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FORTY-SECOND HEAD OF THE CHARLES REGATTA

OCTOBER TWENTY-FIRST AND TWENTY-SECOND, TWO THOUSAND AND SIX • OFFICIAL PROGRAM

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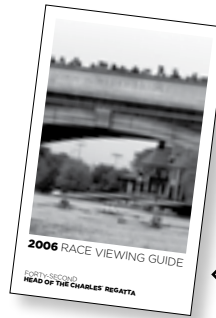
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FORTY-SECOND
HEAD OF THE CHARLES REGATTA



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welcome
FROM THE **BOARD OF DIRECTORS**

EDWARD J. SMITH, JR

Welcome to the 42nd edition of the Head Of The Charles Regatta! On behalf of the Regatta's five Managing Directors, Katherine Kirk, John Lambert, Chuck Pieper, Roger Borggaard, and myself, as well as CFO Tom Martin, I would like to take this opportunity to thank you for your continued patronage. Without the support and loyalty of nearly 7,500 athletes, a dozen sponsors and tens of thousands of friends along the shore, the Regatta would not be same.

During the year since the last event, our Race Committee has met monthly to review the Regatta's future direction and to develop winning strategies for implementing changes. Thanks to the hard work of Co-race Directors Tom Tiffany and Greg Krom, several enhancements have been put into place, including revising practice schedules and protocols, shifting the Virgin Atlantic Row, Jetset, Row Sprint to follow Friday's evening pasta party and merging the two Rowing & Fitness Exposition tents into one, larger space. We hope you will enjoy these changes.

The Regatta is also always looking for ways to improve the experience for both rowers and spectators and 2006 has been an important year of technology upgrades. In addition to the giant video >

< PASSING BENEATH THE LAST BRIDGE OF THE COURSE

FORTY-SECOND HEAD OF THE CHARLES REGATTA 7

➤ screen at the Reunion Village, you may now watch live racing online via a webcast shot from the Cambridge Boat Club. Just visit www.hocr.org and click on the link directing you to the site.


New also in 2006, will be several large flat screen monitors provided by Elite Media Solutions of Wellesley, Mass. These stations will allow competitors and fans to check on the latest results at one of these three locations: Weld Exhibition, the Reunion Village and the Rowing & Fitness Expo. We know how important this data is to each and every athlete.

Finally, we are also pleased to launch a text messaging service allowing

operations areas of the Regatta. Examples of such groups would be: Course Set-up, Results, River Control, Communications, Finish Line Set-up, Transportation and Delivery, Volunteers, Weigh-in, Announcing, Public Address Set-up, Back-Up Timing, Cyclists, SADL/Magazine Beach, Signage, Registration, Emergency Services, Sales, Back-up Timing, Information Centers, CBC Dock, Launches and many more! There are countless moving parts involved in the execution of the event; the very fabric of the Regatta truly is the steady commitment of thousands of unheralded volunteers. Many have signed up before, but new faces are welcome. We encourage anyone who is interested to check our web site next summer and look for a post that would be of interest to them.

As the Regatta forges ahead in its fifth decade, we are conscious of maintaining the many traditions that have made it so popular while at the same time seeking new ways to improve and remain current with other events. We listen carefully to the feedback we receive and hope that you will engage a volunteer or Race Committee member with comments during your visit. For us, the core values of

the Regatta remain fair and safe racing for every rower, and a fun and an exciting experience for spectators and athletes alike.

Thanks again for being a part of *America's Fall Rowing Festival* and we look forward to seeing you again next year! Row well! 

Ed Smith

EDWARD J. SMITH, JR. IS A LONGTIME VOLUNTEER, FORMER RACE COMMITTEE MEMBER, CURRENT MANAGING DIRECTOR, CHAIRMAN OF THE BOARD OF DIRECTORS, AND AVID MASTERS SCULLER.

competitors to download results to their cell phones and PDAs. Get live race results and important competitor updates directly on your mobile during the Head Of The Charles Regatta weekend! You can get results anytime, anywhere, either by texting "HOCR" to 22122 or going to www.g8wave.com/hocr on your web enabled phone.

As always, we owe a huge debt of gratitude to our talented and energetic volunteers who make the event a success. Under the direction of the Race Committee, some 1,200 volunteers sign up for various shifts to cover important

organization

HEAD OF THE CHARLES REGATTA

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The 2007 Head Of The Charles Regatta will take place on Saturday and Sunday, October 20-21, 2007. For more information call the Head Of The Charles general information number, 617 868-6200, visit www.hocr.org or email regatta@hocr.org

2006 PROGRAM PRODUCTION

DESIGN

Carlos Ridruejo|Caridossa.com

PHOTOGRAPHY

Igor Meijer
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schedule

EVENT AND **START TIMES**

Saturday, October 21, 2006

	EVENT - DIVISION	START
1	Grand-Master Men's Singles (1x)	8:45 AM
2	Grand-Master Women's Singles (1x)	9:06 AM
3	Senior-Master Men's Singles (1x)	9:26 AM
4	Senior-Master Women's Singles (1x)	9:45 AM
5	Senior-Master Men's Eights (8+)	10:06 AM
6	Senior-Master Women's Eights (8+)	10:19 AM
7	Senior-Master Men's Fours (4+)	10:34 AM
8	Senior-Master Women's Fours (4+)	10:42 AM
9	Senior-Master Men's Doubles (2x)	10:59 AM
10	Senior-Master Women's Doubles (2x)	11:09 AM
11	Club Men's Fours (4+)	11:30 AM
12	Club Women's Fours (4+)	11:43 AM
13	Club Men's Eights (8+)	12:08 PM
14	Club Women's Eights (8+)	12:28 PM
15	Collegiate Men's Fours (4+)	12:56 PM
16	Collegiate Women's Fours (4+)	1:07 PM
17	Master Men's Doubles (2x)	1:32 PM
18	Master Women's Doubles (2x)	1:40 PM
19	Master Men's Eights (8+)	2:02 PM
20	Master Women's Eights (8+)	2:14 PM
21	Master Men's Fours (4+)	2:33 PM
22	Master Women's Fours (4+)	2:41 PM
23	Championship Men's Doubles (2x)	2:59 PM
24	Championship Women's Doubles (2x)	3:08 PM
25	Championship Men's Singles (1x)	3:25 PM
26	Championship Women's Singles (1x)	3:37 PM

Awards Ceremony for Events 1 - 26 5:30 PM

◀ PULLING HARD IN THE CLUB MEN'S EIGHTS DIVISION



schedule

EVENT AND **START TIMES**

Sunday, October 22, 2006

	EVENT - DIVISION	START
27	Senior-Veteran Men's Singles (1x)	7:45 AM
28	Senior-Veteran Women's Singles (1x)	7:55 AM
29	Veteran Men's Singles (1x)	8:11 AM
30	Veteran Women's Singles (1x)	8:26 AM
31	Master Men's Singles (1x)	8:47 AM
32	Master Women's Singles (1x)	8:55 AM
33	Youth Men's Doubles (2x)	9:12 AM
34	Youth Women's Doubles (2x)	9:25 AM
35	Youth Men's Fours (4+)	9:48 AM
36	Youth Women's Fours (4+)	10:08 AM
37	Youth Men's Eights (8+)	10:40 AM
38	Youth Women's Eights (8+)	11:10 AM
39	Club Men's Singles (1x)	11:42 AM
40	Club Women's Singles (1x)	11:55 AM
41	Collegiate Men's Eights (8+)	12:20 PM
42	Collegiate Women's Eights (8+)	12:41 PM
QX	Directors' Challenge Mixed Quadruples (4x)	1:09 PM
QW	Directors' Challenge Women's Quadruples (4x)	1:30 PM
43	Lightweight Men's Singles (1x)	1:48 PM
44	Lightweight Women's Singles (1x)	1:59 PM
45	Lightweight Men's Fours (4+)	2:19 PM
46	Lightweight Women's Fours (4+)	2:27 PM
47	Lightweight Men's Eights (8+)	2:44 PM
48	Lightweight Women's Eights (8+)	2:56 PM
49	Championship Men's Fours (4+)	3:13 PM
50	Championship Women's Fours (4+)	3:23 PM
QM	Directors' Challenge Men Quadruples (4x)	3:43 PM
51	Championship Men's Eights (8+)	4:10 PM
52	Championship Women's Eights (8+)	4:26 PM

