

GENERAL  ELECTRIC  
COMPANY

GENERAL OFFICE  
SCHENECTADY, N. Y.

RIVER WORKS  
920 Western Ave.  
WEST LYNN, MASS.

Dear Rudi,

August 11, 1945

After receiving such a splendid letter from you I cannot ignore an immediate answer. Many thanks for the names and addresses of Ken Burns, and Mr. Cashen and the summary of the rowing situation in Worcester. Already I have written both to Burns and Cashen with hopes that they might be able to add to the regatta. As you can see I am just another engineer here at the River Works so am a bit uncertain as to our ability to have lunch together later on in the month. Now with the war coming to an end, it is even more difficult to predict what the future will bring. At present we are working a 48 hr. week (6 days) and between this rowing bug and work, there isn't much time left. However should we go to a 40 hr. week, the

situation would be relieved greatly. Under the  
circumstances, I'd rather not make any lancheon  
date with you in view of the fact that I  
can not yet afford to let business inter-  
fer with pleasure. Well not to much any  
way. As a rule a big company moves slowly,  
but we have very definite postwar plans  
and I quite naturally wish to be in on them  
at night I will be busy coaching some  
of our newer members, working on regatta  
plans and paying due respect to my wife  
once in awhile. Much as I would like  
to have a meeting with you before the  
regatta I think it best, in the final  
analysis, to let it pass till after the  
month. Both Joe, my partner in crime, and  
myself had hoped to get to Worcester  
before now, but guess that was not to  
be. If you will pardon us for inviting  
ourselves, we should like very much to  
come to Worcester after the 9<sup>th</sup> and get  
a picture of the situation there as to the  
condition of equipment, facilities etc. Although

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Joe has rowed in Worcester many a time, I have never been in the city at all. Also if you made the trip to Cambridge on the ninth, it would be only proper to repay you a visit. ~~in~~ However, since you still would like to know some of our plans or ideas I shall attempt to briefly run over them now as I did in a three page letter to Francis Hageity who will also try to be with us on the ninth. This spring Joe and I came to the conclusion that rowing, especially in New England needed new young blood now. We have been receiving letters from our members overseas and all express the desire to return home and either participate or officiate in bigger and better rowing regattas. All expected an increase in rowing activity. Thus we decided to hold a regatta at all costs, so to speak. Now I feel sure that Victory Regattas will be very much in style next year. With the experience we get this year from our small club affair, we hope to do a good

job for at least two regattas in Boston  
next year. One in the Spring and the other  
in the later part of August probably.  
However next year we would like to see a  
N. E. Rowing Association sponsor the regattas.

As to the eventual form of this organization,  
its purposes and functions, we have perhaps some  
high hopes, good and bad ideas, but all in a  
more <sup>or less</sup> nebulous state which should only be  
solidified after we get a few more people  
(like yourself) interested and back them out.

Anyway just so you will have a little idea,  
here are some thoughts. The N. E. R. A. should be  
comprised of all clubs, colleges and schools  
in N. E. participating in rowing, and whose  
aim would be the coordination and promotion  
of rowing in this area. To accomplish this,  
there would be committees set up to collect,  
study and make available data on the cost and  
procurement of equipment and facilities,  
study of budgets and money making schemes,  
availability of competent coaches, officials  
and riggers or boat builders, aids and  
new ideas for regattas and activities,

arrange schedules and regattas, promote new interests in rowing. Such an organization might finance loans on an interest-free basis for the procurement of equipment. Boat builders if they knew the boat market in advance could perhaps plan their work to better mutual advantage. Likewise the organization could act as a clearing house of available equipment. These are but a few of our ideas. Sure it will take a lot of time and sweating of the brow, but since you are as crazy about this sport as I am, you will agree that it is all worth it. No one person can do it all. No small group can do a good job. However, I do believe that there is plenty of talent spread about New England to do a fine job and make Boston every bit as big a Rowing center as Philadelphia is now. Your letter has given me some more ideas <sup>and</sup> I certainly feel encouraged about the situation in Worcester because of it. This winter we are starting on a revival

program here in Lynn and so it goes. Neither Joe nor myself are financially secure enough to put as much time into these affairs as we should like, nor do our jobs permit us to devote all the time we would like to put into rowing. However we have ideas which we would like to see tried and are out to interest others to help <sup>us</sup> put them over. As a matter of fact the Riverside Boat Club alone is a problem in itself, but from your letter I gather we see very much eye to eye on this subject of rowing, so we will carry on. There is another point I wish to make. It is my belief that oarsmen should not be beggars. For some reason or other that impression has been made at times. At least some of the more well to do rowing groups have acquired that viewpoint. You can perhaps then see my reasoning for some of those suggestions for the N.E.R.A. Well so much for that.

Thanks for that history of yourself in rowing. Joe started rowing for the R.B.C. in 1933, I think but I am a mere youngster. In 1937 Homer Zink a Nevell (Tex Brett) senior sculler sold me on the idea to try out for the fresh crew at Rutgers. I made the #3 seat; the last

one to acquire a seat. The following year found me stroking the S.V.'s Well we were the first S.V. crew at Rutgers to win a race. We beat Manhattan on the Harlem. ~~And~~ <sup>Our</sup> freshmen crew in '37 beat the Princeton 2<sup>nd</sup> and 3<sup>rd</sup> Fresh and Manhattan Fresh on Lake Carnegie. Beating Princeton is the ultimate for a Rutgers man for some reason or other. Likewise it apparently <sup>is</sup> the greatest disgrace that can be bestowed upon a Princeton team is to be beaten by Rutgers. In '39 I was not in school for the Spring but in '40 and '41 I found myself sitting in the #2 seat of the Varsity. After beating Penn in '41 for our first major victory we went to Poughkeepsie where we set a record - of not finishing last in our first attempt. We finished ahead of M.I.T. and Columbia. Incidently M.I.T. has never beaten Rutgers in Varsity competition. That is about the only school that hasn't! In '41 I came to Lynn to work for G.E. In June '42 I joined the R.B.C. In August '42 I bought a single shell and have been rowing singles and doubles with and against Joe ever since. In '42 We surprised the experts and

ourselves somewhat, by taking a second in  
the Nationals at Philly. This was our first race  
together. We returned to Philly on the day before  
Labor Day to win a singles race piece and the  
doubles. In '44 we took 2<sup>nd</sup> in the doubles after  
I managed to twin in the Assoc. singles. That is  
about all my record comes to but Joe has a  
much longer one. Most of his races were in sweeps  
boats up until 1940 when he did start to do more  
and more sculling. He has the boat club at heart.  
It is his second and sometimes I think his first  
love. For the past few years we or, I really should  
say Joe, have run dances at the club every Tuesday  
and Friday night. Last year we averaged 101 each  
night and this year it will be up to about 150-175.  
In this way we have been able to keep the club  
debt free and build up our treasury at the same  
time. The dues are but 50¢ a month and generally  
speaking the club has attracted the "working boy or  
man" in the post. Right now the club house needs  
repairs but Joe is a swell leader and I have  
no fears so long as he is around. We have lots of  
boats although most of them are privately owned singles.  
Well I sure have rambled on here between  
answering the telephone and jumping up and  
down but hope you can make some  
sense out of all this scribbling. Hoping to see  
you on the 9th for an afternoon of rowing and fun  
I will now say so long - Walt (Schwobauer)