

The Endowment Fund

The New Deal

SEATTLE — Cougar Crew, like most young organizations, passed through an early phase of high morale and uncertainty as it matured from idea to actuality. It now stands before us an accomplished fact: a collegiate rowing team of considerable size and consequence.

We have spent 15 years building it from scratch, running it on enthusiasm, Crisco and duct tape. Now it is time to put the foundation in place which will preserve and enhance what we already have, and provide a clear, reasonable pathway to progress toward the obvious goal: a self-sustaining crew with professional staff. This, we all know, is the basic requirement for top-notch collegiate competition. We have never aimed at anything less.

Recognizing the unlikely (and largely unpalatable) prospects offered by entrance into the athletic department, we have come at last to the solution of the Endowment Fund. It is a solution which is becoming increasingly popular with groups like our own, because it allows a relatively small number of individuals (total graduated WSU rowers are now around 500) to pool a small part of their resources in one place and to fund their organization with the interest generated by the pool.

Cougar Crew is particularly fortunate in this, because the WSU Foundation, which serves as endowment for the entire university, permits groups within the university to start their own sub-pools within the framework of the Foundation. Thus, small groups can benefit from the tax-exempt status accorded to educational institutions, and from the higher interest rates available to large portfolios. Best of all, we're spared the peril of hiring brokers and managers to watch over our money.

The Cougar Crew Endowment Fund has been operational for just more

than five years now and has grown to \$12,000. It is a nice beginning. Most endowments are capable of producing interest income of 8 to 10 percent. Thus, a payroll of \$20,000 (two full-time coaches, bargain basement price), will require an endowment of at least \$200,000. That is a hefty sum, but hardly unrealistic. With steady, concentrated effort, we can attain it by the end of the century.

Because of the fundamental urgency of building a dependable financial base for the crew, the CRA has decided to direct all further fund-raising efforts at the long-term goal of the Endowment Fund. The officers and board of



directors have set their sights for 1987 at \$8,000, in order to bring the fund up to \$20,000. It is a reasonable, worthwhile aim and the CRA is determined to attain it.

The 1987 CRA fund-raising drive is already well under way. Efforts to maintain and renew contact between the CRA and former rowers have been revived under the vigorous direction of CRA Vice President Tammy Boggs. Building the foundation will require wide participation. When your Endowment letter arrives, please read it thoroughly and then make your commitment to the future.

Join us in the effort to endow Cougar Crew.

Class Day honors alums, first coach

PULLMAN — Cougar Crew alumni and friends are invited to make a return trek to Pullman for annual Class Day activities on Saturday, March 14.

Special tributes will be paid this year to the class of 1976-77 and former men's and women's crew commodores.

A special guest will be Dr. Robert S. Orr, the first coach of the Cougar Crew. Orr now works as an elementary school principal and is a resident of Milwaukee, Ore.

As always, everyone is welcome to make their way to the banks of the Snake River for a bit of nostalgia and a little racing.

The day's events gear up at 9 a.m. when folks will gather at the famed meeting spot.

Racing will begin at 10 a.m. at Wawawai. (Please note, this is a

change from the invitations sent.)

The Cougar Rowing Association will meet at 3 p.m. at Wilson Hall #13 for a discussion of CRA goals, treasurer's report, progress report on tax-exempt status and elections.

Evening festivities will begin at 6:30 p.m. with a reception and cocktail hour at Cavanaugh's in Moscow. A prime rib dinner will be served at 7:30 p.m. and Bogart's, the lounge at Cavanaugh's will be open from 9:30 p.m. on for crew types only. Cost for the meal is \$14.

Tickets will be available at the door. RSVP to WSU Crew, NE 800 Campus St., Pullman, Wash., 99163.

Hit the Road, Jack!

COACHES PAGE

By PETIOR RYLSKI
Varsity Women's Crew Coach

PULLMAN — I am very pleased with the progress of the women's crew this fall and winter. We won two head races in the fall, beating Gonzaga by three minutes on our home course, and then rowing two minutes faster than Calgary and Alberta at the Head of the Spokane.

