

National Inter-Collegiate Crew Regatta

JULY 7th & 8th · 1933

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—bullock's-wilshire has
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SPORTSWEAR TWEEDS

—imported tweeds telling a
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all attesting to the invariable
chic and quality difference of
bullock's-wilshire sportswear—
and for marked emphasis atten-
tion is called to the following:

—*the ombre check in
new tweed top coats*

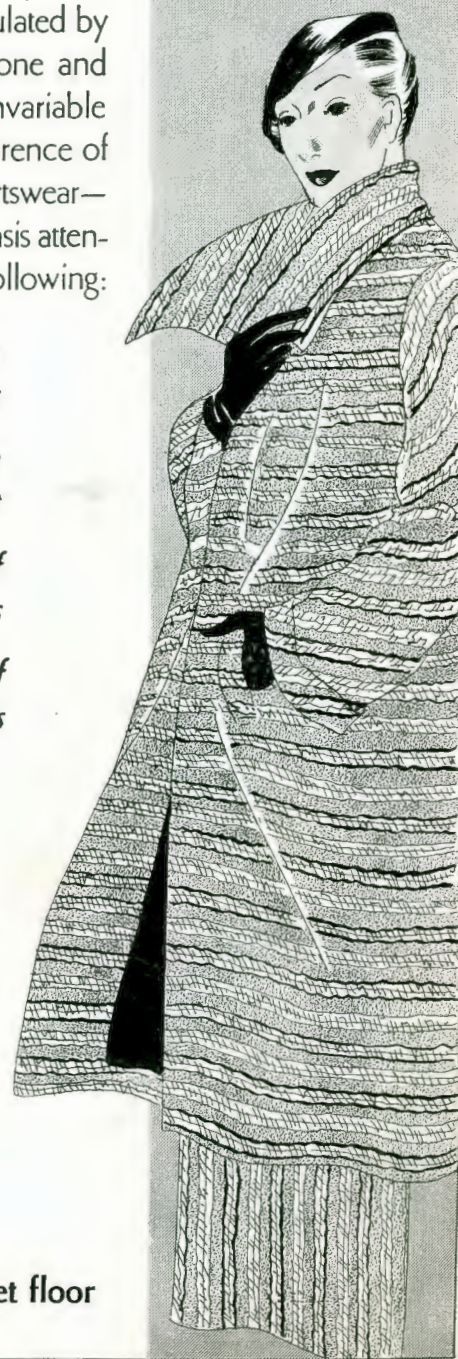
—*the return of the
ubiquitous velvet beret*

—*the correctness of
fortnum & mason felts*

—*the predominance of
swagger in suits, coats*

new autumn themes expressed in
imported tweed arriving daily

sportswear—street floor





Popular bi-swing jackets start at \$15.
White, grey, or patterned slacks, \$5.50.



Palm Beach suits, white or colored, single-breasted or double-breasted, are very smart — \$12.50.

This Summer is *Different!*

Clothing IS different this year. Probably never again will we see men swelter-

ing throughout summer weather in drab-colored clothing only slightly lighter

than top-coats. For this year mens' clothing is at last sensibly light in weight

as well as sensibly and interestingly patterned and colored. Palm Beach

suits perhaps head the list of comfort-

clothes, and cap their achievement

with the Mess Jacket for evening

wear. The Mess Jacket has for sev-

eral years been the accepted evening costume at such resorts as Bermuda,

is this year earning well-deserved favor in Los Angeles. Both the Mess Ja-

and Palm Beach suits for sport and business wear are but \$12.50 a

Phelps-Terkel stores. Mixed wear of odd jackets and slacks are even r-

popular than ever this year

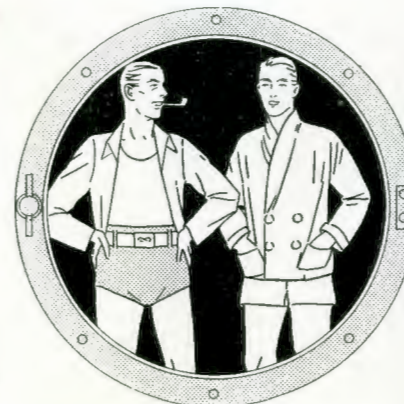
general wear. Perhaps this is

cause bold checks and patterns

definitely in faultless ta-



White Buck shoes win first prize by a wide margin this year. Priced \$6 to \$7.50