Awards Ceremony for Events 27 - 36	3:00 PM
Awards Ceremony for Events 37 - 52	6:00 PM

◀ MAKING THE TURN AT ELIOT BRIDGE IN THE COLLEGIATE WOMEN'S EIGHTS DIVISION



glossary

ROWING TERMINOLOGY

Bow The forward section of the boat. The first part of the boat to cross the finish line.

Bow number A card holding the number assigned to the boat for a race.

Bow seat The rower closest to the front or bow of a multi-person shell. In coxless boats, often the person who keeps an eye on the water behind him to avoid accidents.

Coxbox Portable voice amplifier; may also optionally incorporate digital readouts displaying stroke rate, boat speed and times.

Coxswain The oar-less crew-member who is responsible for steering and race strategy; the coxswain either sits in the stern or lies in the bow of the boat.

Engine room The middle rowers in the boat. In an eight, this is generally seats 3, 4, 5 and 6 and often called the “middle 4.” They are generally the biggest and strongest rowers.

Gunwales The top rail of the shell.

Hatchet blade Modern oar blades that have a more rectangular hatch-et-shape. (see Macon blade below)

Heavyweight A rower who weighs more than the restrictions for light-weight rowing.

Lightweight A rower whose weight allows him or her to be eligible to compete in Lightweight rowing events.

Macon blade Traditional U-shaped oar blade. (see Hatchet blade above)

Port A sweep rower who rows with the oar on the port side of the boat.

Sculler A rower who sculls—rows with two oars.

Seat numbers A rowers position in the boat counting up from the bow. In an eight, the person closest to the bow of the boat is “bow,” the next is 2, followed by 3, 4, 5, 6, 7 and finally 8 or “stroke.”

Starboard A sweep rower who rows with the oar on the starboard or right side of the boat.

Sweep A rower who rows with one oar.

Stroke seat The rower closest to the stern of the boat, responsible for the stroke rate and rhythm.

COMMANDS

Hard on port (starboard) The rowers on that side of the boat must row harder (and the opposite side must row slightly easier) in order to facilitate a sharper turn.

Easy To stop rowing hard.

Hold water Stop the boat.

Check it down Square the oars in the water to stop the boat.

Let it run To stop rowing after a given piece of on the water rowing length, but to put the handles of the oars either to the gunwales or out in front of the rower, in such a manner that the oar paddles are parallel to the water yet not touching it. This allows the boat to glide for a distance leaving no paddle wake in the water.

On the square To row without feathering the blades on the recovery.

Weigh-enough or “Wain...’nuff The command to stop what ever the rower is doing, whether it be walking with the boat overhead or rowing.

Power 10 A call for rowers to do 10 of their best, most powerful strokes. It’s a strategy used to pull ahead of a competitor.

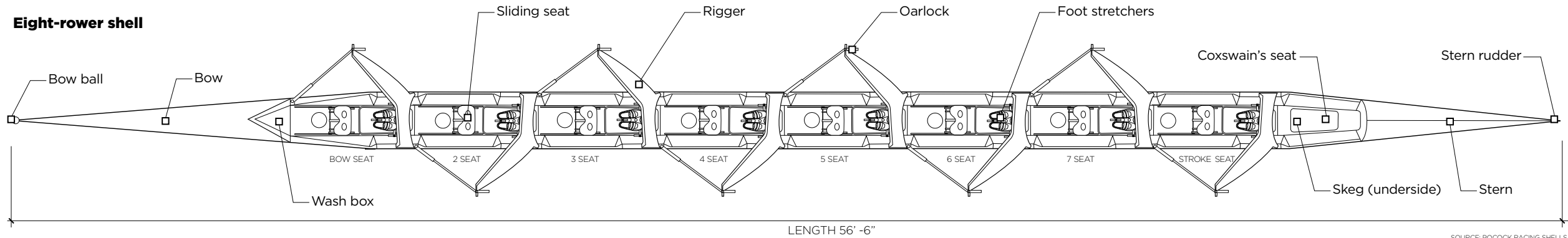
SOURCE: ADAPTED FROM USROWING



PHOTOGRAPH: IGOR MEIJER

equipment

BOAT AND OAR NOMENCLATURE

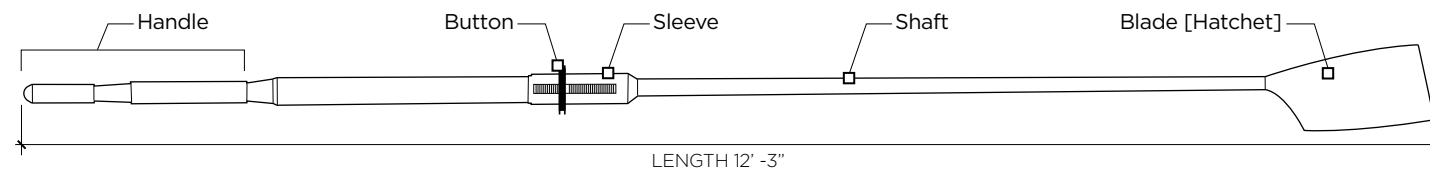


SOURCE: POCOCK RACING SHELLS

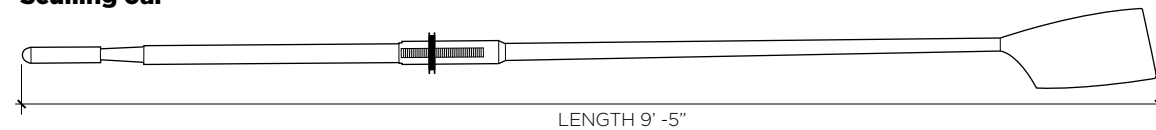
Shell construction

Rowing shell construction has greatly evolved since the times of entirely wooden boats. Today's boats are considerably lighter and stiffer thanks to the use of space age technology such as aircraft aluminum, carbon fiber and honeycomb construction.

Sweeping oar



Sculling oar



SOURCE: CONCEPT2

Keep moving.

Congratulations to the Head Of The Charles Regatta and good luck to all the athletes.

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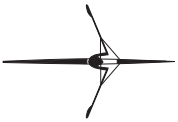
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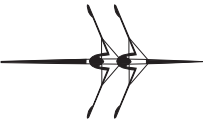
equipment

BOAT SPECIFICATIONS



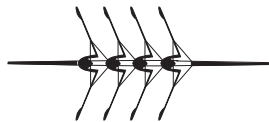
Singles (1x)

Singles are boats about 26 feet long, 11 inches wide and weighing some 30 pounds, propelled by one person with two oars.