This was encouraging. It shows that the rowers are adapting to a new rowing style and coaching technique. The women's team is going in the right direction.

We chose to decline our first-ever invitation to the San Diego Crew Classic, scheduled for April 4 and 5. This is a young team and our immediate goal is to be one of the fastest crews at the Pacific Coast Rowing Championships in Sacramento on May 11 and 12. To be ready for this, we will need as much water time as possible and the travel time and expense of a journey to San Diego is not warranted. I believe a strong finish at Sacramento will ensure another invitation to the Classic.

In 1986, the WSU Women's Varsity Eight made the finals but finished sixth, 30 seconds behind the winners.

In 1987, we intend to be prepared and consequently more successful. This will require a demanding spring training schedule and a great sacrifice of time from each oarswoman. I appreciate this and can assure the team and the alumni that it will be worth it.

We will succeed at Sacramento.

CRA

By JIM RUDD
CRA President

SEATTLE — The Cougar Rowing Association officers and directors have met several times during the last two months. These meetings have been insightful and productive.

We have focused our discussions on two projects. The first is to update the address and phone number file for CRA members. The second is a fund-raising drive to enlarge the endowment fund.

We will need the help and support of everyone interested in the rowing program at Washington State University to make this a reality.

By KEN STRUCKMEYER
Varsity Men's Crew Coach

PULLMAN — While in Boston recently, I talked with the Stanford women's coach about the Stanford philosophy of alumni giving to the university. He said there are three factors which make Stanford the leading university in the country for alumni support.

First, 80 percent of the students are wealthy. Second, they very much appreciate their "Stanford" experience. Third, before they leave campus, they "know" what is expected of them in terms of alumni support — they will give to their university.

What parallels are there with Washington State? We don't have the individual Stanford wealth. But this doesn't mean that we have to remain "disadvantaged" either as a team or as a university. What needs to be done is to have everyone contribute an amount of money each year. Within a period of ten years, a contribution of five or ten dollars a month will build a significant base, thus permitting us to compete on a more equitable level. The rowing alumni board has established as its major priority the enhancement of the Rowing Endowment Fund.

It appears to me that the positive experiences of attending this university are equally shared with those of Stanford. I am repeatedly informed that the WSU alumni are among the most loyal and ardent on the West Coast. Many oarsmen have left Pullman saying they would buy boats, oars, shirts, insurance and other requirements of the program. Others have left quietly, but usually with a bit of a smile.

In regard to the institutional experience, I assume you are receiving more literature and communication concerning financial desires of this university. In relation to the rowing program, you already have a legacy of giving and supporting, you did it through your participation. However, you should know that through your efforts only will the rowing program continue to grow and prosper — just as when you were here. Some things never change. You may not pull an oar or tiller rope now, but you can make an even greater contribution with your pen, and a lot less physical pain. Remember, Pull Hard and Win! It builds character.

reports

WOMEN'S COMMODORE'S REPORT

PULLMAN — We are currently enduring an intense land workout under our new coach Petior Rylski from Warsaw.

Practices consist of erg workouts, weight lifting and running. Spirits are high and we're looking forward to a successful season at the Pac-10 level. We plan to return to the water when the snow clears. (The women's crew started on-the-water workouts Monday, Feb. 2)

As far as fund-raising goes, candy sales go on unabated. In conjunction with the Apple Cup festivities, we raffled off the football which scored the first Cougar touchdown...it went home with a Dawg! In addition, we co-hosted a casino with the men's crew in December. We now have lung disease (the editor assumes from the smoke-filled casino room) but it was a moderate success.

Class Day is in the planning stages and we are looking forward to seeing Cougar Crew alumni on March 14. Again, we thank you for your continued efforts on our behalf and that of the Cougar Rowing Association.

One final note, the women's crew was honored by an invitation for the first time in the history of the program to the San Diego Crew Classic. Unfortunately, we had to decline...maybe next year!

