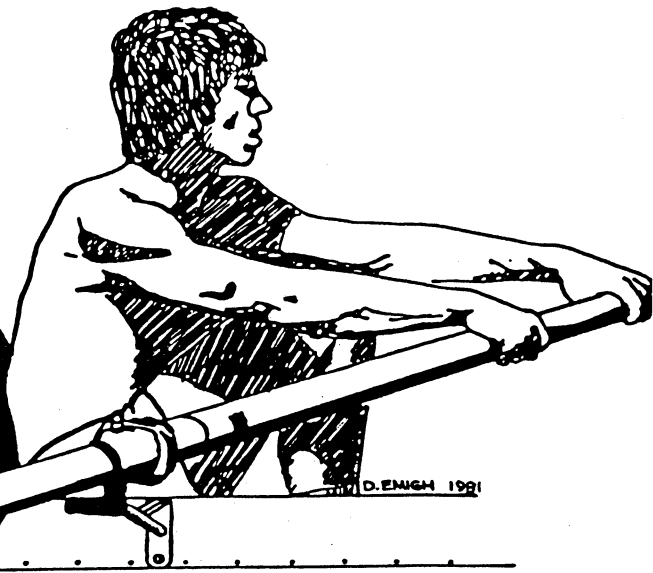


# THE PULL HARD



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DAVE EMIGH, EDITOR

## EDITOR'S COMMENT

When WSU began rowing, not much rowing knowledge and no rowing tradition existed in Pullman. Dick Erickson, the Washington coach, was particularly helpful in those days. When we first raced in Seattle, he was at the waters edge to welcome us to Northwest rowing and to wish us luck. Later in the season, he flew to Pullman (he wouldn't even accept expense money) to speak at the first Cougar Crew banquet.

It is understandable that for many years we felt good about race when Erickson or the Seattle press complemented us. We were disappointed when no mention was made of Cougar performances that we thought were good.

Cougars have finally begun to realize that the Seattle press concentrates on Husky sports and rarely mentions Cougar rowing. It is the Editor's hope that the Pull Hard can fill that void.

The content of the Pull Hard can only be based upon the contributions that I receive. Special thanks go to those people who sent articles or letters since the last Pull Hard: Ken Abbey, Bob Appleyard, Gene Dowers, Doug Engle, Marcia Lee, Bill Raisner, Rich Ray, Anita and Steve Wells and Dave Yorozu.

## VARSITY BOAT CLUB

The following excerpt is from a summer letter to current oarsmen regarding the state of the Varsity Boat Club. It was written by Rich Ray and Doug Engle.

"In order to eliminate [the] deadly state of limbo in which our internal structure is mired, past and present officers met to discuss the problem, and seek ways of resolving it. Our first hope is that we can modify the club into a vital, responsive political unit which absorbs and utilizes good ideas, instead of simply swallowing them forever. Our second, that club members will take onto themselves the

routine and necessary tasks which have become far too great a burden for any single individual. We have in the past left these jobs for Ken [Struckmeyer] not so much out of immaturity or laziness as ignorance and confusion. Most of our members have little conception of what it really takes, in terms of time and money, to keep this (dis) organization functioning. And those who do know are uncertain what to do about it, because we have no clear chain of command, and no complete description of duties."

A chain of command and job descriptions were then outlined for each officer. This appears to be a positive step in the growth of the crew.

## COUGAR ROWING ASSOCIATION<sup>B.</sup> Appleyard

The Cougar Rowing Association, which has also been known as The Friends of Cougar Rowing, has been in existence since around 1974. It began as a group of local supporters who had been involved with the initial organization and direction of the crew. As oarsmen began to graduate from the program, more and more rowing alumni became involved in the group until it was formally incorporated as the Cougar Rowing Association in 1976. With seven directors, the Association continued as a loosely knit advisory group to the rowing team in Pullman.

Over the past two years, various individuals began discussing how to make the Association into a more functional group, and their efforts culminated this past spring with the incorporation of a new constitution and set of by-laws. The number of directors were reduced to three, and the offices of President, Vice-President, and Secretary/Treasurer were created. The directors are elected once a year at the annual membership meeting held in Pullman each year during the Class Day weekend. The directors then appoint the three officers. For the present time, all directors and officers are to be former oarsmen. All new graduates from the rowing program are granted voting privileges their first year. After that, they must pay a \$10 annual membership dues to remain active.

