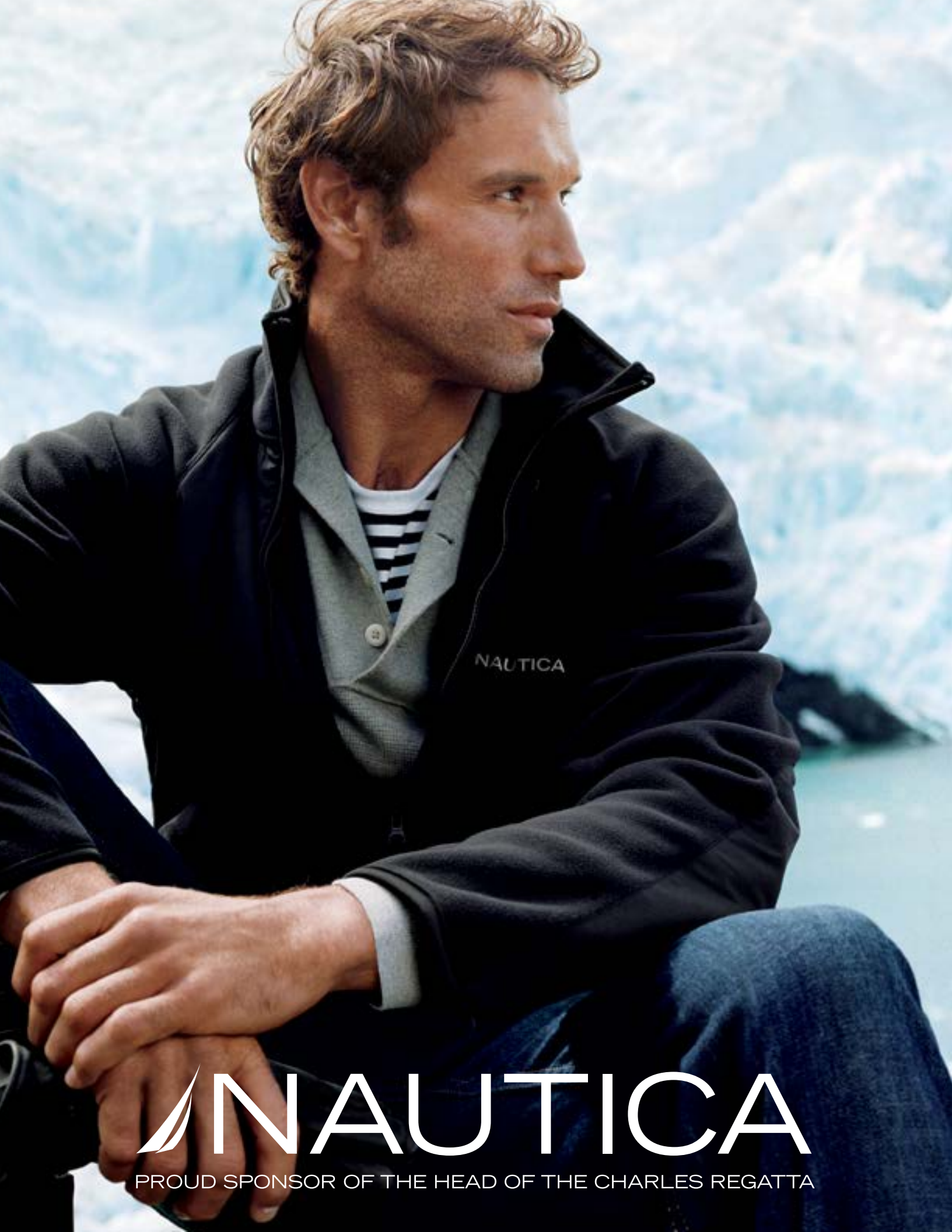




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FORTY-THIRD HEAD OF THE CHARLES REGATTA

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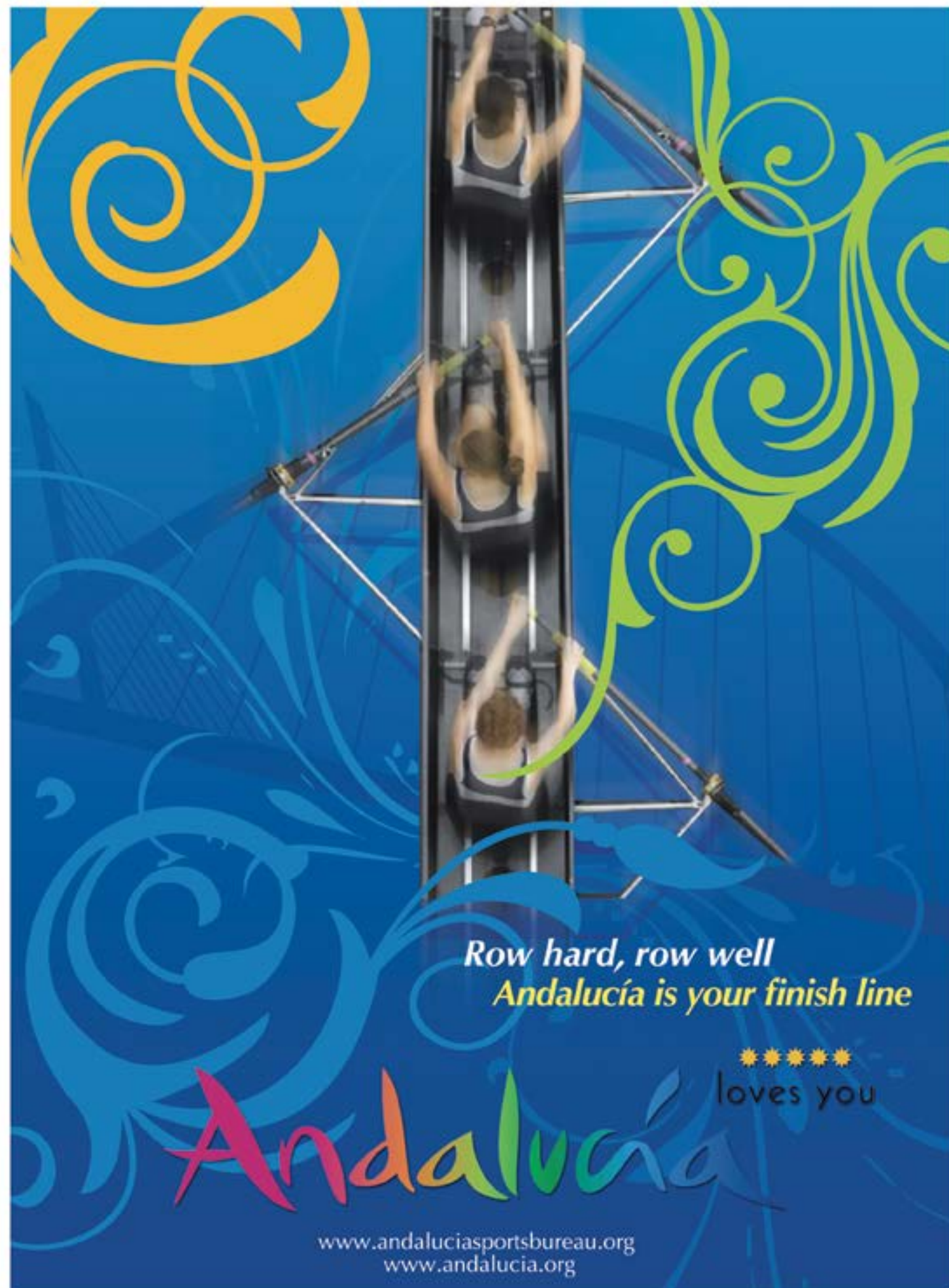
FORTY-THIRD HEAD OF THE CHARLES REGATTA