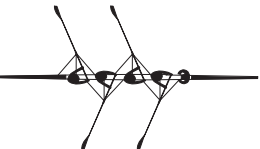
Double Sculls (2x)

Doubles are 32 feet long, 13 inches wide and weigh 59 pounds. They are boats propelled by two people with two oars each.



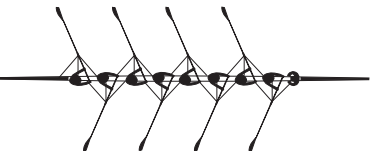
Quadruple Sculls (4x)

Quads are 42 feet long, 21 inches wide and weigh 114 pounds. They are propelled by four rowers with two oars each.



Coxed Fours (4+)

Coxed fours are 42 feet long, 21 inches wide and weigh 112 pounds. They are propelled by four rowers with one oar each and are steered by a coxswain.



Coxed Eights (8+)

Eights are 60 feet long, 26 inches wide and weigh 211 pounds. The boats have eight rowers with one oar each and a coxswain to steer the course.

SOURCE: FEDERATION INTERNATIONALE DES SOCIÉTÉS D'AVIRON (FISA)

◀ LANDING AT NEWELL BOATHOUSE



water and fire

A ROWER TRACES A FRIENDSHIP ON **THE CHARLES RIV-**

GAIL **CALDWELL**

Because she had no winter work-out (besides erging, which she loathed), and because I wanted to be on the water as well as in it, my closest friend and I decided to swap sports. I would give her swimming lessons, and she would teach me how to row. Mine was the better deal—Caroline already had a passable front crawl—but she was a natural teacher; she also, she later confessed, wanted to see me flip. It was the summer of 1997, and we were staying in a vast old farmhouse in Chocorua, N.H., a few hundred yards from a mile-long, pristine lake, where we had hauled her Van Dusen single for the month of August. We had the lake mostly to ourselves that year. Each morning and some evenings we would leave behind the dogs, staring dolefully out the huge front windows, and walk down to the lake together, where I would swim the perimeter and she would row. She was the dragon fly and I was the frog, and I'd stop every so often to watch her flight: back and forth for six certain miles, hushed and swift and as mesmerizingly precise as a metronome. We shared the intimate competitive spirit that belongs to sisters, or adolescent girls, and so we each longed for whatever prowess the other possessed.

I flipped that first day, of course, pleasing Caroline greatly and thrilling (if humbling) me, because first I had managed the seven or eight strokes on flat water

that can change a life. So began a mutual passion for single sculling that would span the next several years, with Caroline playing the amused mentor to my half-crazed acolyte. Back on the Charles, where she had been rowing for more than a decade, I was promptly demoted to a wherry, then the obligatory training shells that promise stability and therefore progress. I would fuss and blunder my way downstream from Community Rowing while she rowed up from Riverside to meet me, smiling and nodding as I railed about choppy water or my own shortcomings, surreptitiously checking her watch. I'd make her row a hundred yards so I could watch her form, then follow along in loyal imitation so that she might critique mine. We compared blisters in April and callouses in May and power-boat encounters all through the summer; staring bleakly from the dock of my boathouse during a high wind, I'd call her from my cell phone for encouragement or, perversely, for permission *not* to row: We both had what we referred to as our inner Marine, a cruel taskmaster that needed feeding daily. She always went out earlier than I, and would send unpunctuated email nudges at 8 a.m.: "hurry up the water is glass." Both home from the river, we held routine phone debriefings. "I've been thinking about aerodynamics," I would say, with a noviate's solemnity. "Can we talk about why the boat wants to move through



◀ WHO SAID THE COURSE WAS A STRAIGHT ONE?

> the water?” Or, equally enraptured, “Did you know that the human head weighs 13 pounds?”

Caroline would pretend to listen, murmuring in agreement or letting me rant, and then soon I would hear the soft click that signalled she had begun a game

obsessed in those days with the technology—that heady province between the mechanical and the mystical that has consumed many a rower. “You look like you’re in love,” a friend who spotted me on the street told me one day. “I am,” I said. “This one’s going to last.” But if Caroline no

longer shared my passion for such specifics—her body by now knew more about the sport than her mind would ever need to—her unending patience suggested she had

of computer solitaire—her telephonic equivalent of a yawn. “What about thrust?” I would ask. “Mmmh, hmmm?” she would say, ever the good psychoanalyst, the reassuring white noise of “click, click” in the background.

Like a lot of new rowers, I was

once been where I was now. One year for Christmas I gave her a photograph of two women rowing in a double in Oxford, England, during the 1940s. She promptly hung it on her bedroom wall, above a framed banner that read, in ornate script, “ZEAL IS A USEFUL FIRE.”

Both pictures hang in my bedroom now, next to a photograph of the dogs taken that summer in Chocorua. Caroline died in early June of 2002, when she was 42, seven weeks after she had been diagnosed with lung cancer. But we didn’t know any of that was coming—couldn’t have known, in our infinite summers, that she would leave me the legacy of rowing her beloved river along with the old Van Dusen. And so we logged our miles and conversations together in uncharted innocence, convinced, like most of the species, that the plans would go on and on.

Inevitably, the question of racing in a double had come up in our early days on the water together, not long after I became competent enough to avoid utter fecklessness. Caroline was and always would be the better rower, but she had eschewed most races over the years: She was shy, and swore her stroke collapsed under pressure, and so she rowed the course of the Head

every year privately, the week after the results were in, to see how her own time stacked up. But now she had me to push around. With me in the stroke position, the race idea became a lark instead of a quest—I think it must have taken the heat off, since she could attribute our performance to her partner’s middling efforts.

And so it began; like most odysseys, this one would be about the journey rather than the destination. Her boyfriend, a photographer, promised to hang off the bridges and record our efforts, even in training; he went so far as to have race t-shirts made. Because we were eight years apart in age, with me the older, we thought, mistakenly, that we were allowed only a small window to race together while we were both in our 40s; this proved to be untrue—doubles rowers’ ages are averaged—but the imagined deadline drove us onward. Because we were both writers and both small in

stature, we had the brilliant idea that we could bill ourselves as the Literary Lightweight—surely this would be good for a few sponsorship donations to the Head Of The Charles, as well as a few laughs. The real intensity of the training, though, probably fell to me; Caroline already rowed her obligatory 5.5 miles each morning. So I was the one who rushed home to report that I had rowed in wind, rowed 6 miles, upped my strokes-per-minute to a piddling 25. The first time we took out a double from Riverside, the odds were not in our favor: The boat had been rigged for giants, and the wind picked up to 17 mph somewhere around the course finish. My stroke fell completely apart; Caroline, in a fit of laughing, rowed us halfway home.

We never got to race together, not officially; the spring we’d planned to begin training in earnest was the one in which Caroline fell ill. And though we hardly knew it at the time, by then we

had already learned that the race alone is rarely the point. The metaphor of rowing may have been what we loved the most: the challenge, the anticipation, the idea of September twilights and muscles spent and another 500 miles in the log book come November. Both of us possessed that single trait that makes a lifelong rower—endurance—and for years we had fantasized that we would row the Head together in our 70s, when the field had thinned sufficiently to give us a fighting chance. That was a dream made even more enticing and preposterous by how far away it seemed.