The directors this year are Keri Ranten, Dave Yorozu, and Bob Appleyard. The President is Steve Ranten, and the Secretary/Treasurer is John DeLong. Primary goals for this year are to develop the working relationships of the Association with the rowing team and determine what type of assistance the Association can best provide at this point in time. With the help of various alumni, a computerized record system was set up to keep track of all the donations made to the crew, and the mailing out of acknowledgments has been taken over by the Association. Now that the mechanics of this system have been established, the officers and directors are available to give advice on proposed fund raising projects for the crew, and to coordinate and assist in carrying out these projects.

The overall philosophy of the Association is to promote the sport of rowing at Washington State University. Out of practical necessity, a large part of this effort must be directed towards fund raising. However, the formation of the Association reflects the larger interest of those who have been involved with it, of maintaining a quality

rowing program at WSU. It recognizes the fact that crew is a club sport at WSU, whose existence is dependent upon the continued interest of the students themselves.

By working together, the alumni can provide their experience, time, and resources to guide and assist the program in many different ways, to keep interest in competitive rowing alive for years and years to come.

## LIFE IN THE FAST LANE

Cougars made their appearance at National Team Selection camps, for the first time, this summer. Andy Kirk, Tim Malkow and Mike Noble attended the Lightweight National Team camp in Syracuse, New York. John Holtman was in Madison, Wisconsin for the Heavyweight Team camp.

John Holtman was named to the 1981 PAC-10 All Conference Rowing Team. Rich Ray (1980) and Doug Engle (1979) were the former All Conference selections. John will be the Assistant Men's coach at WSU this year.

Paul Enquist (1977) won the Senior Men's Single at the 1981 US Men's Nationals. He also finished fourth in the Elite Singles race, a bow ball out of third. Paul was ahead of the Mexican National champion, in the Elite race.

The winning Open Eight at the Green Lake Summer Regatta contained four former Cougars. Competing in the LWRC 8 were: Gene Dowers (cox'n), Paul Enquist, Dave Emigh and Bob Appleyard. Brad Carlberg and Rob Obom both raced in Singles for the first time.



### Sailing

#### Opening Day Regatta On Montlake Cut

**MEN**  
**2,000 METERS**  
Varsity 8s — 1. Washington, 5:58.84. 2. California, 6:04.25.  
Varsity-B 8s — 1. San Diego State, 6:23.92. 2. Oregon State, 6:25.95. 3. U.W.-B (No. 3 Husky boat), 6:31.62. 4. Washington State, 6:35.63. 5. Western Washington, 6:36.9.  
Jayvee 8s — 1. Cal, 6:08.11. 2. U.W., 6:11.78. 3. Western, 6:43.11. 4. W.S.U., 6:51.9.  
Lightweight 8s — 1. O.S.U., 6:18.65. 2. U.W., 6:26.26. 3. University of British Columbia, 6:27.75. 4. S.D.S., 6:43.7. 5. Cal, 7:00.19. (W.S.U. withdrew before entering cut. Cougars were in far north lane and would have had to veer sharply to enter the cut.)  
Frosh 8s — 1. Cal, 6:22.4. 2. U.W., 6:34.48. 3. W.S.U., 7:07.54.  
Club 8s — 1. U.W. (No. 2 frosh boat), 6:32.08. 2. Brentwood, 6:34.25. 3. Lake Washington Rowing Club, 6:45.6. 4. Western, 6:49.77. 5. Shawmon Lake, 6:52.75.  
Varsity 4s-with-coxswain — 1. Cal, 7:12.22. 2. U.W.-A, 7:12.89. 3. U.W.-B, 7:19.81.  
**WOMEN**  
**1,000 METERS**  
Varsity 8s — 1. U.W., 3:19.09. 2. Cal, 3:23.88. 3. O.S.U., 3:39.08. 4. W.S.U., 3:44.04.  
Jayvee 8s — 1. U.W., 3:26.91. 2. Cal, 3:27.31. 3. Pacific Lutheran, 3:41.91. 4. Western, 3:46.64. 5. O.S.U., 3:49.5. 6. W.S.U., 3:57.36.  
Novice 8s — 1. U.W., 3:31.27. 2. Cal, 3:31.59. 3. W.S.U., 3:51.49.  
Varsity 4s-with-coxswain — 1. L.W.R.C., 3:54.51. 2. L.W.R.C., 3:57.46. 3. Seattle Pacific, 3:58.29. 4. U.W., 4:02.25. 5. U.W., 4:28.8.  
Club 8s — 1. U.W.-A, 3:42.54. 2. U.W.-B, 3:44.26. 3. Lakeside, 3:44.54.