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◀ TURNING AT WEEKS FOOTBRIDGE ON RACE WEEKEND



welcome

FROM THE **BOARD OF DIRECTORS**

EDWARD J. SMITH, JR

Welcome to the 43rd edition of the Head Of The Charles® Regatta! On behalf of the Regatta's five Managing Directors, I would like to take this opportunity to thank you for your continued support. The Regatta depends upon the rowing community, countless volunteers and tens of thousands of spectators and dedicated athletes for its yearly success.

Events like the Head Of The Charles take a full year of planning to execute. During the past twelve months, our Race Committee has met regularly to review the Regatta's future direction and to develop new strategies for positive changes. Thanks to the vision and hard work of co-race Directors, Greg Krom and Mary Farrell, along with a core of twelve dedicated Race Committee members, several enhancements have been made.

Practice schedules have been revised including the elimination of practice on Saturday afternoon. We know this decision eliminates a trial row over the course for some crews before the race, but in the interest of athlete safety it was deemed necessary. To counter this change, we added a third coxswains' tour; one on Friday afternoon and two on Saturday. The Directors and I will

➤ review this policy again after 2007.

The Regatta also conducted a total overhaul of our formerly complex entry system. The goal of the HOCR has always been to be responsive to the athletes and coaches and we hope our attempt to simplify the process through strategic changes to categories, definitions and event sizes has brought about positive improvements. We will continue to fine-tune these changes moving ahead.

One of the best places to watch your favorite team this year is at the Reunion Village, located on the Boston side of the Charles next to the Weeks Footbridge. This increasingly popular

In addition to expert race commentary and one of the best places to view the races, the Reunion Village will feature an Internet Café provided by Boston.

social destination is 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 an Internet Café provided by Boston.com. Don't miss this exciting venue; stop by either Saturday or Sunday.

Sunday afternoon also marks the third year of the Directors' Challenge Quadruple Sculls event whose generous entry fees of \$1,000 dollars per shell

will directly contribute to the Regatta's permanent endowment. The Directors' Quad is a great way for athletes to support the long-term vision of the event and get a guaranteed trip down the river. The Board of Directors and I wish to thank all those competitors who are helping ensure the longevity of the Head Of The Charles by participating in this race.

Once again, the Directors want to thank our talented and energetic volunteers who make the event a success. This weekend, some 1,200 volunteers sign up for various shifts to cover important operations areas of the Regatta. There are over 30 sub-committees helping to run the Regatta. The diligent work of these volunteers makes the Regatta experience what many have said is "world-class." We encourage anyone who is interested to check our web site (www.hocr.org) next summer and look for a committee that would be of interest to them.

As the Regatta looks to the future, we hope to continue as a leader in the sport for generations to come. Speaking for the Directors and myself, we hope to maintain your respect for producing one of the world's most cherished

rowing regattas and trust we have provided a safe racing environment and a fun and an exciting experience for spectators. Thanks again for being part of *America's Fall Rowing Festival*. We look forward to seeing you again next year on October 18th and 19th, 2008. 

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.

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The 2008 Head Of The Charles Regatta will take place on Saturday and Sunday, October 18-19, 2008. For more information call the Head Of The Charles general information number, 617 868-6200, visit www.hocr.org or email regatta@hocr.org

2007 PROGRAM PRODUCTION

DESIGN

Carlos Ridruejo|Caridossa.com

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schedule

EVENT AND **START TIMES**

Saturday, October 20, 2007

	EVENT - DIVISION	START
1	Grand-Master Men's Singles (1x)	8:30 AM
2	Grand-Master Women's Singles (1x)	8:50 AM
3	Senior-Master Men's Singles (1x)	9:11 AM
4	Senior-Master Women's Singles (1x)	9:29 AM
5	Senior-Master Men's Eights (8+)	9:51 AM
6	Senior-Master Women's Eights (8+)	10:07 AM
7	Senior-Master Men's Fours (4+)	10:25 AM
8	Senior-Master Women's Fours (4+)	10:36 AM
9	Senior-Master Men's Doubles (2x)	10:54 AM
10	Senior-Master Women's Doubles (2x)	11:06 AM
11	Club Men's Singles (1x)	11:27 AM
12	Club Women's Singles (1x)	11:41 AM
13	Club Men's Fours (4+)	12:07 PM
14	Club Women's Fours (4+)	12:23 PM
15	Club Men's Eights (8+)	12:49 PM
16	Club Women's Eights (8+)	1:12 PM
17	Collegiate Men's Fours (4+)	1:39 PM
18	Collegiate Women's Fours (4+)	1:51 PM
19	Master Men's Doubles (2x)	2:17 PM
20	Master Women's Doubles (2x)	2:26 PM
21	Master Men's Eights (8+)	2:50 PM
22	Master Women's Eights (8+)	3:00 PM
23	Master Men's Fours (4+)	3:20 PM
24	Master Women's Fours (4+)	3:31 PM
25	Championship Men's Doubles (2x)	3:51 PM
26	Championship Women's Doubles (2x)	4:03 PM
27	Championship Men's Singles (1x)	4:24 PM
28	Championship Women's Singles (1x)	4:35 PM