Beach Jackets of Terry or soft suede, Slipovers are \$1, Jackets, \$1.95

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INTER-COLLEGIATE REGATTA



University of California at Los Angeles

H A R V A R D ● Y A L E ● C O R N E L L
W A S H I N G T O N ● U . C . L . A . ● C A L I F O R N I A

Long Beach Marine Stadium

● July 7-8, 1933
OFFICIAL MAGAZINE



'WINNERS'
by any length

**Regatta fashions sponsored
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The smart little swagger outfit sketched has a striped sheer frock (\$5.95), and linen swagger coat (\$5.95).

SPORTSWEAR—THIRD FLOOR

THE MAY COMPANY

STROKES PER MINUTE



THE FOLLOWING TABLE has been compiled for benefit of those who wish to determine quickly the number of strokes per minute either of the crews is rowing



If eight strokes take 21 4-5 seconds, crew is rowing

If eight strokes take 20 4-5 seconds, crew is rowing

If eight strokes take 20 seconds, crew is rowing

If eight strokes take 19 1-5 seconds, crew is rowing

If eight strokes take 18 2-5 seconds, crew is rowing

If eight strokes take 17 3-5 seconds, crew is rowing

If eight strokes take 17 seconds, crew is rowing

If eight strokes take 16 2-5 seconds, crew is rowing

If eight strokes take 16 seconds, crew is rowing

If eight strokes take 15 2-5 seconds, crew is rowing

If eight strokes take 15 seconds, crew is rowing

If eight strokes take 14 2-5 seconds, crew is rowing

If eight strokes take 14 seconds, crew is rowing

If eight strokes take 13 3-5 seconds, crew is rowing

If eight strokes take 13 1-5 seconds, crew is rowing

If eight strokes take 13 seconds, crew is rowing

If eight strokes take 12 3-5 seconds, crew is rowing

If eight strokes take 12 1-5 seconds, crew is rowing

NATIONAL INTER-COLLEGIATE CREW REGATTA

LONG BEACH MARINE STADIUM

JULY 7th and 8th, 1933

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Joseph R. Osherenko, Director of Publications, Associated
Students, University of California at Los Angeles, 405
Hilgard Avenue,

Jack Thayer

Editor



LONG BEACH MARINE STADIUM

This stadium was built in 1932 as a place to hold the rowing events of the Xth Olympiad. The Stadium represents an investment by the City of Long Beach and the Olympic Games Committee of \$135,000 and is the only rowing stadium of its kind in the world. It is operated by the Recreation Committee of the City of Long Beach.



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PACIFIC SLOPE FOSTERS CREW

By JACK JAMES

(Sports Writer of the Los Angeles Evening Herald and Express)

WE of the Pacific Coast have been waiting some 30 years for an occasion such as this — but it was worth it!

Rowing, so the history books tell us, is the oldest form of intercollegiate sportive competition. Harvard and Yale, for instance — two of our honored guests at this point—have been matching strokes since memory of man runneth not to the contrary. We cannot say as much for ourselves out here; after all, we're a young country. But when we finally did become crew-conscious, we managed to do fairly well. Due, of course, to our climate, which is unsurpassed. Last year we had 366 days of sunshine, including Sundays and bank holidays, with an average minimum temperature of 00.

But we were talking about crew. Meteorological information can be secured from the Junior Chamber of Commerce, in case you're interested—and we do hope that you are!

