

THE PULL HARD

SPRING 1985

Gold medalists featured at Class Day 1985

PULLMAN – Class Day is sure to be a highlight this year as the Cougar Crew celebrates two gold medal performances, a new shellhouse and the Tenth Anniversary of the women's crew. Mark **March 23** on your calendar!!

Festivities will open with a ceremonial final turnout at Boyer for those hearty souls who launched the crew program years ago. For more information, contact Bob Appleyard.

Racing will take place at the new shellhouse at Wawawai, where a christening ceremony will take place Saturday. Along with the usual list of events, Class Day will also include a singles race, complete with a prize for the winner.

The banquet will be held at the University Room of the Best Western in Moscow. A reception will begin at 6 p.m., followed by a 7 p.m. meal. After dinner, the 20-piece WSU Dance Band will provide music and entertainment.

Tickets are \$12 – it's sure to be worth every penny! See you there!!

COUGARS IN THE NEWS... With two Olympic gold medalists among our alumni ranks, you might guess that **Kristi Norelius** and **Paul Enquist** are getting more than a little ink. Kristi's picture and the story of her rowing career have been splashed all over the Seattle Times and Journal American, including a color photograph on the front page of the Times sports section the day following the USA's women's eight gold medal performance. Paul, who with his partner Brad Lewis took the double sculls gold, could be found on the pages of similar newspapers following his August 5 performance.

Cougar alum **Brad Sleeper** also had his name in the news last June when the junior four he coaches at Overlake School in Bellevue headed for the nationals in Tennessee. The Overlake crew finished fourth in the June 16 race.

Thank you!

As you may recall, the last Class Day marked the observance of my tenth year as coach. Many good things have happened with the people involved, the places we've gone, the people we've met and the competitive results.

The combination of these have, I think, altered and enriched many lives, created new and lasting friendships and created new families. This has been my reward and payment. Fortunately, I married a person who has enjoyed many of these same rewards and friendships.

The gifts to Marj and me were very much appreciated and in the case of the microwave is being used every day and in the case of the money – got us back to Wisconsin. On behalf of Marj and myself, thank you all very much.

Marj and I would like to invite all of you to come back to Pullman for this year's Class Day, March 23, 1985. We will celebrate the Olympic Gold Medals of Kristi Norelius and Paul Enquist. We will also dedicate the new shellhouse at Wawawai. What better reason to celebrate new and old friendships and the move to better and new facilities?

Ken and Marj

It's the house!

WAWAWAI – Fire swept through the partially completed shellhouse on August 4, causing \$10,000 damage and forcing contractors to begin construction a second time.

The shellhouse was 10 days away from completion and acceptance by university officials and was still under the contractor's responsibility and insurance, according to Ken Abbey. The roof and floor were a total loss due to the intense heat.

"While everyone in Pullman was discouraged with the fire, maybe we just have to build every shellhouse twice," Abbey said. ("You will remember we built the old shellhouse a second time after a wind storm," he added.)

Reconstruction started the first week of October and the crew is expected to move in by the spring rowing season. Dedication ceremonies will be held at Class Day, **March 23, 1985**.

Two docks have been completed and the floathouse for the launches was expected to be finished in October.

REPORT

Ken Struckmeyer (Men) – As you will note, we accomplished some firsts. We finally won the La Fromboise Cup after many years of frustration and effort. We came close to Oregon State in the Tri-Cities and overall, we had a successful season. Our sixth place finish at the Pac-10's was one point out of a tie for fourth with Stanford and UCLA.

As of now, we have over six men's eights in winter conditioning. I expect that we will have at least that many men's boats at practice this spring. So you know the reason for the purchase of the new shells. I am excited about the arrival of USC for our race in the Tri-Cities. We will need all of you there for that race to support our team.

Kash Van Cleef – is coaching the frosh men and has five to six eights turning out.

Bob Appleyard (Varsity Women) – Twelve women turned out for the varsity women's crew this fall while the novice, coached by **Gene Dowers (Novice Women)** are three and four eights strong to fill in the varsity ranks in years to come. We just took delivery of a new shell, a Pocock "c-shell." It's a nice looking boat, white hull with some color trim and will go by the name "Cougar Friends" in honor of the many contributions which helped to finance it. The old shellhouse is "crammed full" making it tough on Bob to remove his single from the back.

PULLMAN – Ken Abbey reports that the men and women rowers and the coaches made a "good presentation" to the Athletic Director and the Athletic council in May but no response was received.

Abbey said that it is his opinion that if the Athletic Department had the funds "he would be including both the men and women's programs in the Department the day after tomorrow." Abbey says Dick Young is very supportive of non-revenue sports and has a sincere appreciation for both men's and women's athletics, making the crew a natural for consideration by the department. However, Abbey notes that Young has a responsibility to administer that department within a balanced budget and he simply does not have the funds in 1985.

Any alums wishing to express their opinions or support for the idea are encouraged to do so by writing to Dick Young, Bohler Gym 102, Pullman, Wash., 99164.

Good news!

PULLMAN – There are few debts and some new equipment on the horizon for the Cougar Crew.

The women received delivery from Pocock Racing Shells of a c-shell in September. The shell was financed by a special \$4,000 grant from the Associated Students of Washington State University, \$1,900 from the summer fireworks sale and the balance from other fund raising efforts by the women's crew members.

The women also ordered a set of new Dreissegacker oars late last spring.

The men's team is finally out of debt, the first time since the crew purchased the "Dave Emigh."