Awards Ceremony for Events 1 - 28 5:30 PM

◀ THE NEW YORK ATHLETIC CLUB IN THE 2006 HEAD OF THE CHARLES REGATTA



schedule

EVENT AND **START TIMES**

Sunday, October 21, 2007

	EVENT - DIVISION	START
29	Senior-Veteran Men's Singles (1x)	8:30 AM
30	Senior-Veteran Women's Singles (1x)	8:39 AM
31	Veteran Men's Singles (1x)	8:54 AM
32	Veteran Women's Singles (1x)	9:09 AM
33	Youth Men's Doubles (2x)	9:32 AM
34	Youth Women's Doubles (2x)	9:45 AM
35	Youth Men's Fours (4+)	10:07 AM
36	Youth Women's Fours (4+)	10:26 AM
37	Youth Men's Eights (8+)	10:57 AM
38	Youth Women's Eights (8+)	11:18 AM
39	Master Men's Singles (1x)	11:46 AM
40	Master Women's Singles (1x)	11:54 AM
41	Collegiate Men's Eights (8+)	12:15 PM
42	Collegiate Women's Eights (8+)	12:32 PM
QX	Directors' Challenge Mixed Quadruples (4x)	12:57 PM
QW	Directors' Challenge Women's Quadruples (4x)	1:20 PM
43	Lightweight Men's Singles (1x)	1:40 PM
44	Lightweight Women's Singles (1x)	1:49 PM
45	Lightweight Men's Fours (4+)	2:09 PM
46	Lightweight Women's Fours (4+)	2:20 PM
47	Lightweight Men's Eights (8+)	2:38 PM
48	Lightweight Women's Eights (8+)	2:50 PM
49	Championship Men's Fours (4+)	3:07 PM
50	Championship Women's Fours (4+)	3:17 PM
QM	Directors' Challenge Men Quadruples (4x)	3:37 PM
51	Championship Men's Eights (8+)	4:00 PM
52	Championship Women's Eights (8+)	4:17 PM

Awards Ceremony for Events 29 - 42	3:00 PM
Awards Ceremony for Events 43 - 52	6:00 PM

◀ THE INTENSITY OF SCULLING IS FIERCE



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 themself to avoid accidents.

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

Coxswain The oarless crew member who is responsible for steering and race commands; 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 hatchet-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, but to put the handles of the oars to the gunwales 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.

On the square To row without feathering (turning) the blades on the recovery.

Weigh-enough or “Wain...’nuff The command to stop whatever 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

◀ A PERSUASIVE COXSRAIN CAN HELP A CREW WIN THE RACE



PHOTOGRAPH: IGOR MEIJER

equipment

BOAT AND OAR NOMENCLATURE

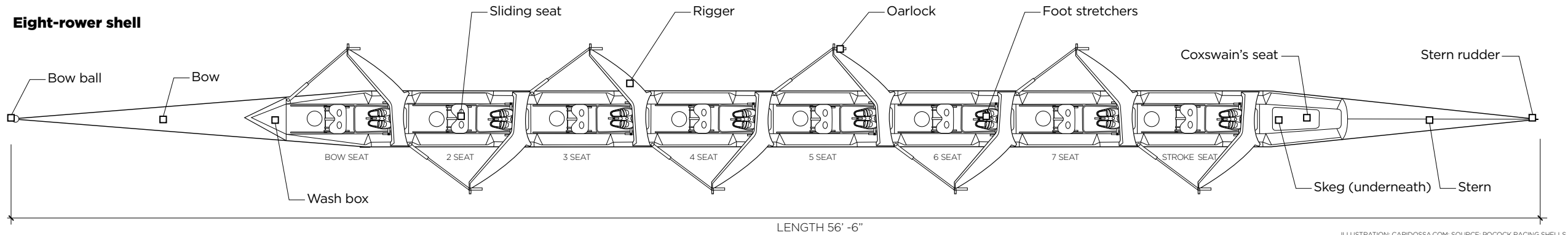
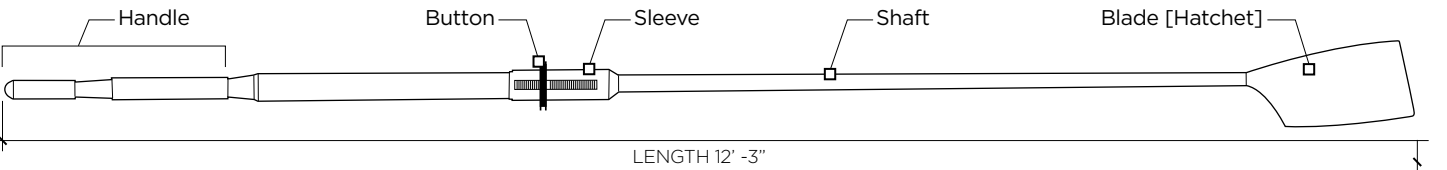


ILLUSTRATION: CARIDOSSA.COM; SOURCE: POCOCK RACING SHELLS

Shell construction

Rowing shell construction has greatly evolved since the days 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

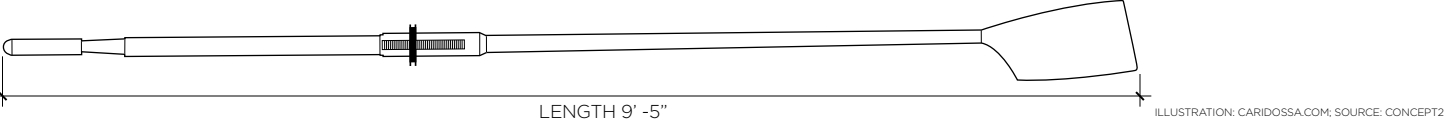


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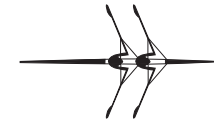
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BOAT SPECIFICATIONS



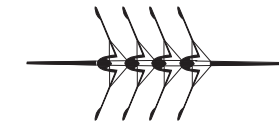
Singles (1x)

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



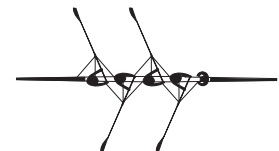
Double Sculls (2x)

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



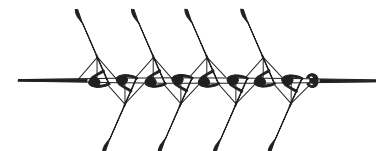
Quadruple Sculls (4x)

Quads are generally 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 about 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 approximately 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 boat.