The Van Dusen, faithful old horse, has logged a couple of thousand miles since Caroline died; her graceful, powerhouse stroke—indelible imprint in my mind’s eye—is still my golden mean and my best coaching tool. And if half the race is always about showing up, I know now, too, that the victory isn’t just >

101.7
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BOSTON'S TRUE ALTERNATIVE

THE BOSTON
PHOENIX

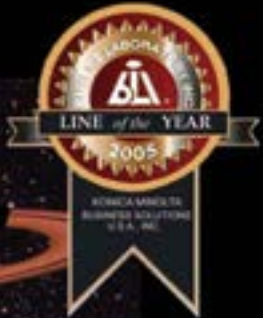
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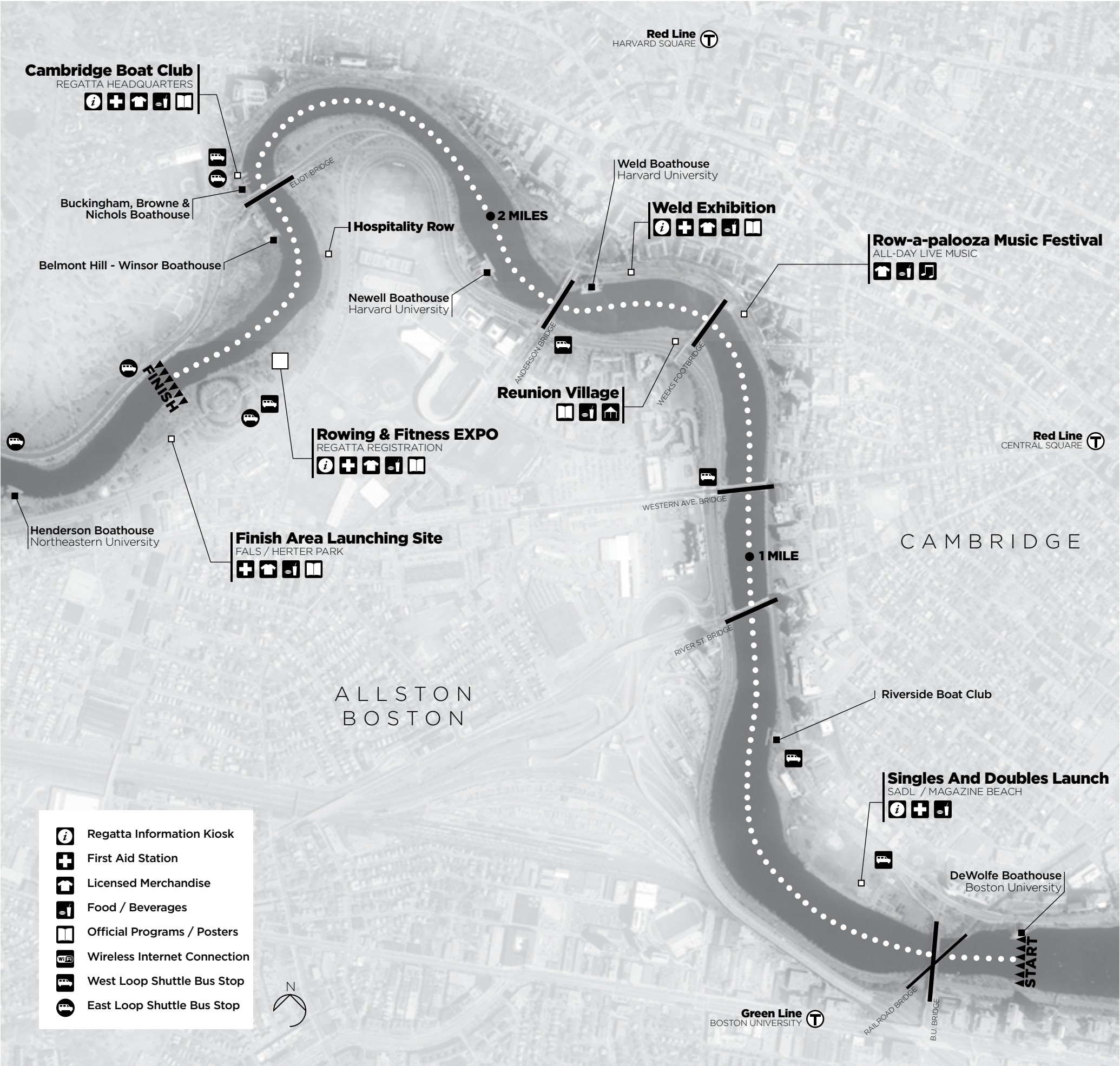


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to the swift, but to the brave and the present of mind, and Caroline was both when she died. Two months earlier, at the end of March, we had each gone out on one of those days that hint at the glory of the coming season: an unseasonable 60 degrees, a pale but promising sun. When Caroline got home and called for the debriefing, she told me it was the first time she could recall in 15 years of rowing that an early-spring row had felt effortless. She was in the hospital a week later, but then, on that day, there was no wind and the water was glass. Some divine council of river gods—of serene focus and still water—had given her one last perfect row.

GAIL CALDWELL, A MEMBER OF CAMBRIDGE BOAT CLUB, IS THE CHIEF BOOK CRITIC OF THE *BOSTON GLOBE* AND THE AUTHOR OF *A STRONG WEST WIND*. CAROLINE KNAPP, WHO BELONGED TO RIVERSIDE BOAT CLUB, WAS THE AUTHOR OF SEVERAL BOOKS, INCLUDING *DRINKING: A LOVE STORY* AND *APPETITES: WHY WOMEN WANT*.

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tribute

AN OPEN LETTER TO **D'ARCY MACMAHON**

CHARLES **ATTAGER**

Founder, Volunteer, Race Director, Trustee, Executive Director Pro Tem, Announcer, Member of the Board

We, the community of rowers, volunteers, spectators, and patrons, salute you and thank you for the energy, creativity, and passion that you have brought to the Head of The Charles Regatta for the past 41 years.

Your significant involvement in the creation, nurturing, growth, evolution, management, and governance of the Regatta have made it more than just the premier head race in North America.

The Regatta has become the model of an amateur sporting event drawing men and women of all ages to compete, watch, and volunteer to run a fun and spirited world class competition. As the first Executive Director, you helped the Head Of The Charles become the model for merging professional management and corporate sponsorship into an event that relies on a large number of loyal and talented volunteers.

America's Fall Rowing Festival, as you so aptly proclaimed it, is an event embraced not only by the rowing community, but by the people of Massachusetts who appreciate signature sporting and cultural events.

The event was born from a discussion you, Cambridge Boat Club



< D'ARCY MAC MAHON VIEWING THE REGATTA

members Howard McIntyre, Jack Vincent, and Jerry Olrich had with British rowing luminary Ernie Arlett, who was familiar with the English *Head of the River* race format. As an experiment you introduced the unique format to North America. Forty-one

Charles tapers, we note that you are not rowing off into the sunset. Rather you have created yet another signature rowing and paddling event. The new event, The Slocum River Regatta, sponsored by the Lloyd Center for the Environment was held for the

favorite event of rowing, kayaking, and canoeing enthusiasts and spectators in Southern New England. Who would have known that the Head Of The Charles Regatta would evolve into the spectacular two-day event that is taking place this weekend?

Who would have known that the Head Of The Charles Regatta would play such an important part in making rowing accessible and popular, especially for women and masters and veterans aged competitors? But then again, who would have believed that anyone could devote so much of his life to building and preserving the best run and most fun regatta in the world?