### Rowing

#### N.W. Championships On Green Lake

**ALL RACES 1,000 METERS**  
**WOMEN**  
Senior four (Kit Green Trophy) — 1. Seattle Pacific, 3 minutes 50.4 seconds. 2. Oregon State, 3:53.7. 3. U.W. 3:55.1. 4. Pacific Lutheran, 3:55.4. 5. W.S.U., 4:00.9. 6. Mills College, 4:05.5.  
High school eight (Chuck Holtz Trophy) — 1. Lakeside, 3:33.0. 2. Brentwood, 3:40.2. 3. Green Lake, 3:45.4. 4. Portland Junior Crew, 3:53.8. 5. Green Lake, 4:00.9.  
Lightweight eight — 1. W.S.U., 3:41.3. 2. Lakeside, 3:44.7. 3. Western, 3:46.9. 4. P.L.U., 3:47.5. 5. Green Lake, 3:49.9. 6. Brentwood, 3:52.8. 7. Portland J.C., 4:09.2.  
Open eight — 1. L.W.R.C./Lakeside, 3:25.7. 2. O.S.U., 3:32.2. 3. S.P.U., 3:33.7. 4. Western, 3:35.5. 5. W.S.U., 3:42.9.  
Open four — 1. W.R.C., 3:33.4. 2. U. Vic., 3:35.2. 3. W.S.U., 3:54.4. 4. Lake Merritt R.C., 3:55.6.  
Junior four — 1. Brentwood, 3:56.3. 2. Lakeside, 3:56.6. 3. Green Lake, 4:08.2. 4. Lakeside, 4:09.8. 5. Green Lake, 4:11.7. 6. Portland J.C., 4:21.9.  
Open single — 1. U. Victoria, 4:01. 2. L.W.R.C., 4:03.3. 3. L.W.R.C., 4:08.0. 4. L.W.R.C., 4:08.5. L.W.R.C., 4:12.7. Vic. City R.C., 4:16.1.  
Open double — 1. L.W.R.C., 3:40.3. 2. L.W.R.C., 3:43. 3. L.W.R.C., 3:55.6. 4. L.W.R.C., 4:09.2. 5. P.L.U., 4:56.8.  
Open pair — 1. U. Vic., 3:55.0. 2. U. Vic., 3:56.6. 3. U. Vic., 4:00.4. 4. P.L.U., 4:26.4.  
Other winners: Flyweight four — Western Washington, 4:19.7. Novice four — S.P.U.-A, 3:55.2. Lightweight single — Vic. City R.C., 4:13.2. Lightweight double — L.W.R.C./Vic. City R.C., 3:55.2.