ILLUSTRATION: SHERRY PROCTOR; SOURCE: FEDERATION INTERNATIONALE DES SOCIÉTÉS D'AVIRON (FISA)



foreign flavor

FROM SEA TO **SHINING SEA**

EDWARD **WINCHESTER**

Mahé Drysdale hates losing. But crossing the 500-meter mark in third in last month's world championships, the New Zealand sculling phenom had to at least acknowledge that option was on the table. Drysdale, a two-time world champion in the men's single, passed the quarter-mile marker in Munich trailing both the reigning Olympic champion and the top performer on the 2007 Rowing World Cup circuit. History was also against him: no men's sculler had ever won three consecutive world titles in the single—hands-down the loneliest event in international rowing.

With the finish line fast approaching, however, Drysdale would soon have plenty of company. Increasing his cadence in the second half of the race, the 28-year-old coolly slipped by the early leaders and into the record books. At the line, a mere 0.81 seconds separated Drysdale from the silver-medal winner. "I knew I was fast," Drysdale said afterwards, "but there are so many quality guys you never know what people will do on the day."

He could also be referring to Boston's Head Of The Charles Regatta. A fall rowing rite of passage for college, club, masters, and elite rowers, success at the annual three-mile race is never guaranteed—even for scullers of Drysdale's pedigree. In 2006, fresh off a second world singles title, Drysdale barely eked out a

win over local lightweight sculler Steve Tucker after being assessed a 10-second buoy violation. Racing for more than 17 minutes on the serpentine Charles River course, Drysdale's margin of victory in Boston—0.80 seconds—was tighter than his Munich win.

Which is to say a lot can happen over three miles. But for athletes like Drysdale, who leads up a robust international field at this year's regatta, the singular experience of racing in Boston is impossible to pass up. "It's one of the premier international races on the regatta calendar," says Drysdale, who begins his Beijing Olympic campaign here in Boston. "The Charles is a special course, both beautiful and technical with its bridges and turns."

Competitors universally praise the Charles River course. But the regatta's sheer scale, both in competitors and viewers, is what truly sets it apart from the rest of the fall rowing fare. Over eight-thousand competitors took part in last year's regatta, the largest rowing event of its kind in the world; hundreds of thousands of spectators routinely flock to the countless viewing stations, bridges, and boathouses along the Charles River, dwarfing attendance at world championship and World Cup competition. Throw in the festival atmosphere, rigorous organization, and civic support that rivals the Boston Marathon, and it's no surprise >

< ITALY'S GABI BASCELLI IN 2006 CHAMPIONSHIP SINGLES EVENT

athletes like Drysdale clear their calendars for the next to last weekend in October.

“International crews often tell me it’s the best regatta in the world,” says Frederick Schoch, president and executive director of the Head Of The Charles. “The city is small and friendly

It also explains why so much of the rowing world is here. This year’s Head Of The Charles boasts the most diverse start list in its 43-year history with crews from China, Japan, Germany, Italy, England, Ireland, and the Netherlands among those lining up in the Charles River basin

in anticipation of the starter’s commands. Schoch says the regatta’s increasingly global profile contributes to spectator interest and the quality of the racing. “It’s one of the few events in the United States that has a true international field,” he adds, “which makes the Head Of The Charles even more desirable to compete in.”

The overseas extension of the Head Of The Charles’ brand—one of the strongest in amateur sport—didn’t happen

overnight. Enhancements to the venerable regatta—including the addition of a second day of racing in 1997 and a cash prize sprint race in 1999—helped elevate it to a must-attend event for international athletes. Olympic singles champion Rob Waddell and wife Sonia were among the sculling elite who raced in previous runnings of the 350-meter dash, held after Sunday’s championship eights events. (Winning their respective races in 2000, the couple collected \$15,000 which they used for a down payment on a new home back in New Zealand.) Though the regatta no longer has a sprint race, organizers continue to recruit top men’s and women’s scullers from Europe, helping out with hotel and transportation arrangements.

The Head Of The Charles provides North America’s elite rowers with an equally unique opportunity: a domestic event with international-caliber competi-

tion. With the majority of races occurring in Europe—Canada and the United States combined have hosted just four Olympic and world championship regattas in the last 30 years—Boston provides national teams on both sides of the border with a cost-effective—and jet-lag free—means to gather key race beta. “It’s something we don’t have a lot of—a great international regatta that is only a car ride away,” says Canadian national women’s coach Al Morrow, whose athletes have raced in Boston since 1994. He says he’ll be paying particularly close attention to the world champion U.S. women’s eight, who will start first in the championship event.

For North American crews, the Head Of The Charles has along the way provided a stage to settle old grudges, beginning with the rivalry between Philadelphia’s Vesper Boat Club and St. Catharines Rowing Club in Canada

in the lightweight men’s eight in the mid-’80s (both clubs were then home to their respective national teams). The two countries renewed the rivalry from 1997-1999. Morrow’s Canadian women fought similar contests with the American women’s eight in the late ’90s. “The Head Of The Charles is like a reunion,” he says. “You see tons of people you wouldn’t normally see. Every 10 steps you run into someone you know.”

The longer race distance also fits into many coaches’ training plans, with summer’s intense sprint-race preparation typically giving way to increased mileage in the fall. “It falls into the time of the year when you should be working on your aerobic base,” adds Morrow, whose Canadian contingent this year includes a women’s eight, four, three singles, three doubles, and a lightweight women’s eight. Drysdale’s training begins in earnest each year during head race season in

October and November. A “very competitive person,” he finds the stimulus of real race situations to be more effective than training pieces for his development. “It’s nice to participate in an event that asks more of people than a two-kilometer drag race with six crews side-by-side on a straight, buoyed course.”