A sincere thank you, D'Arcy, from all of us.

CHARLES ATTAGER IS A HEAD OF THE CHARLES REGATTA FAN AND FELLOW VOLUNTEER.

D'Arcy Mac Mahon :
Founder, Volunteer, Race
Director, Trustee, Executive
Director Pro Tem, Announcer,
Member of the Board

years later, there are over 120 annual regattas of similar distance and format. Now, as you step down from the Regatta's Board of Directors and your involvement with the Head Of The

first time on September 9th on the Slocum River Estuary in Dartmouth, Massachusetts. With your energy and creativity, we have no doubt that this race, too, will become a classic and a

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charity
DOING GOOD FOR **ROWING**

EUGENE CLAPP

For most of this weekend's athletes, the challenges of training for the Head Of The Charles Regatta have included building endurance, honing technique, and learning the many twists and turns of this difficult course, with hope that the reward will be a well rowed and well steered race. For the participants in the Regatta's Charity Program, there have been additional challenges and rewards—the challenges of raising money for this year's Official Charities and the rewards of knowing that they have helped to support worthy causes in Boston and Cambridge. These Charity Program participants hail from across the country, many returning year to year, raising funds for these local institutions.

Launched in 1998 by the Regatta's Board of Directors, the Charity Program leverages the Regatta's success by guaranteeing acceptance to those athletes who commit to raise at least \$1,250 for one of the four Official Charities of the 2006 Head Of The Charles. In the past eight years, the program has raised over \$600,000 for our Charity Program partners. The contributions in 2006 total over \$69,000.  >

EUGENE CLAPP IS A DIRECTOR OF THE HEAD OF THE CHARLES REGATTA, AND CURRENTLY SERVES AS THE CHARITY PROGRAM DIRECTOR.

2006 HEAD OF THE CHARLES OFFICIAL CHARITIES



AccesSport America is a national, non-profit organization dedicated to the discovery and achievement of higher function and fitness for children and adults of all disabilities through high challenge sports. Based in the Boston area, AccesSportAmerica specializes in adaptive sports such as Rowing, Windsurfing, Polynesian Outrigger Canoeing, Kayaking, Water-skiing, and other water sports as well as adaptive cycling and soccer. Our ongoing challenge is to help our athletes see themselves as just that - athletes. Then we hold them to a higher standard in which they excel and understand a true accomplishment that could easily stand next to the greatest accomplishment of the greatest able bodied athlete. Over 500 people participate yearly in AccesSportAmerica programs at The Spaulding Rehabilitation Hospital on the Charles River, Massachusetts Hospital School in Canton, and other sites on Martha's Vineyard, Nantucket, New Hampshire, and Stuart, Florida.

FOR MORE INFORMATION: visit www.AccesSportAmerica.org or contact AccesSportAmerica, 119 High St., Acton, MA 01720, toll free (866) 45-SPORT



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FOR MORE INFORMATION: visit www.bostonredcross.org or contact Boston Headquarters Office, 285 Columbus Avenue, Boston, MA 02116, toll free 800-564-1234.



Founded in 1916, the **Cambridge Community Foundation** (CCF) strives to meet the most vital human service needs of the Cambridge, Massachusetts community. The Foundation's focus is on funding direct human services by initiating programs and working through agencies serving in these areas: Early Childhood Services "A Healthy Start"—for babies, preschoolers, and their families; Youth Services "Opportunities for Children and Youth"—to grow into healthy, productive citizens; Senior Services "Support for Our Seniors"—services, activities, and volunteer opportunities; Community Services "A Welcoming Community"—ensuring access to services and resources for new immigrants, underserved groups, and vulnerable individuals; Emergency Outreach "A Community that Cares"—addressing hunger, homelessness, and violence; Arts & the Environment "A Lively, Livable Community"—encouraging creativity and caring for our environment.

FOR MORE INFORMATION: call 617-576-9966.



Community Rowing, Inc. (CRI) is the largest public access rowing club in the United States. Founded in 1985, CRI is dedicated to involving a racially and economically diverse group of people with a wide range of physical abilities in the Olympic rowing discipline that develops fitness, teamwork and strength. CRI offers learn to row, recreational, competitive adult and youth programs and includes opportunities for people who have physical disabilities, people with visual or hearing impairments and people who have intellectual disabilities. Membership and program fees are what keeps CRI afloat. However, the organization is committed to making rowing affordable for anyone who wants to take part. Donations to CRI support scholarships, equipments costs and special programs such as G-ROW, CRI's after school rowing program for more than 300 girls from the Boston public schools.

FOR MORE INFORMATION: call 617-923-7561 or visit www.communityrowing.org

2006 HEAD OF THE CHARLES CHARITY PROGRAM PARTICIPANTS

Douglas Adams Club Singles Men	Heidi McGee Senior-Master Singles Women
Victor Altshul Senior-Veteran Singles Men	Ed Bauer & Brett Meares Senior-Master Doubles Men
Donald Besser Veteran Singles Men	Trish Miles Master Singles Women
Jeff Dombrowski and Jim Litzinger Championship Doubles Men	Jim Miller Veteran Singles Men
Diana Federowicz & Community Rowing Senior-Master Eights Women	Jane Morse and Community Rowing Lightweight Fours Women Master Fours Women
Matthew Gefter Club Singles Men	
Bud Herzstein Senior-Veteran Singles Men	Richard de Neufville Veteran Singles Men
Jamie Hintlian and AccesSport America Senior-Master Fours Men	Vincent Petrecca Veteran Singles Men
Arthur Holcombe Veteran Singles Men	Frank Porter Veteran Singles Men
Michael Hyde Senior-Master Singles Men	Daniel Schley Grand-Master Singles Men
Alan Inglis Grand-Master Singles Men	Hugh Scott Grand-Master Singles Men
Kari Kastango Master Singles Women	Christy Shaver Championship Women
Richard Laureyns Veteran Singles Men	Gary Smith and Alexandria Community Rowing Master Fours Women
Stuart Law Senior-Veteran Singles Men	John Tarrant Grand-Master Singles Men
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at the docks

FINISH AREA LAUNCHING SITE (FALS) COMMITTEES

THOMAS D. TIFFANY

Have you taken a stroll upstream along the Boston side of the riverbank during the Regatta to survey the action? The docks define the rhythm of the Regatta like a mighty pulsing heart. That heart in 2006 will have seven chambers upstream at the Finish Area Launch Site (FALS) and one downstream at the Singles And Doubles Launch (SADL) at Magazine Beach. The people who loan, transport, construct, install, operate, dismantle and love the work around the docks constitute a great story of dedication to the competitors. The docks' operation is intricate and complex, requiring hundreds of hours of labor, divided between the FALS Setup and FALS Dock Traffic committees.

Here are the basic facts: the total lineal feet of docks is 431 feet, about the length of one and a half football fields. The dock area, 3,230 square feet, is comprised of 1,260 hollow plastic pillows, which are 20 inches square. These *Lego*-like components are transported to the river from sources in Maine, the towns of Harvard and Wayland, Mass., Tufts University on the Malden River, and down the Charles River from Community Rowing, in Newton. Assembly begins one week before the Regatta with the FALS Setup committee, with the assistance of local muscles of the crews from Cambridge, and Rindge and

Latin School.