MEN'S COMMODORE'S REPORT

PULLMAN — Once again, certain hearty individuals forced themselves back to Pullman early to work on boats. Led by multi-talented rower and repairman Aaron Sharp, athletes perfected their sanding strokes on random oar blades and shells, all while looking for a way to get sent on an "errand," or possibly even get thrust into a supervisory position. After a week of toil, the boats and oars shined with new coats of paint and varnish, much to the satisfaction of leader Sharp who exclaimed for any complaining worker "I've been here all day!"

Winter workouts resumed even though by all accounts it was supposed to be "spring" semester. After trying to run on frozen roads, crew members decided that spring semester was still a ways away, and likewise, Coach Struckmeyer altered the workouts so they could be held entirely indoors. (The men's crew planned to return to the water Saturday, Feb. 7.)

The men's team now awaits the upcoming season with hopes of warm weather and many victories. At the present time, the team is trying to establish some fund-raising ideas for a schedule which will hopefully include the San Diego Crew Classic, a trip to nationals at Cincinnati and possibly a regatta in Istanbul, Turkey.

Class Day is March 14!
Racing starts at 10 a.m.

Cougar Rowing Association
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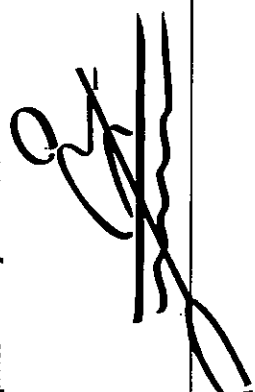
You Tell Us

To assist us in our goal of keeping track of Cougar Crew alumni and friends, we need to know where you are! We have new software for our computer to help us with our address system and would appreciate receiving current information on your whereabouts. Please send any address changes or corrections to Craig Illman, 5543 38th Ave. N.E., Seattle, Wash., 98105.

We would be interested in any comments or ideas for future editions of the "Pull Hard". Please write —

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for me, it resulted in a clearcut victory — something that is often hard to come by in seat racing.

Perhaps it was the result of conspiracy, or coincidence. Y.'s adrenal glands might have gone berserk on the same day X. suffered the cumulative effects of a four-exam week. Whatever the causes, the vanquished proved the outcome just, for she succumbed to anger and quit the team. She might have challenged her way back into the boat, but demonstrated instead that she had not that fundamental love of sport which sustains us through the pain of defeat and brings us back to the water, again and again, no matter how humiliating its lessons might be.

Cougs

The women's crew has a deal for you! Lapel pins, featuring WSU over a set of crossed oars, are available to alumni for just \$2 each. Anyone interested in ordering pins should send checks (payable to Tracy Vadset) to Pam Ware, NE 800 Campus St., Pullman, Wash., 99163.

watched the day they raced may have been one of the most intriguing contests I'll ever see.

They began the battle by trading wins — each took two. By the end of the fourth piece, the crews recognized that a close contest was emerging. The trepidation of the challenger began to ease, and the arrogant confidence of the incumbent to ebb. Eventually, the facial features of the defender hardened to a cast-iron scowl, and she was muttering ominous maledictions between stolen glances out of the boat. The challenger maintained her concentration and poise, and by the end of the last piece, the upshot was as clear as it was unlikely: a lightweight had ousted an open. The causes are food for speculation.

Did X's poorer style become a greater liability in the less forgiving small boats? Did her fall and winter of lackluster training send her into the valley of the shadow of death after the fourth or fifth 750 m. piece of the day? Did she panic, and thereby lose her concentration — that most precious of athletic abilities? Did she alienate her compatriots by casting aspersions on their efforts and enthusiasm? Was it a combination of such factors? Happily

Wedding plans are also in the works for Cheryl King, who is living in Dallas these days. She rowed in 1983-84 and after graduation went to work for Electronic Data Systems in Dallas. She will marry Michigan native Greg Haughey on March 28.