### Crew

#### Pac-10 championships Redwood Shores, Calif.

**MEN**  
**2,000 METERS**  
Varsity eights — Washington, 5 minutes 46.83 seconds; U.C.L.A., 5:51.79. Third and fourth — California, 5:53.37; Oregon State, 6:15.38.  
Jayvees — California, 5:51.42; Washington, 5:54.51. Third and fourth — U.C.L.A., 6:09.17; Washington State, 6:37.87.  
Freshmen — California, 6:11.05; U.C.L.A., 6:22.68. Third and fourth — Washington, 6:22.42; Stanford, 6:32.48.  
Lightweights — Oregon State, 6:01.89; Washington State, 6:20.73. Third and fourth — Washington, 6:15.73; U.C.L.A., 6:33.03.  
**WOMEN**  
**1,000 METERS**  
Varsity — Washington, 3:13.46; Stanford 3:19.04. Third and fourth — California, 3:19.74; U.C.L.A., 3:27.17.  
Jayvees — Washington, 3:20.21; California, 3:23.13.  
Novices — California, 3:25.80; Washington, 3:27.98. Third and fourth — Stanford, 3:32.21; San Diego State, 3:34.92.  
Lightweights — Washington State, 3:34.68; Oregon State, 3:38.11.  
Four-with-coxswain — Washington, 3:50.2; University of British Columbia, 3:53. Third and fourth — California, 3:55.37; Loyola-Marymount, 3:57.57.



### Rowing

#### I.R.A. Regatta At Syracuse, N.Y.

(3 finals to be completed today)  
Varsity eights — Challenge Cup: Cornell 5:57.3; Navy 6:01.5; Northeastern 6:03; Boston University 6:05.6; UCLA 6:06.2; Dartmouth 6:12.1. Consolation: Rutgers 6:20.1; Wisconsin 6:27.1; Columbia 6:28.5.  
Varsity fours with coxswain: Syracuse 6:51.7; Pennsylvania 6:55.4; Purdue 7:00.6; Washington State (no time). Consolation: Cornell 7:143; Holy Cross 7:142; Rutgers 7:22.3.  
Varsity fours without coxswain: Cornell 6:45.4; Penn 6:46.7; Worcester Polytechnical Institute 6:57; Merchant Marine Academy 6:58.5; Washington St. 7:01.2; Wisconsin disqualified. Consolation: Trinity 7:11.6.  
Varsity pairs — Consolation: Rutgers 8:10.8; Penn 8:13.2.  
Junior-varsity eights — Navy 6:15.7; Cornell 6:17.6; Northeastern 6:18.8; Princeton 6:19.8; Trinity 6:24.3; Dartmouth 6:25.2. Consolation: Brown 6:32.5; Wisconsin 6:32.7; Boston U. 6:47.7.  
Freshmen eights — Brown 6:22.1; Princeton 6:24.3; California 6:24.9; Penn 6:27.5; Cornell 6:28.9; Navy 6:33.9. Consolation: Syracuse 6:23.7; Wisconsin 6:28.2; Northeastern 6:29.8.  
Freshmen fours with coxswain — Consolation: Penn B 7:22.5; Kansas, 7:24.3; Cornell A 7:32.1.

## IMPROVEMENTS ON THE WAY -- By Ken Abbey, Advisor

One overdue improvement for the program is now close to becoming a reality, and one other has a potential direction for solution. Here is an update on these items.

New Shellhouse: The two University committees that recommend the allocation of funds for the new shellhouse, the Recreation Facilities Committee and the Services and Activities Facilities Fee Committee, have both reviewed this project and recommended to the Vice President--Business and Finance that funds be allocated. The new shellhouse is 44 feet x 80 feet (3520 square feet) or twice the size of the old shellhouse at 24 feet x 72 feet (1728 square feet). The Vice President has in turn recommended the project to the President; and it has been approved. The design is nearly complete. The allocation is for \$75,000.

(The rowing programs may have been "shortchanged" a few years because of my dual roles with the crew and with the Vice President's office. I was reluctant to pursue my crew position with these two committees, but I finally realized the project had additional support, particularly from students on the committees and the Campus Recreation office, so it went.)

Past commodores for both the men's and women's programs made excellent presentations to the committees. Those were important. As well, some of the rowers contacted ASWSU officers and University officials to show some strength. We would have requested alumni support if we were losing the battle.

The new shellhouse will be cement block with double bay roll-up doors. The capacity will be 24 eights or a combination of eights and fours. Although we looked at other sites, it has been decided it will face the old shellhouse. The old shellhouse will serve for the repair facility, and we hope to partition off an area for a dressing and change area.

The new shellhouse will still be dry (no toilets or showers), but we hope to bid an alternate to extend electrical service to the site. Another alternate will provide for a cement ramp in front of the building.