The Regatta began to acquire docks for the first time in 1984, after the Los Angeles Olympic Games. At the time, 320 jet float pillows were purchased from the Olympic site. John Romain, who now directs the Start Line operations, recalls an early step on the path to Regatta-controlled dock space: "I rowed at Ithaca College. Our coach had us load a bunch of cinder blocks and 2" by 10"s into the boat trailer," muses Romain. "Here in Boston, we cobbled together a little skinny dock just upstream of Harvard's Newell Boathouse. That improvisation no doubt gave the race organizers a clue about future needs!"

Brian Rettman, a dock leader for many years, remembers when the docks at Magazine Beach—then the center of crew launching—increased from three to five. "Greater numbers of shells were coming onto the river than ever before. As the event grew in size and international popularity, more boats were being borrowed from East Coast crews or rented from suppliers. When we instituted the tasking of dockmasters, launchmasters, and oar-carriers, it all became like an orchestra. We still use that system, with some tweaking. Once it is going, as a team, it works," emphasizes Rettman.

Maura Conron watches the teamwork replicated each year. "We start by requesting good dockmasters—peo- ➤



> ple who have experience working docks, coaching, and officiating. They need to be comfortable with the sport amid the tensions and chaos at the docks. We look for people who are calm, good at multitasking, and creative in a pinch.”

The launchmaster readies the crews that are waiting, checks the heel ties in the shoes, and confirms the crew’s readiness. The dockmaster calls for crews that are ready to launch when a space opens up. The oar-carriers, often high school and college athletes, hand over the blades. Crews are expected to be able to leave the dock within 90 seconds of placing the hull in the water.

In 2005, one difficult issue facing the dock committees was the varying water levels. The river rose and then fell again—radically—within the span of just a few hours. The docks either floated too far away from the shore or were scraping up on the riverbed in very

shallow water. This was a dangerous situation for hundreds of hulls. FALS Set-up had the answer and moved efficiently with the help of one *Mad Dawg!*

One of the Regatta’s most colorful volunteers, the magical *DAWG!* literally barks—and doggedly! He leaps or wades into the river to move anchors and lines, maneuvers the docks, removes boulders and other obstructions, or pushes hulls away from imminent collisions.

Inevitably, dock workers encounter anxious rowers, coaches, and coxswains who are desperate to get onto the water. Their urgency has, at times, exacerbated tensions with dock volunteers. Many of the dock workers, who are also rowers, understand the time crunch. The dock workers chat with the rowers to make things run as smoothly as possible. Coaches that are *too eager* are gently, but firmly, reminded to *tone it down*.

Achieving this level of discipline and professionalism is no small task. Before the Regatta, dockworkers are informed about their duties, commands, traffic flows, emergency procedures, and what to wear. They are also briefed before starting their shift.

From the point of view of an athlete carrying a shell, the great multitude of shells—and the tall people carrying them—impedes crews and coxswains from seeing the *big picture*. From the vantage point of an elevated bucket, dock observers are able to *steer* the queues to the most optimal launching dock location.

The Head Of The Charles Regatta puts great emphasis on respecting the fields and the facilities of the Commonwealth. The Department of Conservation and Recreation Park Rangers help

with crowd control and vehicular traffic safety. Their presence is invaluable.

When all is over, the teams of

The docks’ operation is intricate and complex, requiring hundreds of hours of labor.

volunteers at the docks—with their tools—megaphones, anchors, rubber boots, and radios—share with the rowing athletes, the satisfaction of a hard job well done. Loyalty to the Regatta, year after year, is the true hallmark of the volunteers who help us all *down at the docks*.

THOMAS D. TIFFANY, A LONG TIME VOLUNTEER OF THE REGATTA IS THIS YEAR’S CO-RACE DIRECTOR.

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in memoriam

JOHN PATRICK COOKE (1937 - 2005)

WILLIAM BECKLEAN

Last year, rowing lost one of its great competitors and supporters. John Cooke passed away after a brief and valiant fight with cancer at age 68. For over 20 years, John was the Chief Marshall at the starting line of the Head Of The Charles Regatta.

John was and will remain an inspiration to all aspiring rowers. A freshman walk-on to the Yale crew program in the winter of 1954-55, he earned the #3 seat in the 1956 Yale Varsity crew that won the right to represent the United States by winning the Olympic trials in July 1956 and then the Gold Medal in the Melbourne Olympics in November of that same year. He remained in the #3 seat of the Yale Varsity crew for the rest of his college rowing career.

What John lacked in size, at 5'-11" and 180 pounds, he made up in fight. Anyone who ever rowed with him will acknowledge that he never took a stroke where he didn't pull as hard as he could. His coxswain was constantly scolding him to stop pulling so hard while rowing on the "paddle." The Australian press was critical of the U.S. crew when John passed out after an "unnecessary" deck-length win in the Olympic semifinal in which two boats advanced to the finals. After returning to the hunt through the *repechage*, the win not only redeemed the crew's first heat loss to Australia and Canada but also renewed the crew's confidence in itself. Total ex-

haustion was not abnormal for John, who had an uncanny ability to totally drain his energy into a crew race. He was carted off to the hospital in an ambulance after collapsing at the end of the Olympic final but recovered overnight to celebrate the victory with his teammates.

John put the same energy into his life and into supporting U.S. rowing. Following active duty as an officer in the U.S. Marine Corps and along with a successful business career as an executive with Emery Airfreight Corporation, John became a U.S. Rowing Association certified umpire in 1968 and officiated at regattas up and down the East Coast. He worked tirelessly to raise funds and support rowing as a Director and Secretary of the National Rowing Foundation. In 2001 he received the U.S. Rowing Association's Jack Kelly Award for "superior achievements in rowing, service to amateur athletics, and success in chosen profession, thereby serving as an inspiration to American rowers."

John's legacy will survive him, both as a member of the U.S. Rowing Hall of Fame and as an example of the unique opportunity that rowing provides for men and women to find the mental and physical strength to pursue excellence in our sport and in life.

WILLIAM BECKLEAN COXED THE U.S. MEN'S EIGHT GOLD MEDAL BOAT IN THE 1956 OLYMPIC GAMES.

JOHN COOKE IN THE YALE UNIVERSITY SQUAD



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our farewell

IN MEMORY OF **ERNESTINE L. BAYER** (1909 - 2006)

LEW CUYLER

Ernestine Bayer, 97, mother of U.S. women's rowing, died Sept. 10 in Exeter, N.H.

During her life she taught thousands of oarswomen and was widely recognized as the "mother" of women's rowing in the United States. Born March 25, 1909, "Ernie" grew up in Philadelphia, married an Olympic oarsman in 1928. She was denied the opportunity to row at Philadelphia rowing clubs because she was a woman and the prevailing male culture proclaimed "women don't row."

In 1938 she led the effort to establish the Philadelphia Girls Rowing Club, an act that upset oarsmen who believed that oarswomen would take up water space and were in the sport primarily for husband-hunting.


In 1967 she organized the first women's crews to row in international competition and in the process overcame the opposition to the entry from the National Association of Amateur Oarsmen. The passage of Title IX in 1972, requiring colleges to provide equal opportunities for women in sports, resulted in thousands of women becoming oarswomen.

Ernie and her late husband, Ernest, a respected referee, oarsman, and coach, and their daughter, Tina, a nationally ranked oarswoman, moved to New Hampshire in 1971. Unable to row a racing shell on coastal waters, Ernie bought the newly introduced Alden Ocean Shell,

and for the next 16 years built an organization of Alden owners that was to become the largest recreational rowing club in the U.S. In the meantime, she and her daughter, Tina, started the women's crew at the University of New Hampshire.

