unknown; ice is usually a problem with Worcester crews and the Vails come early.

Holy Cross has some potent imports and transfers from other rowing schools that can give them a real punch if they can get enough water time.

George Washington — not much news from the Potomac.

Howard has a well established program, but the emphasis seems to be wrong.

Virginia Commonwealth is relatively new and building for the future.

Purdue can give Marietta a push under the right circumstances, but they are currently adjusting to coaching changes.

Wayne State usually boats some good size crews, but their season is short.

St. Joe's is rebuilding this year with mostly sophs and juniors, but even in their poor years they manage to get a boat in the finals.

Temple had two boats on the water last year and most are back this year. Coach Curran runs a real "iron-man" program that has produced good crews in the past.

Drexel has a new frosh coach this year and should be able to build some strength in the future on the products of this program.

Villanova will have to hustle to keep pace with her Philadelphia neighbors.

LaSalle has been looking for that right combination ever since George Hines took over the command post, but it's been elusive.

Rowing Weekend *(Continued from p.27)*

One of the more interesting by-law changes was the establishment of three categories of NAAO sanctioned regattas. Type I regattas would be all Trial Regattas for selection of U.S. teams. This classification calls for guarantees by the organizers that minimum requirements for a first-class regatta, much like a FISA-type international regatta, will be adhered to. Type II regattas, such as the National Championships or the Middle State Regatta, call for similar guarantees as in Type I regattas with certain exceptions concerning the lane marking systems employed, etc. Type III regattas are all other regattas which do not provide the minimum requirements called for in Type I or II regattas. For details of these classifications, see Article VI, Section 1b of the NAAO by-laws to be distributed in late April in the NAAO Rule Book revision.

RESULTS *(Continued from p.26)*

EVENT NO. 15
ELITE SINGLE SCULLS
LAURENCE CURTIS TROPHY

1.	J. Dietz, New York A.C.	17:54.2
2.	K. Foote, Narragansett B.C.	18:39.5
3.	H. Hamliton, Cambridge Boat Club	19:01.3
4.	B. Jones, Cambridge Boat Club	19:04.3
5.	J. Baker, Cambridge Boat Club	19:05.8
6.	P. Barr, Univ. of Western Ontario	19:23.4
7.	J. Condray, Vesper B.C.	19:26.1
8.	R. Klecatsky, Minnesota B.C.	19:26.2
9.	B. Montgomery, Vesper B.C.	19.28.4
	S. Killen, John Jay College	19:28.4
11.	R. Stehlik, Malta B.C.	19:33.8
12.	P. Ryan, Vesper B.C.	20:10.8
13.	E. Good, New York A.C.	23:54.0*
	S. Drea, College Boat Club	DSQ

EVENT NO. 16
ELITE EIGHTS
BOSTON GLOBE CHALLENGE TROPHY

1.	Union Boat Club	14:53.4
2.	Northeastern University	15:08.4
3.	U.S. Coast Guard Academy	15:22.4
4.	Vesper B.C.	15:24.5
5.	College Boat Club	15:29.2
6.	Syracuse Alumni R.C.	15:33.5
7.	Univ. of Wisconsin	15:35.7
8.	Princeton University R.A.	15:36.3
9.	Boston University	15:40.2
10.	Northeastern University	15:42.5
11.	Mercantile R.C.	15:46.8**
12.	Rutgers University	15:56.8
13.	Georgetown University/Potomac B.C.	16:00.1
14.	MIT	16:00.5
15.	Univ. of Massachusetts R.A.	16:08.6
16.	Worcester Poly. Tech.	16:24.2
17.	Holy Cross College	16:46.6

* Time Penalty for course boundary violations:
10 seconds per buoy
60 seconds per arch