The Port of Whitman County (lessee of the land from the Corps of Engineers) has been cooperative but one (of four) permits required will take 90 to 120 days for processing. The shellhouse will thus not be available this fall and only available at the start of the next rowing season if a mild winter is experienced. But, we're in!

Transportation: After the tragic accident, the University in general and President Terrell, specifically, was concerned. He directed the office of Vice President--Business and Finance to explore solutions. Working with State officials, it appeared Washington State University would be eligible to apply for grants which would pay for 80% of the acquisition costs of busses or vans and 50% of the operating costs of vans or busses for the crews. Unfortunately, President Reagan's program seriously reduces these funds (Urban Mass Transit Administration--Section 18), and it is unlikely this will be successful now.

The University is willing to purchase vans for the crew, but the costs will be substantial. The rowing programs would have to agree to charge rates sufficient to amortize the vehicles (over the expected life of the vehicles)

plus the operating costs. In comparison to what the oarsmen and oarswomen are now paying for transportation to practices, the costs would more than double. However, it should be remembered that people that are now driving their own cars are just barely paying for gasoline, and absorbing the rest of the costs. Any vans purchased would be available for trips to regattas. In short, next year's rowers have a decision to make early next academic year. A major donor(s) for the acquisition would help.

Second Dock: In my opinion, a second dock is sorely needed. While it would help at regattas, the important need is for practices. After driving the distances we must, it is important that we get the shells on the water and rowing as soon as possible. A dock to meet Corps of Engineers specifications could cost as much as \$4,000. Alums, can you tie into this one? It was needed when you were here, and now the old dock is becoming waterlogged.

Development Funds: <sup>332-2272</sup> Shelley Summerfeld (last year's and this next year's women's Commodore) asked me to include a brief description of each of the five development funds available to the rowing programs.

1. Cougar Crew Development Fund. This fund is the original depository established at the time that only the men's program was going. Currently, it has a negative balance of \$5,569 from the purchase of the last shell, the David Emigh. Those desiring to contribute only to the men's program should earmark funds to this account.
2. Cougar Crew Coach Fund. This was established to pay the freshman coach for the men's program. It has a current negative balance of \$731. This account must be balanced by next October, or a new means will have to be found to pay the freshmen men's coach.
3. Cristy Cay Cook Memorial Fund. Obviously this is the account used to purchase the shell in memory of Cristy. The agreement with her parents provided that after the funds were available to purchase the eight-oared shell for the women, remaining funds were to purchase equipment for the men. The current balance is \$395. These funds might be used for a portion of the overdraft in the Cougar Crew Development Fund since this is an equipment overdraft.
4. Women's Crew Development Fund. This account is comparable to the Cougar Crew Development Fund, except it is solely for the benefit of the women's program. The current balance is \$36. If you desire that your contribution go to the women's program, you should request your funds be deposited here.
5. Cougar Crew Endowment Fund. This account is an endowment fund; only the interest and investment income can be expended, and not the principal. The principal is now \$8,232. The fund is earning interest at a very attractive interest rate. The proceeds will go to programs or improvements recommended by a joint group representing the women, men, alumni, and coaches. It will be necessary that a procedure be adopted for the allocation of these funds. This is then the only fund that is jointly for the men's and women's programs. Further, it is the fund which has the long-term and continuing benefits to the program.

In a later edition of the Pull Hard an outline of the Board of Regents restrictions on endowment fund allocations will be discussed.

# WOMEN'S 1981 SEASON

By Gene Dowers, Women's Head Coach

It was a pleasure for me to be a part of the 1980-81 Women's Crew season. We managed to continue the program's annual trend toward higher placings or faster speeds by achieving both. Our numbers grew to thirty and, for the first time, we had a full-time assistant coach. Suzy Reavis coached the varsity in the fall and the novices in the spring. Her help was too valuable to adequately relate.

For the second year, we were able to boat four "class" eights for the Class Day Regatta. In a close race between the freshmen, sophomores, and junior crews, Coach Reavis' first-year eight finished first. The final race included the frosh, the alumni and the seniors (who missed the first race). With 150 meters to go, the two class boats collided to hand the victory to the alumni (8 were 1980 team members.)