In 1973 she persuaded the Head Of The Charles committee to allow Aldens to race. The committee at first refused, suggesting the Aldens weren't racing shells, but Ernie prevailed, stating that the AOSA could run its own race at 7 a.m. before the larger event started. Now named for her, the first Alden race at the Charles was in 1973.

Ernie competed at the world level in both sweep and sculling events until well into her 90s. In March 2003 she was stricken with a stroke. She rowed as part of her rehabilitation. In July 2005 she became victim of a second stroke and never fully recovered.

Her daughter, Tina, is establishing a non-profit foundation in her memory. Donations will be used to fund a rowing scholarship or stipend, and startup programs. Donations should be sent to Daniel Jones, Escrow on account of Ernestine Bayer, PO Box 526, Exeter, NH 03833-0526. 

LEW CUYLER IS AUTHOR OF *ERNESTINE BAYER: MOTHER OF U.S. WOMEN'S ROWING*. HE MAY BE CONTACTED THROUGH HIS EMAIL BERKSCULLING@AOL.COM

◀ ERNESTINE BAYER ENJOYING HER NINTH DECADE



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A MESSAGE FROM THE **EXECUTIVE DIRECTOR**

FREDERICK V. **SCHOCH**

Welcome to America's Fall Rowing Festival!

On behalf of the Regatta's Board of Directors, seventy-person Race Operations group, Co-Race Directors Tom Tiffany and Greg Krom, over 1,200 volunteers and the event's founding institution, the Cambridge Boat Club, I welcome you to the 42nd running of the Head Of The Charles.

The Regatta weekend begins on Friday night this year with the reintroduction of the Athletes' Pasta Party, generously supported by Vinny T's of Boston Restaurants. This exciting carbo-loading extravaganza is sure to be popular with all our out of town guests looking for fellowship and good food along the river. Immediately following the dinner, for the second year, will be the Virgin Atlantic Airways "Row, Jetset, Row" sprint. This new tradition pits top British crews versus Boston crews in a "friendly dash" that is high stroking and dramatic! Last year we added the Collegiate Four events, along with the new Youth Doubles; watch closely as these races have been fully embraced by the rowing community and will feature top emerging crews and scullers.

Also, don't miss the second running of the Directors' Challenge Quadruple sculls event for skilled scullers

only, whose fees will directly contribute to the Regatta's permanent endowment that ensures the longevity of the Head Of The Charles.

One of the best places to watch your favorite sculler or team this year is the Reunion Village, located on the Boston side of the Charles next to the Weeks Footbridge. While reserved alumni tents in Reunion Village sold out in August this year, the venue is still open to all. It offers the opportunity for alumni and friends to meet in a convenient centralized location with one of the best places on the river to enjoy catered food and hot and cold drinks. In addition to expert race commentary, the Reunion Village will feature a large big video screen airing live race footage, real time results and concert highlights. Don't miss this exciting venue; stop by either Saturday or Sunday.

Row-A-Palooza®, the Head Of The Charles Regatta's very own rock music scene, is presented again by Nautica Jeans Company with support from Zone Perfect Bars and Gulf Oil. This rock 'n roll music venue has featured headliners "Gavin DeGraw" and the "All American Rejects" in the past, as well as other local and regional emerging bands all weekend. Located just downstream of the Weeks Footbridge, enjoy this year's talent beginning at 11:00am on both Saturday and Sunday.

Other 2006 important Associate >

➤ Sponsors include Nautica Competition, our “Official Apparel Outfitter” providing all of our volunteers with stunning fleece jackets and hats and Audi of America, returning as the “Official Automobile” of Regatta. Germany’s oldest automotive company will have several

Charles Regatta.


I would also like to thank long-time partners Hudson Racing Shells, Concept2, Boathouse Sport, the Hotel@MIT, Phoenix Media Group, Elevate Communications, Olympic Moving and Storage and Metro Boston.

Each of these companies helps the Regatta operations and competitors.

Finally, I wish to personally thank outgoing Senior Race Director, Tom Tiffany for

his strong leadership and articulate deliveries in organizing this year’s complex race operations. We are also grateful to Cambridge Mayor Kenneth Reeves, Boston Mayor Thomas Menino, the citizens of Cambridge and Boston, local businesses and merchants alike

for their willingness to welcome rowers and spectators from around the globe. The welcome shown by the community to our rowers is deeply appreciated. Thanks also to the leadership and hard-working staff of the Massachusetts Department of Conservation and Recreation (DCR), whose partnership with HOCR helps make the event a truly unique hometown Commonwealth of Massachusetts attraction.

To all of our competitors: good racing and a “safe and fair” course down the Charles River. We thank you all for your continued patronage. Row hard and have fun! 

F. V. Schoch

FREDERICK V. SCHOCH IS THE EXECUTIVE DIRECTOR OF THE HEAD OF THE CHARLES SINCE 1992.

To all of our competitors: good racing and a “safe and fair” course down the Charles River.

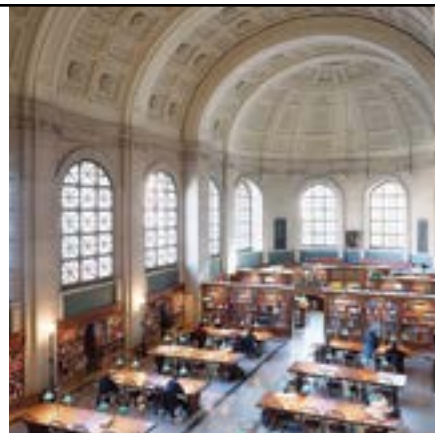
new Audi vehicles on display along the riverbanks. Finally, new in 2006 is Tourism Massachusetts, providing support for several foreign rowers. Please join the Regatta management team in thanking these generous companies for their support of the Head Of The



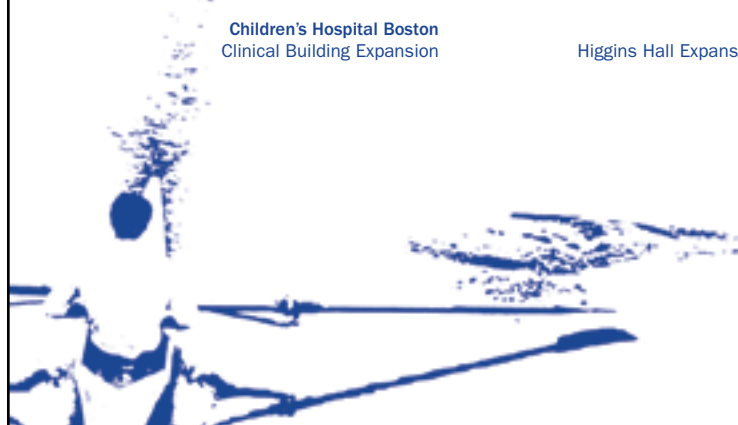
Children's Hospital Boston
Clinical Building Expansion