** Time penalty for late start per official rules

PAUL REVERE POINT TROPHY

1.	Cambridge Boat Club	364.0
2.	MIT	283.3
3.	Union Boat Club	274.6
4.	Princeton University R.A.	250.8
5.	Harvard University	227.2
6.	Yale University	213.1
7.	College Boat Club	203.5
8.	Dartmouth R.C.	180.7
9.	Vesper B.C.	173.1
10.	Syracuse Alumni R.C.	165.6
11.	Rutgers University	157.9
12.	U.S. Coast Guard Academy	157.4
13.	Cornell University	154.1
14.	Northeastern University	151.0
15.	New York A.C.	147.8
16.	Boston University	139.3
17.	U.S. Naval Academy	132.5
18.	Georgetown University	131.8
19.	Univ. of Massachusetts R.A.	131.4
20.	Narragansett B.C.	124.7
21.	Marist College	104.7
22.	Brown University	95.5
23.	Univ. of Wisconsin	84.3
24.	Marietta R.A.	79.6
25.	Spuyten Duyvil R.C.	70.1
26.	Father Judge H.S.	67.5
27.	Phillips Exeter Academy	61.7
28.	Choate School	57.9
29.	Riverside B.C.	56.2
30.	Potomac B.C.	54.7
31.	Winthrop House B.C.	50.0
32.	Detroit Boat Club	47.3
33.	Worcester Poly. Tech.	47.1
34.	University Barge Club	46.2
35.	Northfield-Mt. Hermon	45.0
36.	Mercantile R.C.	43.4
37.	Fairmount R.A.	43.1
38.	Williams College	40.5
39.	Holy Cross College	37.2
40.	Wesleyan University C.C.	35.1
41.	Phillips Academy	33.3
42.	Holy Spirit H.S.	29.3
43.	Undine Barge Club	29.3
44.	Tabor Academy R.A.	29.2
45.	San Diego R.C.	24.0
46.	Atlantic Community College	23.7
47.	John Jay College	23.5
48.	New Haven R.C.	22.9
49.	Univ. of Western Ontario	21.5
50.	Rochester Rowing Club	21.3
51.	Amherst College	18.4
52.	Lowell Tech. Inst. R.A.	17.1
53.	Minnesota B.C.	16.1
54.	Shrewsbury H.S. R.A.	16.0
55.	Schuylkill B.C.	15.4
56.	U.S. Merchant Marine Academy	15.1
57.	Belmont Hill School	14.4
58.	Moses Brown School	14.0
59.	Ottawa R.C.	13.6
60.	St. John's High School	13.3
61.	Assumption College	12.5
62.	Hyde Park Rowing Association	10.7
63.	Malta B.C.	8.0
64.	Clark University	7.5
65.	Oyster Bay R.A.	4.8
66.	Kent School	2.8
67.	Univ. of Nebraska	2.1
68.	Worcester State College	1.7
69.	Manhattan College C.C.	.0
70.	Univ. of Southern California	.0
71.	West Side B.C.	.0

Southern Rowing

(Continued from p.15)

Eliades, for seven years stroke of the Greek National crew, is directing the Cavaliers.

Eliades welcomes back all but two oarsmen from last year's fine varsity eight. He can also draw on 35 men out for crew '72 who hail from the talent-rich rowing high schools of the Arlington-Alexandria area.

Once again, Virginia will be the crew to beat come April 21-22 at Stone Mountain Park, Ga.

VIRGINIA COMMONWEALTH UNIVERSITY: VCU is one of, if not the largest school in the SIRA, and should boat some fine crews. Last year VCU won the varsity consolation and finished fourth in the four with at SIRA. Many of those oarsmen will return and the Richmond school's outlook for '72 is optimistic.

WASHINGTON COLLEGE: Washington College has initiated plans to upgrade their rowing program. The college has acquired waterfront property on the Chester River and will build a modern facility on the site which will house the crew and sailing clubs. The material out for the '72 crew is reported to be the best ever and efforts are being made to upgrade the scheduling and competition.

SUMMARY: The top crews below the Mason-Dixon line should be about the same crews that were front runners in '71. However, Florida Institute of Technology under the coaching of Bill Jurgens and assistant August Burrichter may unceremoniously dethrone defending champion, the University of Virginia. Jacksonville University could be in the thick of the scrap along with dark horse Alabama and always dangerous Rollins College.

Toronto Argonauts under new coach Tudor Bompa, the former Rumanian international, won both races at a November CAAO Olympic Development Regatta in St. Catharines. Geoff Wright took the single in 7:58 into a strong head wind and rough water while Greg Rokosh and Don Curphy combined to win the pair in 7:25. In all, there were 18 entries in the one-day regatta.

* *

Two Belgian International Regattas are open to U.S. entries this year:
(1) Ghent on May 14 — For info contact: Mr. Smeesters, Begynhoflaan 69, B-9000 Ghent, Belgium.
(2) Ostend on May 21-22 — For info contact: Mr. Lucas, 4 Serruyslaan 74, B-8400, Ostend, Belgium.

* *

This ad appeared in Philadelphia area newspapers and magazines last year. Look carefully and you'll see the smiling mug of Vesper's Coach Dietrich Rose with a wishful thinking message taped on his scull.

* *

The Pocock pair with and pair without advertised in the November OARSMAN are Olympic Development boats that were used in Cali by the Pan-American team. Due to the East Coast dock strikes and other shipping problems, they have not been received in this country. Now with the National Team proposal, the Olympic Rowing Committee has decided to hold the boats for use by the National Team and possible use at the small boat trials.

At this time, it is planned to sell the boats to the highest bidder at the conclusion of the Olympic Trials. Details on the condition of the boats, minimum acceptable bids and bidding procedure will be forthcoming this summer.