Racing is indeed part of the appeal for Britain’s Eton College youth crews. But coach Jimmy Scragg, whose two youth eights start will compete, says the regatta also provides his boys with a chance to broaden their horizons. Families from local Belmont Hill School regularly host the Eton oarsmen, who in turn have an opportunity to reciprocate at the Henley Royal Regatta. “It also provides our boys with a great chance to experience the wide rowing world,” Scragg adds. “Many are interested in American universities and welcome the opportunity to gain some insight.”


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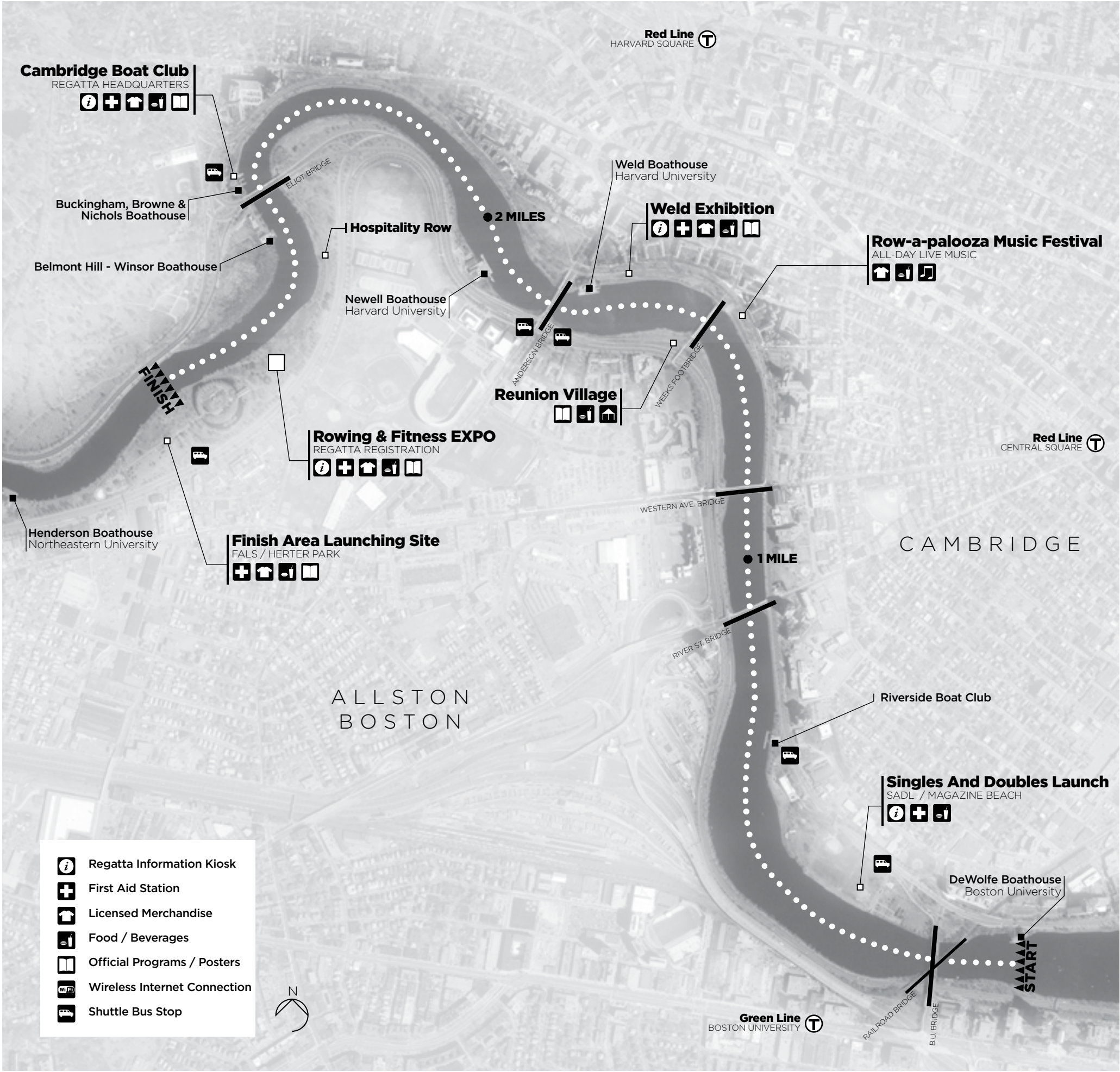
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➤ Mike Martin has made the trans-Atlantic trip with Abingdon School Boat Club athletes four out of the last five years. Like elite crews, the Head Of The Charles has become a focal point in Abingdon's training. "At school, this is our off-season," says Martin. "Many of our boys play rugby this term and the half-term break gives us a chance to get a few of them on the river." The Oxfordshire, England-based boy's school has entered two youth eights this year. And like the other international crews who make the annual pilgrimage to Boston, he plans to be back. "It's actually not all that far for us," says Martin. "Crews from California travel at least the same distance."

EDWARD WINCHESTER IS A FIVE-TIME MEMBER OF CANADA'S LIGHTWEIGHT NATIONAL TEAM AND A FORMER WORLD CHAMPION IN THE LIGHTWEIGHT MEN'S PAIR WITH PARTNER BEN STOREY. HE IS ALSO THE FORMER EDITOR OF *ROWING NEWS* AND *AMC OUTDOORS*, THE MAGAZINE OF THE APALACHIAN MOUNTAIN CLUB.



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OUR GRATITUDE TO **DAN HEALEY**

CHARLES **ATTAGER**

Over the years, certain names have become synonymous with the Head Of The Charles. Some have gained notoriety from their public persona associated with the Regatta, others for their domination of the competition.

There are many others —volunteers, employees, and competitors alike—who have not attained the same level of visibility. Perhaps it is by choice that they work in the background (so their employers won't know). Most competitors never make it to the top ten finishers that get reported in the sport section. Yet these people are no less important to the success and spirit of the Regatta.

In fact, they are the understated backbone of the Regatta.

Dan Healey, of Belmont, Massachusetts, and the Cambridge Boat Club is one such person. He will never be remembered for his finish position in any of the many races that he has competed in, although you may recognize him. In this day of colorful plastic boats, carbon fiber oars, and spandex unisuits, Dan continues to row in a wooden Garofalo single shell with wood tulip sculls and outfitted in a circa 1976 CBC rowing shirt.