The Port of Whitman County has purchased the old shellhouse and the proceeds from the sale will go toward the purchase of a c-shell for the men's crew.

An "extremely successful" Casino night in Pullman raised more than \$5,000 to be split between the men and women, according to Coach Ken Struckmeyer. With the added funds, the men will likely order a second new shell this fall. Struckmeyer is also hopeful that the crew will order several new sets of oars this spring as well.

"When you come to see us race this spring, we will have a new look," Struckmeyer said.

The men are also considering a new shirt design, with the major change being discussed is a shift from the traditional black shirts to red.

"It is time to wear the school colors and it is time to do something so that even illiterates will know we are from WSU instead of "Cal Irvine – Seattle Pacific – Western Washington – Ant-eaters – Washington State – Who are you? – Cougars" that we were at the regatta in Sacramento last spring," Struckmeyer says.

Cougar Crew alumni and fans, it's time to get ready for the 1985 racing season. There will be plenty of opportunity to watch the Cougs, so let's support the team.

Racing schedule

March 16 Bellingham, WSU vs WWU
March 23 Class Day, Pullman
March 30 Spokane, WSU vs Gonzaga
April 6 Tacoma, Daffodil Regatta
April 13 Pullman, WSU vs UPS
April 20 Pullman, WSU vs UW or WWU
April 27 Tri-Cities, WSU, OSU,
UofO & USC
May 11 & 12 Eugene, Ore., Regionals
May 18 & 19 West Coast Championships

Hit the Road ■ Class Day 1985



Cougar Rowing Association
121 N. Ball
Sedro-Woolley, WA 98284



You Tell Us

We are interested in keeping in touch with Cougar Crew alumni, but the only way to keep our address list current is for you to help us out by letting us know the latest.

Please, clip out the "coupon" below and send us your address and telephone number, along with any suggestions, ideas or contributions to the Cougar Rowing Association effort.

Send those to Kari Ranten, 121 North Ball, Sedro-Woolley, Wash., 98284 or call (206) 856-4976. Kari would also be interested in any comments or ideas for future editions of the "Pull Hard" which she and Kathy Randall will be putting together on a quarterly basis. Please call or write — would love to hear from you.

Name _____

Address _____

City/State/Zip _____

Phone _____

Ideas and/or comments _____

Hall of Fame

Black Tuesday Revisited

By Rich Ray

During morning practice on the second day of spring break, the steering cable for the Kari-Bear failed. I arranged for a joint practice in the afternoon with Kash VanCleaf, freshmen men's coach. From his launch, the leaky little plywood homebuilt "Captain America", we would simultaneously coach our respective crews: he the freshmen men, I the varsity women. Before we were finished with the practice, we were hailed by Karin McKellar, the frosh women's coach, who had come from further upstream. Her message: the Ron Neal had capsized and was stuck fast on a navigation buoy not far from the Almota grain elevators.

At the scene of disaster, we found Gene and Cyndi Dowers, maneuvering their pair deftly around the disturbance in the water which marked the now-visible, now submerged tangle of vessel and buoy. Our first attempts to free the Neal from its unusual mooring caused the stern of our launch to swamp: we took on eight inches of water in a matter of seconds. In the resultant confusion our engine sputtered to a stop and we drifted slowly away from the wreckage, bailing lustily with whatever came to hand. We were drifting toward, not away from shore and looked

as if we might be swept into a towering wall of rusted iron: the uplifted bow of a grain barge, moored against the bank and already well loaded in the stern. The movement of the river under the stationary vessel gave the impression that it was bearing directly for us at a steady five knots. We bailed our boat dry and restarted the outboard motor in sufficient time, and we returned to the Neal. We freed it, though not without falling half overboard in the process and having our engine give up once again. A second time we began the slow menacing drift toward the barge.

While we struggled with the boat motor, another coach had arrived on the scene. Brett Purtzer, the men's JV coach was piloting the unwieldy Koyot "African Queen." The African Queen is very slow because she is underpowered, and exceedingly unwieldy because she is skippered from the extreme stern: a length of oar handle, lashed to the engine, serves as tiller. With this wallowing monster, Brett did his best to get between the Ron Neal and shore, so that he could push the swamped racing shell out into the current — clear of the fast approaching bow of the barge. No luck, however, and he was approaching the barge bow broadside about the time that the Captain America, still without power, drifted into shore.

Once ashore, I stripped to the waist and dived in, just as the African Queen, her bow pointed out into the river, clanged against the wall of rusting iron. I swam frantically, gracelessly, for the Neal, and grabbed its tiller while Purtzer worked steadily to free his boat from the crushing wedge of the barge. Once I had the Neal in tow, I did little more than swim slowly toward midstream: our boats were on a perfect collision course. Just as Brett broke free of the barge, I grabbed the stern of his boat with my free hand and together we towed the Neal clear of danger.

Amidst congratulatory handshaking and nervous laughter, the aftershocks struck: Ken arrived at last and promptly ran out of fuel. Coming to the rescue, the African Queen lost its engine overboard. Onshore it was discovered that Gene and Cyndi's boat had suffered a small crease in the hull. And when every boat was finally in its berth, the last vehicle would not start: it had sacrificed its battery to light the inside of the boathouse.

Less than a week later, I came across this passage from Vergil's Georgics:

"... so it is fated that all things run to the worse and fall dropping backwards; even as one who with strain of oarage urges a skiff upstream: if once he slacken his arms, the prone river current sweeps him headlong down."

Supporting
Crew at
W.S.U.
takes three
hands—



Two for
applause
and one
to write
a check.