Boston College
Higgins Hall Expansion and Renovation



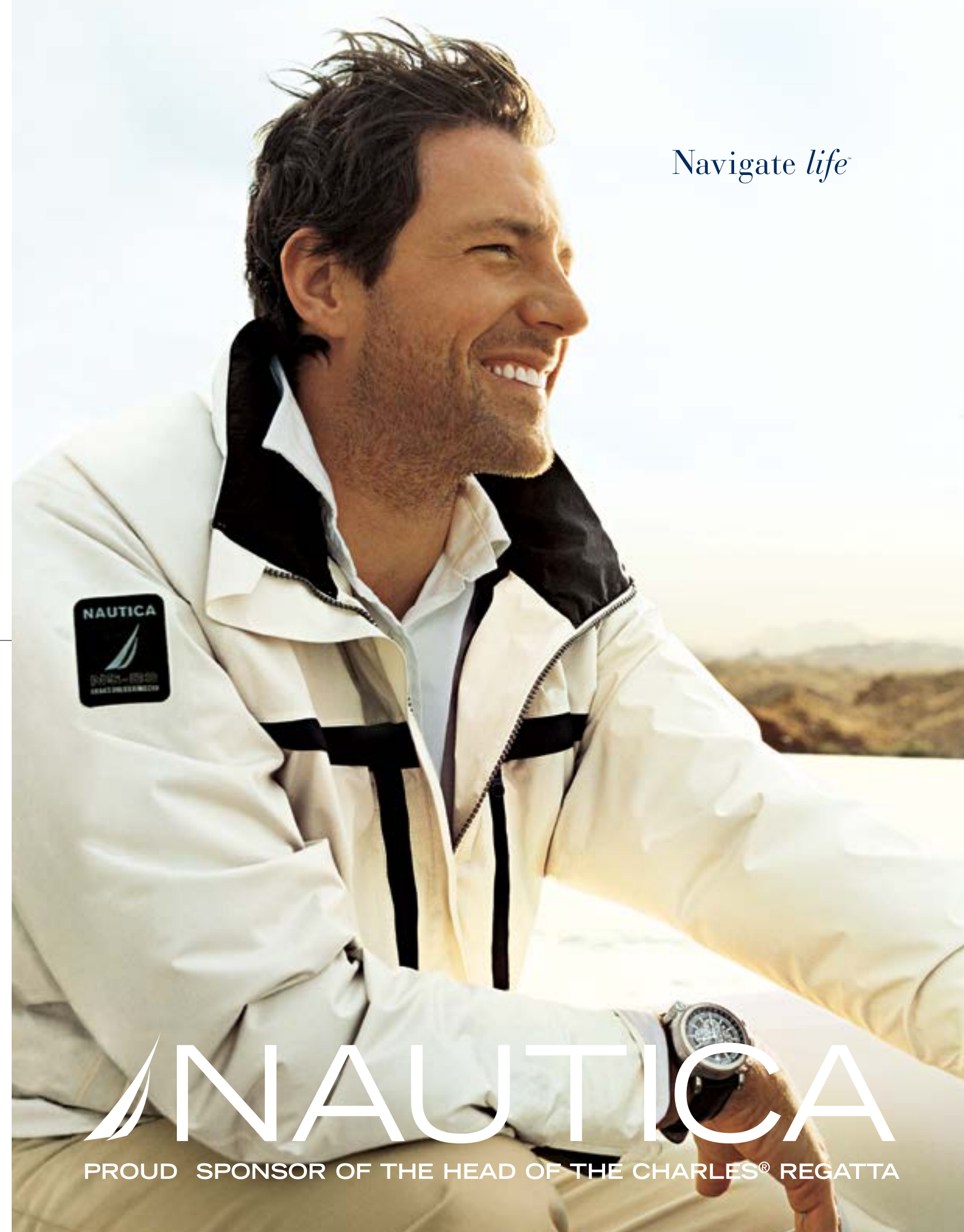
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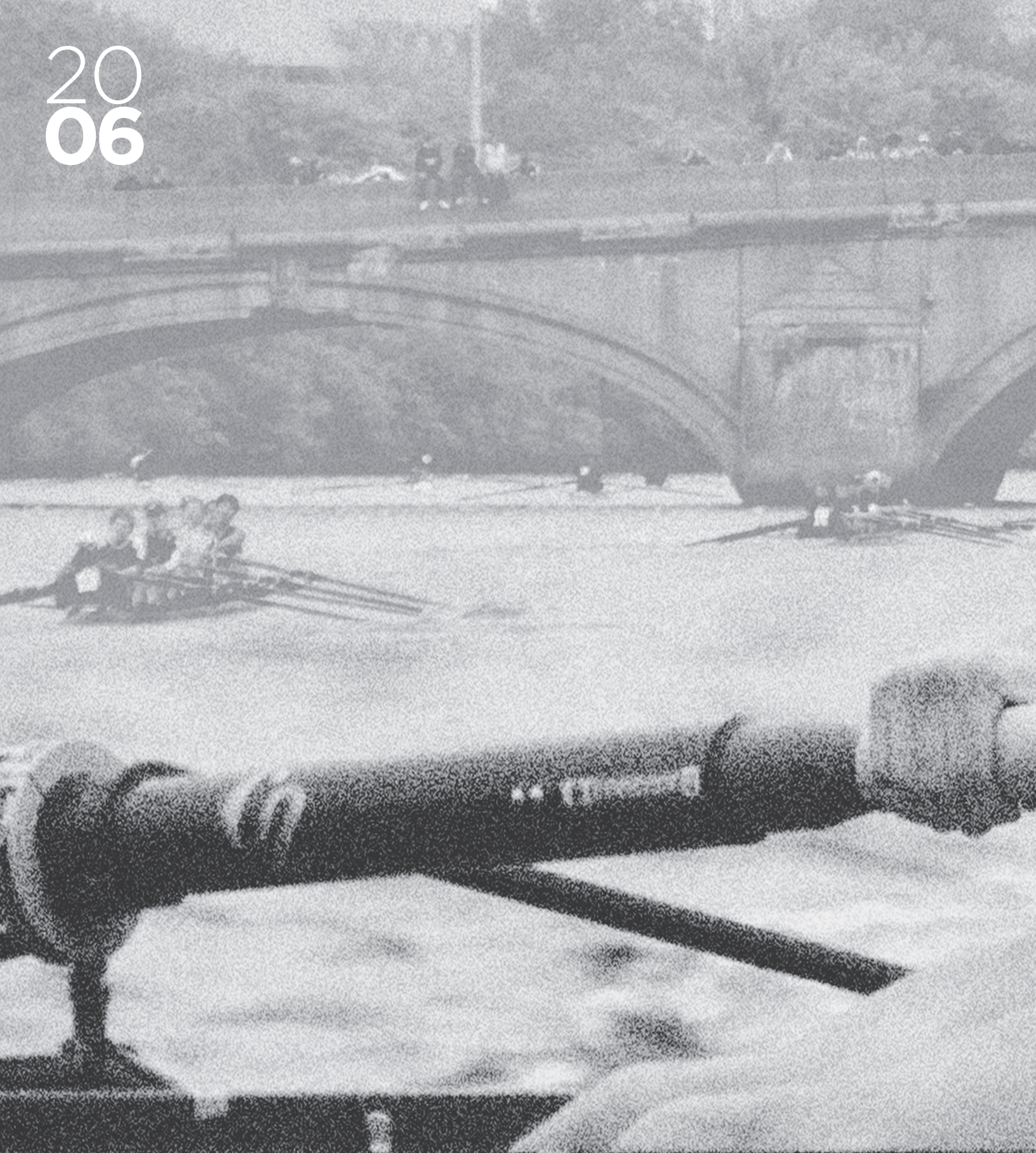
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