Dan should be thanked for is the part he played in developing the PA system at the starting line, and more significantly, in the evolution of the Head Of The Charles



◀ DAN HEALEY RACING IN THE 2002 HEAD OF THE CHARLES

› timing system. Dan has worked with an unsurpassed level of competence and humor. Always ready with at least one joke, he has made the committees that he has worked on and the tasks they’ve tackled... fun for the other volunteers.

Former Regatta Director, John

the efficiency of the move. They were a bit taken aback, however, when with mission accomplished Dan broke out the cognac and cigars and declared the starting line operational. Unfortunately, the weather on Sunday was even worse than forecasted and the “100 year storm”

executive management skills from years in the high tech world, brought together a cadre of brilliant young volunteers and shaped their efforts into a world-class race timing system. Dan facilitated the communication between this young committee and the Regatta’s senior management. The result of his work contributed to the formation of Powerhouse Timing, the official timing system of the Head Of The Charles and many other regattas.

This year Dan steps down from his position on the Regatta Committee. The rowing world may not notice his departure, but his many friends are certainly going to miss his humor and wise counsel. Rowers, volunteers and spectators alike owe Dan a resounding “thanks” for his decades of creativity, leadership, and warm sense of humor.

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

forced cancellation of the racing.

Brian Reynolds, one of the founding partners of Powerhouse Timing, speaks with great respect of the management skills that Dan Healey brought to the table in 2001 when the Regatta Committee decided to handle “real time” race results internally. Dan, who has significant project management and

Romain, recalls the Regatta in 1996 when the weather report on Saturday made the idea of racing the full 3-mile course on Sunday seem impossible. He and Dan orchestrated the move of the starting line systems—phones, speakers, and computer systems—from BU to the soggy Riverside Boat Club porch. The Riverside folks were accommodating and impressed with

Dan should be thanked for the part he played in the evolution of the regatta’s timing system.



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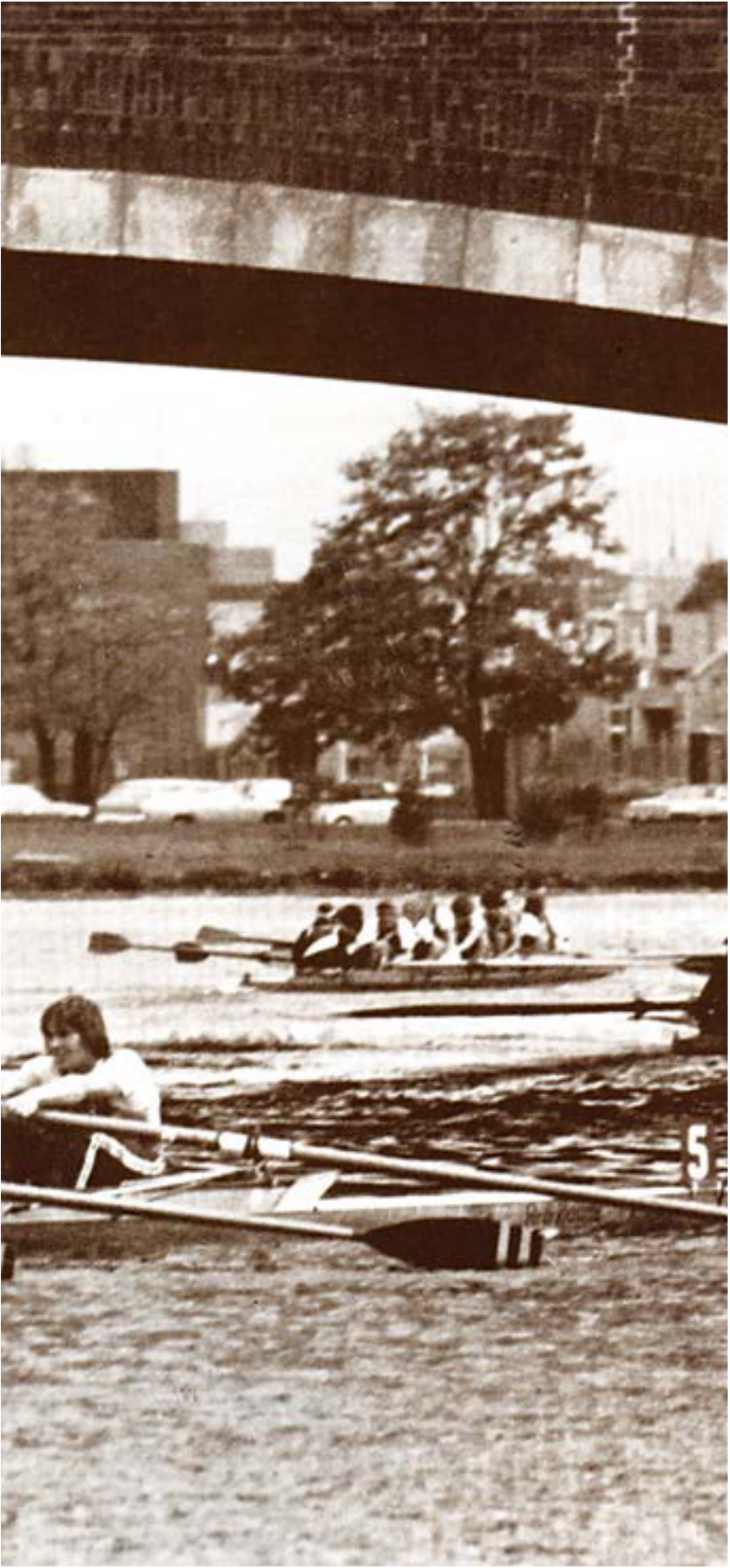
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ELLEN **MINZNER**

In early summer of 1985, my sister Ann ventured into the Radcliffe boathouse, hoping to find some direction as to where she might continue the sport she fell in love with over her last four years rowing at Tufts. “I’m looking for a place to row,” she told the first person she saw there. The response: “Come on in, we need a starboard.” No waiting list, no try-out, no initiation fee, and no rowing pedigree were asked of her. She walked straight into Community Rowing in its infancy, and was embraced by the open door policy that has remained its hallmark over the last 22 years.