* *

NAAO President Bill Knecht has received several applications for coaching positions. Anyone interested in obtaining a coach should contact Bill Knecht, 879 Beideman Ave., Camden, N.J. 08105. (609) 966-3636.

* *

Attention: OARSMEN IN THE SERVICE

Channels to be used by in-service oarsmen/coxswains when making application for special services duty assignments to areas conducting training for Olympic and other International Competition are as follows:

Air Force — Captain Baughman, Sports Supervisor, AFMPC (DPMSBS), Randolph AFB, Tex. 78148. (512) 652-3471. (AF Regulation 215-6; see the Request for Specialized Training on the last page of this regulation.)

Army — Mr. Wilson, Director (or Major Johnson, Major Montgomery, Sports Officers), Army Sports Office, Room GA-208, HQDAAG, DA, DAAG-EMS-S, The Forrestal Building, Independence Avenue, Washington, D.C. 20314. (202) 693-8220. (AR 28-52)

Coast Guard — CWO Lewis, Commandant (PS-73), U.S. Coast Guard, 400 7th Street, S.W., NASSIF Building, Washington, D.C. 20590. (202) 426-1869. (ch. 19, CG Personnel Manual (CG-207)

Marines — Major Crain, Special Services Officer (or Lieutenant Ward), HQMC, Code DSB-3, Washington, D.C. 20380. (202) 694-2655/2950. (Marine Corps Order 1710.21, Identification of Athletes Form)

Navy — Mr. Beleich, Head (or Mr. Smith, Mr. Forinash), Recreation Section, Programs Branch, Bureau of Personnel, Department of the Navy, Washington, D.C. 20370. (202) 692-4672. (NAVPERS 15869B, Special Services Manual, ch. 8, Sec. 806, International Competition.)

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

National Team Training Underway

by Harry Parker

Training for the 1972 National Team got underway December 4 and 5 with spirited and strong competitive training on-the-water and on ergometers. Two hundred and two oarsmen participated and a number emerged as strong contenders for places on the training squad in June.

A second ergometer-only training session was held in January. Sixty additional men participated and a number of particularly strong performances were turned in at each of five different locations. New, high standards were set for ten minutes of rowing on both the Curtain ergometers from Australia and Gamut ergometers designed by Dick Lyon of Stanford. Each training center recorded at least one and in some cases several exceptional performances. A third more difficult and important training and selection weekend was held in late February. At this time all of the potential candidates for the team participated with considerably greater advance notice and preparation. Enthusiasm and tension were high as each man made an extreme effort to improve on his own past performances and to surpass those of his nearest competitors.

With the advance knowledge of what other oarsmen from different areas had achieved on the ergometers, several oarsmen came up with truly superb performances. Extremely high standards have been set for those now preparing for the final training and selection weekend in May. It is clear now that not only will every section of the country and every type of rowing program be represented on the training squad in June, but that there will be a number of unusually fit and capable oarsmen on hand. Thus, those who make the squad and eventually eight and four are assured of the opportunity of rowing with an exceptionally capable group of oarsmen. This knowledge alone should breed a more confident, aggressive approach to international competition than most young oarsmen or crews are normally able to muster. The crews that row at Munich are going to be ready to race with anybody without conceding a thing to any other crew until the last stroke is taken.

Washing Out! *(Continued from p.46)*

The "Strict Training Rules for Veterans" which appear below are presently posted on the bulletin board of Union Boat Club in Cambridge, Mass. We have been assured that though the rules have not been approved by the members, neither have they been openly disapproved, but rather have gained recognition by dint of their longevity on the bulletin board.

1. No pie for breakfast.
2. No martinis for lunch.
3. No cigars for two weeks before a race.
4. Be in bed every night by ten. Be in your own bed by eleven.
5. When you have a choice between a short taxi ride or a short elevator ride and walking — walk.
6. Do not sit in your office thinking up reasons for not rowing, i.e., it is too cold, too hot, too windy; it is snowing (or might snow); your pants are wet from the power-boat wash you took yesterday; we may be out of beer; your wife wants supper early, etc. There is almost always some part of the Basin on which it is possible to row. Row on it.
7. Row a little farther or a little faster than is comfortable. Sometime try both.
8. If you row alone, you will be astonished at how smooth and graceful you become. If someone else pulls his single alongside, you will be astonished at how easily he passes you. Get somebody to pass you or row in the same boat on a slightly competitive basis. If you go in a pair, however, it is wise to synchronize your power stroke.
9. Enter races. Dates can be ascertained in ample time to avoid conflicts with less important activities.
10. If carousing with opponents, persuade them to carouse more than you do.
11. You may break training between Christmas and New Year's; but should start the New Year right: on the water.