We then raced Western, UPS, and PLU at the Daffodil Festival Regatta on American Lake in Tacoma. A win for the lightweight eight and mostly second place finishes highlighted a day of racing into 25 mph headwinds and drenching chop.

Day-long hail and snowfall took a little off of our racing edge, at the Bellingham Regatta. Although we beat all the boats that had beaten us in Tacoma, we could not muster enough speed to seriously challenge the Huskies or the super-strong SPU fours.

The Huskies came to Pullman with a very strong group. The novices gave it their best shot in a losing effort but the varsity never got it's act together. Some serious soul-searching and a rekindling of our racing spirit followed in the next two weeks.

Opening Day again pitted us against the very best. We put together our best people to row in the Varsity race against the first string folks from the UW, Cal-Berkeley and OSU. We finished fourth (bow-to-stern). We felt the crew had a really superlative effort. A crew averaging 5'6" and 135 pounds (us) is only going to get so close to crews going 6'0" and 160 pounds (Huskies and Bears). Our novices rowed their hearts out, only to finish behind the UW and Cal. A novice 8 finished  $\frac{1}{2}$  length open behind OSU's light eight and Western's varsity opens, in the JV race.

The Northwest Championships on Greenlake were the climax of the season. WSU put together finishing places and times superior to any the program had achieved. We set club records in four events, placed all boats in the finals, and won third place medals in the Open and Novice Fours. The light eight finished first in a seven boat field to take home the Colleen Lynch and Paula Mitchell Trophy. This was accomplished by a crew in which six of the nine women were new to the program last year. A great deal of the credit for the coaching of this crew must go to Suzy Reavis and Tim Malkow.

Our trip to California included the Western Women's Invitational Regatta (PAC 10's) and the Women's Collegiate National Championships. At Redwood Shores, our novices were narrowly beaten by Stanford and

San Diego State but won big over OSU to finish six out of seven. We moved up to the Gold Division with our varsity eight, to vie for the first PAC-10 title offered in any women's sport. Our small eight came up a bit short on horsepower and finished last. The light eight was a two boat division with WSU and OSU competing. Our ladies raced head-to-head with OSU for 800 meters and then sprinted away for a  $\frac{1}{2}$  length win.

We moved across San Francisco Bay to Lake Merritt (in Oakland) for nationals. We entered Open and Light Fours and combined them for an Open Eight. Our power deficit in the Open boats kept us from making the finals in the eight and placed us sixth in the four's final. By virtue of a sub-par race, we finished third behind UC-San Diego and Loyola-Marymount in the Light four Final, to win bronze medals. The lessons learned at this regatta were invaluable to me as I'm sure the experience was for the ladies. Again, thanks to Tim Malkow for the extra time he put in with the Light Four.

Special thanks go to the noisy knot of Cougar fans we always have at Seattle regattas. Thanks also go to the Buringruds for the donation of the launch and to Coach Struckmeyer and the Men's program for their cooperation and support.

I'm getting excited about the 1981-82 season. Our increased numbers and greater experience should result in faster crews. Oregon State is the next big team to shoot for. Last year's victories over their Lights and Novices should set up some real battles with them.

With some luck, we may be able to boat a Varsity Open Eight that is both all varsity and all open. We'll have a very fine group if we can get them back together.

Our Light Eight could not have done better. Three firsts and a second in four races were pleasant, welcome surprises. To expect the same in '82 would be asking a lot, but the ladies are willing to take a shot at it. With a good chance of returning two varsity eights, the availability of only one top-flight racing shell will limit the time that either crew can spend in good equipment.

We need another boat. It would be particularly nice to have a shell that would fit our light people. With a new shellhouse being built by the university sometime next spring, storage will not be a problem. To fund this purchase, we're continuing our "Eight-by-the-Inch" project from last summer. For a \$15.00 donation, contributors buy a share (one Inch) of this shell. We still have a lot of boat to buy; we need your help. Please make checks for your "Inches" to: Scholarship and Development Fund, c/o Women's Crew, Washington State University, Pullman, Washington. Every Inch Helps!

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