Since those early days of rowing in hand-me-down boats on borrowed racks and racing in handmade T-shirts, Community Rowing, Inc. (CRI) has grown into the largest public access rowing organization in the country. With more than 1,000 active members in the Greater Boston area, CRI serves rowers age 12 to 90 years old through recreational, competitive, adaptive, and wellness rowing programs. To date, CRI has put well over 15,000 people on the river, many of whom would never have picked up an oar were it not for CRI.

That type of access has some powerful results. A young woman from Roxbury’s O’Bryant High School, Vicky Gibson, came to CRI through the



G-ROW program, and rowed her way to the varsity crew at the University of Washington on a full scholarship. Masters rowers Deb Vernes, Mary Howard, and Carol Skricki found a place for their competitive aspirations through rowing at CRI and went on to represent the US at the World Championships. Fred Meda joined the adaptive program and quickly transferred his athletic ability to the oars, and sculled in the Alden event at the Head of the Charles, beating several able-bodied competitors.

And now CRI has embarked on its most ambitious accomplishment yet: building a permanent boathouse on the Charles. With a \$15 million capital campaign nearing its final stages, CRI broke ground for their new boathouse this May, with the intent to be open for the spring 2008 season. The boathouse clearly is a milestone for CRI, but even more so, it is a legacy of the best of the

Boston rowing community. Born of Olympic oarsmen and women with a vision for rowing on the Charles that extended beyond their own personal athletic careers, CRI has continued to grow and thrive on the generosity and enthusiasm of all the clubs and competitors along the river.

“The new boathouse itself is a symbol that the experiment worked,” says Tom Tiffany, former Head Of The Charles Race Operations co-chair one of CRI’s first program directors: “Bring rowing to the people and see what happens.” What happened is that access and opportunity have become the new standard, and future generations will know they have a place in the rowing community.

ELLEN MINZNER IS THE FORMER PROGRAM DIRECTOR OF G-ROW AND A HEAD OF THE CHARLES REGATTA RACE OPERATIONS CHAIR COMMITTEE MEMBER.

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for our environment. **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: visit www.community-rowing.org or call 617-576-9966.



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

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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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Victor Altshul	Jane Morse
Donald Besser	Will Muecke
Thomas Bohrer	Ernie Parizeau
Richard de Neufville	Bart Pasternak
Gregg Fields	Vincent Petrecca
Dull Grant	Frank Porter
Geoffrey Gratwick	Daniel Schley
Harry Graves	Hugh Scott
Bud Herzstein	Christy Shaver
Arthur Holcombe	Cal Sutcliffe
Michael Hyde	Kathryn Thomas
Ken Iscol	Stephen Titus
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*Listing as of September 29

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DISCOVER HOW THE **HOSPITALITY COMMITTEE DELIVERS**

GREGORY R. **KROM**

The Head of the Charles Regatta depends on the help of the nearly 1,200 volunteers that donate their time to do everything from set the course, staff emergency launches, time the race, coordinate dock traffic—the list is almost endless. Many spend several days on the water, along the shore or on a dock exposed to whatever Mother Nature brings on Race Weekend, all in the name of fun. The Regatta is very lucky to have such a large group of dedicated and talented individuals.

Planning the Regatta is a year round activity yet race operations begins in earnest during the first week of September. The Race Operations group meets every Tuesday evening starting the day after Labor Day through the end of October. Each committee in this group has a specific area of responsibility, and relies on work done by several other committees to be able to complete their own work. For instance, the Course Committee relies on the Launch Committee to provide suitable boats used to set the course.

One of the ways we show appreciation to our volunteers is to provide lunches, snacks and hot coffee. A sandwich, a drink and other goodies included in a volunteer's bagged lunch provides them with the sought after nourishment they need. Whether eaten along the shore, or as discreetly as pos-

sible in the lightweight weigh-in tent, lunch provides a welcome break to converse with fellow volunteers or simply rest and prepare for a busy afternoon.

The lunches and other goodies do not just magically appear along the three miles of river the Regatta occupies. One group, the Hospitality Committee, is charged with coordinating the order and delivery of lunches, snacks and coffee during Race Weekend. Allan Eyden and Shana McGough co-chair the committee. Allan has chaired the committee since the ill-fated 1996 Regatta. Shana joined the committee last year, allowing them to add the delivery of hot coffee to volunteers that spend the entire weekend outdoors.

Allan describes the committee as a “mysterious and shadowy organization” and in many ways it is. Through their committee's work, 1,700 lunches arrive on race weekend neatly boxed, labeled and delivered to the correct location along the river banks. We have come to depend on a very high level of service, which, until now, has remained a black box of sorts. Place your order and your lunches arrive on time. If things could only be that simple.

Lunch orders are due in early October and placing volunteer lunch order is very simple. Each year Allan arrives with an order form for each committee detailing what was ordered last year and where it was delivered. Committees ➤

CBS RADIO PROUDLY SUPPORTS THE 43rd HEAD OF THE CHARLES REGATTA



PHOTOGRAPH: JOEL ROGERS



➤ just have to note any changes on the form and return it. One would think the prospect of going hungry would be enough to get the requests in on time but there are always a few stragglers, particularly those committees that cannot finalize their plans until after the order deadline.

Requests are entered into a database that generates reports by delivery location and committee and labels are printed for each box. The lunch order is placed with our vendor, Joseph's Catering of Woburn, a week before the Regatta. The Transport Committee, fortified by Olympic Moving and Storage, picks up the lunches in Woburn on Friday and delivers them to Olympic's warehouse in Watertown. Hospitality volunteers arrive at the warehouse early Saturday morning to assemble boxes, label them, fill each with sandwiches according to the orders and stack them for transport ➤



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to various spots along the river.

There are a variety of different vegetarian meal, plus cookies, chips and beverages. The goodies that accompany the sandwich vary from year to year and largely depend on what is donated by our sponsors. Most of the lunches are delivered to the Cambridge Boat Club where they are carefully guarded until picked up by the committees that requested them. The process is repeated on Sunday.

All told there are approximately 200 pounds of chips, 100 loaves of bread, gallons of mayonnaise and mustard and hundreds of pounds of luncheon meat and cheese consumed by volunteers on race weekend.