At a recent regatta in New South Wales, Australia, the Mossman Rowing Club's senior pair without found that they had insufficient time after their senior fours race to rig their pair oared boat. So they went out and raced in the heats, each rowing on the wrong side, Bob Shirlaw, a starboard oar, rowing on the port, and John Clark, rowing on the starboard.

After qualifying for the final, they came in and made a hurried change, reversing the riggers and then went out to beat the current state champions by two and one-half lengths.

* *

Women's Lib has finally caught up with the Royal Canadian Henley Regatta. After 90 years, this summer's Henley is adding three events for women.

The Canadian Association of Amateur Oarsmen has scheduled 1,000 meter races for women's eights, cox fours and singles for the 1972 regatta, to be rowed August 3-6 on the Henley Course at St. Catharines.

Last year, an exhibition women's cox four test attracted five crews. But the 1972 events are the first official rowing for women at the annual Canadian championships which began back in 1880.

* *

Tim Rigby of St. Catharines is the new president of the Henley Aquatic Association, the organization charged with the upkeep of Henley Course rowing facilities. He succeeds Charles Ryan to the post.

Hud Mossop is the new president of Henley Island Corporation, owners of the Henley Island complex on the Henley Course at St. Catharines. He succeeds John Newman.

Gordon Thomson is the new St. Catharines Rowing Club president, succeeding Donald Baker.

Bill Dann of St. Catharines has been named as the CAAO judge-arbiter for the rowing events at the Munich Olympics.

* *

EDITORIAL

It's Time to Pull Together

by Tony Johnson

All of the decisions regarding organization and means of selecting our crews for Munich have been made. The Olympic Rowing Committee has decided that we will have a National Squad to select the eight and four with coxswain. The remaining five entries will be selected from Olympic Trials to be held on two dates in mid-July and early August. The two crews from the camp will not be open to challenge by crews outside the camp as was suggested at one point. With these decisions behind us, it is now time for oarsmen and coaches alike to devote all of their energies to the job ahead.

The task now is to see that our oarsmen are well prepared for whichever selection method they choose to follow. The decision of which course to follow will ultimately come down to the individual involved. The problem is how to avoid those last minute decisions that will result in hastily formed crews for the July/August trials. All too often over the last three years we have sent crews to FISA Championship regattas that have a minimum of time and effort invested in the boat. Although it may be hard for us to analyze the results from those regattas and know how we could do better, we should at least understand that we cannot cut corners in every phase of preparation and operation and expect successful performances.

This year's schedule and means of selection pose some new and interesting problems for our oarsmen. There are many oarsmen who are excited at the possibility of being a part of a "national" crew. The success of that crew will depend largely on the eagerness and willingness of oarsmen from all over the country to come together prepared to "make it" as one unit.

Never before has the U.S. tried a plan that was so clearly aimed at pulling together outstanding oarsmen who might otherwise be lost in a crew of less than championship quality. The selection process in June will be demanding. Hopefully those men choosing to follow the camp route are already well prepared for the work that will be required of them.

On the other hand, there will certainly be those men who start early in the year and aim specifically for the small boat trials. They will also face great demands, particularly if they hope to do well in Munich. Or — a crew may train now, then break up in June, try the camp and come back together if they fail to make it that way. There will probably be others who fail to make the camp who will be forming crews in early June. For those club men who want to go to the camp, the answer would seem to be to work hard in the pairs or the four without now so they will have something on which to fall back.

The agonizing thought when we are looking for international success is that too many of our coaches and oarsmen are not prepared or geared towards these goals. Perhaps it is true that we do not have enough good oarsmen today to compete with the East Germans, etc., for seven gold medals. But we certainly have enough oarsmen of sufficient size and ability to repeat our performances of 1967 and 1968 of six and seven crews in the finals. Also, we certainly won't do better just by talking about it. It's time to go to work, to encourage our oarsmen and coaches to take part in national and international competition.

Over the last two years, the NAAO has acted in this area by changing classification and regatta rules in order to broaden our base of competition. There are more intermediate and senior events than ever before and it takes more wins to advance to the elite class than ever before. Never has an individual had so many ways to make the Olympic Team. For 1972 the result is a challenging summer schedule of competition and regattas on every level of rowing. The avenues are there. Let's encourage our oarsmen to fill them.

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DAD VAIL ROWING ASSOCIATION

36th Championship Regatta

May 12 and 13, 1972

Philadelphia

Thomas J. Conville, Jr. (right), Chairman of the Dad Vail Regatta, presents the 1971 Dad Vail Trophy for the varsity event to Frank Benson, Head Coach, Georgetown University.