Peg Staeheli, who rowed in 1975-77, can be found living in West Seattle these days. She is married to John Troup, works for an engineering firm and is expecting a baby in June. She enjoys cycling and has done some coxing for the Seattle Park Department.

1987 Racing Schedule

UPDATE

MARCH 14 — Class Day, Pullman

MARCH 21 — Bellingham regatta

MARCH 28 — WSU at Spokane*

APRIL 4 — San Diego Crew Classic*

APRIL 11 — UW at Wawawai

APRIL 18 — UPS, PLU at Wawawai

APRIL 25 — OSU, USC, UO, WSU Columbia River Regatta, Tri-Cities

MAY 2 — UW, OSU, WSU, USSR national team Opening Day, Seattle

MAY 16, 17 — PAC-10 Rowing Championships, Sacramento

*Schedule change

First boat politics

Flip's coaching memoirs continued from the last edition of the Pull Hard

Spring, thank God, eventually comes, and the monotonous running and smelly gymnasiums are abandoned for another year. Docks are repaired, launches re-floated, and wily-nilly, another racing season arrives.

In the beginning, crews sort themselves out fairly well. Through trial and error, lineups solidify and practices, when good, become matters of prestige, as boats vie for status in the club. But when the date of the first regatta looms, it is often necessary to make a final decision: who is in — who is not? When two individuals appear equally qualified, but only one may be chosen, coaches face their eternal, most vexing dilemma. Either the athlete must be selected by fiat, according to the judgement of a coach's sharp eye, piercing intellect and unerring instinct, or else . . . the SEAT RACE.

No rower need be told that seat-racing is a nasty way to spend an afternoon, but some may be surprised to discover that they are not alone in their distaste. I always began a day of seat races with the murmured invocation: "We do this evil that good may come."

I preferred to race my athletes over a specified time, rather than a measured distance. I would break the eight into two fours, and spend the entire practice racing the two boats for three minutes and clocking the distance

between them. Then the boats would pull together, the contestants switched crews, and the racing went on. I fancied that this method minimized the differences of hull design and maximized the number of possible trials, since no time was consumed turning the boats around. Of course, this was no guarantee against slow-down tactics — an untied bootlace was still an untied bootlace . . .

When X. and Y. came to be contestants for the same seat, I had mixed feelings about both. Y. was a survivor. She had rowed in the open eight the previous season and had trained steadily since, but she was built like a fashion model. X, on the other hand, was a magnificent specimen. She, too, had made the eight during the previous season, but had taken on the duties of dormitory R.A. and thus came to practice sporadically through fall and winter. Her style did not mesh well with that of her teammates, and her high-spirited response to my pleas and



harrangues sometimes bordered on mutiny. But it was eventually my unpleasant duty to put X. in the boat and inform Y. that she could challenge if she wished. She wished. What I

continued ↗

MAIL BAG

The "Pull Hard" welcomes all cards and letters from readers, alumni and friends. Deadline to submit materials for the May edition of the "Pull Hard" is April 15. Also, be sure to let us know when you have a new address or phone number — we want to keep in touch! Send items, addresses and contributions to Kari Ranten, 1319 Lei Garden Road, Burlington, Wash., 98233.

Great news! Kathy Randall and Rich "Flip" Ray have announced plans to be married on Sept. 11, 1987.

Fred Darvill checked in from Dallas, Texas to let us know he has left the Coast Guard for a job as a pilot for Delta Airlines. "Texas stinks but it's a good job otherwise," he writes. "Hardly anywhere to use my single, the rivers are small, brown and shallow; the lakes are brown and rough with power boat wakes.

Happy news from Spokane where Shannon Casey Carefoot and her husband have just welcomed a baby boy, Collin Patrick Carefoot.

Tom Kratzke, a loyal reader and contributor now residing in Urbana, Ill., wrote to say all is well there. He and his wife have two children, 4½ and 1½, and a Macintosh computer. Tom says his children "seem to be in constant training for being speakerless coxswains." He also says he may finish his thesis in 1987. He thinks "wistfully" of returning to Washington.