After all of the lunches are eaten and the crews and spectators have headed home there is still more work to

be done. The Race Operations group has its final meeting nine days after the race. Committees submit oral and written reports summarizing their experiences during the planning process and on race weekend. The Regatta strives to improve every year, and comments in the reports help determine the next year's priorities.

The lofty goal of continuous improvement is realized through the hard work of Race Operations Committee co-chairs, such as Allan and Shana, the Race Committee and the

Managing Directors. Each year plans are reviewed, tweaked and sometimes overhauled to improve the Head of the

Through their committee's work 1,700 lunches arrive on race weekend neatly boxed, labeled and delivered to the correct locations.

Charles experience for competitors, volunteers and spectators alike. It is a recipe that has worked for forty-three years.

GREGORY R. KROM, A LONG TIME VOLUNTEER OF THE REGATTA IS THIS YEAR'S CO-RACE DIRECTOR.

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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, host organization Cambridge Boat Club, the Race Committee, Co-Race Directors Greg Krom and Mary Farrell and nearly 1,200 volunteers, I welcome you to the 43rd running of the Head Of The Charles.

Sponsors are the financial anchors of the Regatta whose generous support enables the event to thrive and grow. This year the list includes returning sponsors: Nautica our "Official Apparel Outfitter" providing all of our volunteers with brightly colored fleece jackets and hats, and Audi of America the "Official Automobile" of Regatta. A new addition this year is the Andalucía Sports Bureau from Spain. We are very happy to have this partner join the ranks of our most esteemed sponsors.

Another newcomer to the ranks of high profile corporations assisting the Regatta is Accenture. This world-wide consulting firm is putting its high technology expertise to work by helping the Race Committee present timing data in new and exciting ways. Please check out the official race results on our website at: www.hocr.org. Accenture will also sponsor live video of racing from the roof of the Cambridge Boat Club. This video will be available in real time throughout

the weekend and archived for rowers and spectators for viewing at a later date. Check out official results and video at the Accenture booths at the Rowing and Fitness EXPO and the Reunion Village on large plasma screens and laptops.

Row-A-Palooza®, the Head Of The Charles Regatta's very own rock music scene, presented by Zone Perfect, will sound off again in 2007 with support from Boston.com. This rock 'n roll music venue will feature headliner *Toots and the Maytals* who are considered legends of Ska and Reggae music; catch this high profile act on Saturday afternoon, 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.

The Regatta would also like to thank a number of companies that set up displays and sales kiosks during the weekend in two specific areas; they are Weld Exhibition Area and the Mobile Marketing sites, located just off Memorial Drive on the Cambridge side of the Charles. Visit the following vendors: Whaleback Fusion Communications, Ritter Sport Chocolates, Ameriprise Financial, Rosetta Stone, Harvard Pilgrim Healthcare, Z Square Restaurant, GAP Adventure Tours, and more. At Mobile Marketing you will find Nokia, Gillette Fusion, Best Buy, Kashi, Starbucks, Bluegreen and Turkey Hill Ice ➤

◀ WOMEN'S CREWS MAKING THE WEEKS BRIDGE TURN DURING THE 2006 HEAD OF THE CHARLES REGATTA

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On a racing note, Sunday afternoon also marks the third year of the Directors' Challenge Quadruple sculls event for self-ascribed "skilled scullers" whose generous entry fees of \$1,000 dollars per shell will directly contribute to the

The board of directors wishes to thank all those competitors who are helping to ensure the longevity of the Head Of The Charles by participating in this race.

I would also like to recognize valuable Regatta partners Hudson Racing Shells, Concept2, Boathouse Sport, the Hotel Commonwealth, CBS Broadcasting, Phoenix Media Group, Elevate Communications, Fleming's, Whaleback Systems, Boston Copy Associates, Olympic Moving and Storage and the Boston Globe.

Regatta's permanent endowment. The Directors' Quad is the only opportunity for rowers to cover the course twice, as the rules allow for athletes to compete in this event without passing through the lottery.

Finally, I wish to personally thank outgoing Senior Race Director, Greg Krom, for his quiet yet astute leadership in organizing this year's challenging race operations. We are also grateful to Cam-

bridge 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. Thanks also to Commissioner Rick Sullivan of the Massachusetts Department of Conservation and Recreation (DCR), whose partnership with HOCR helps make the event a truly unique Commonwealth of Massachusetts attraction.

To all of our competitors, welcome back to Boston and good racing on the Charles. We thank you all for your continued patronage. Row hard and enjoy the weekend!

F. V. Schoch

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

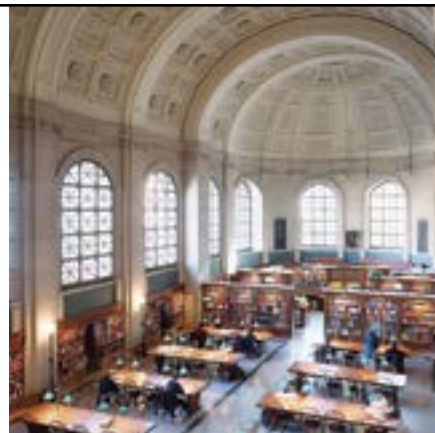
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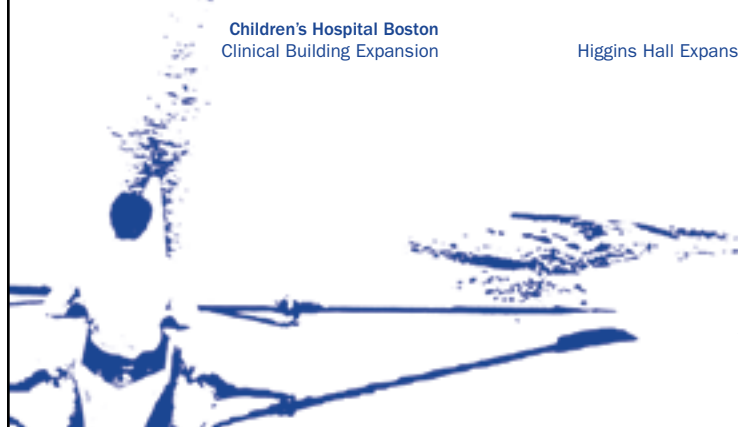
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