We would like to be able to record that the cradle of rowing on the Pacific Coast is right here in this Marine Stadium—which, by the by, is the only one in the world; did you know that?—but truth is mighty, and must prevail. The Marine Stadium IS a cradle, in a manner of speaking, for here in Southern California intercollegiate rowing is still in its infancy. Bruin of U.C.L.A. is Number One Infant—a lusty babe, and plenty ambitious, but probably rather out of his class in this instance. Nonetheless, but for this lusty and ambitious infant, chances are that this Pacific Coast Intercollegiate Regatta never would have been dreamed of, let alone brought to realization. So give a cheer to young Bruin, who started

something big, knowing full well that he couldn't possibly be in at the finish!

The real home-grounds of intercollegiate oarsmanship in this league is located up at Lake Washington, where the Huskies of University of Washington are wont to disport. The "standing of the clubs" would indicate as much, aside from other considerations. History shows that Washington crews have won nineteen intercollegiate races, to two for Stanford and eight for California. Make it an even twenty, for the same Huskies who rule public favorites on this occasion—and I hope our distinguished eastern visitors don't feel hurt!—swept over this same course last April for a clean-cut and record-breaking victory over California and U.C.L.A. at the Olympic distance.

Crew was fostered at Washington in another and more significant way, however. Some thirty years ago there came to the University of Washington a man experienced in the training of athletes. He had been a bicycle-rider and a trainer of bicyclists, with an accurate and intimate knowledge of legs. There was a perfectly good lake going more or less to waste right in the back yard of the Washington campus, and some of the athletes of that institution conceived the idea that it would be fun to go out and row on that Lake.

The athletic trainer was assigned to oversee the efforts of these zealots. His knowledge of legs, and how to keep them in shape, came in handy. He added gradually to that store of knowledge, acquiring information on the arms and how to co-ordinate arms and legs in the manipulation of long sweeps in a racing barge.

These long, lithe well-muscled young men of the great Northwest, built on the same general lines as their own fir trees, began winning rowing races through use of a long powerful stroke that sent their shell charging through and over the waters. Thus was born the rowing tradition at Washington, and the bike-riding trainer became known throughout the country as the esteemed progenitor of oarsmanship on the Pacific Coast.

Hiram W. Connibear—the trainer in question—has become a tradition in rowing. More than a tradition—an institution. He taught well and effectively, and his pupils have gone out to spread the gospel with equal efficacy.

Ed Leader of Yale, "Rusty" Callow of Pennsylvania, Al Ulbrickson and Tom Boles of Washington, Ky Ebright and Russ Nagler of California, "Chuck" Logg, formerly of Princeton, to name just a few—all these are Conniber-trained, carrying on in the lines laid down by that Master Mind of oarsmanship. The shade of Hiram Connibear can but be surveying the scene today, witnessing the culmination of his early efforts in this nationally representative intercollegiate regatta. And he probably is getting a big thump out of the fact that so many of his former proteges are blood-rivals on this occasion!

This is the first time that eastern crews have come to the Pacific Coast—we trust that it will not be the last—but Pacific Coast crews have long been a part of national intercollegiate rowing competition.

Stanford broke the ice at Poughkeepsie in 1912, finishing sixth in a field of six. (Well, they FINISHED,
(Continued on Page 32)

...JOHN HARVARD



Left to right—DRURY, SWAYZE, ROBERTSON, PEIRCE, BEANE, ATHERTON, WHIPPLE, NICKERSON, BISSELL, coxswain.

Position	Name	Age	Weight	Height	Home Town
Stroke	Samuel S. Drury, Jr.	22	185	6 ft. 3 in.	Concord, New Hampshire
No. 7	Francis J. Swayze	22	180	6 ft. 5 in.	Hamburg, New Jersey
No. 6	Alastair D. Robertson	22	180	6 ft. 3 in.	Hewlett, Long Island
No. 5	John W. Peirce	21	190	6 ft. 2 in.	Topsfield, Massachusetts
No. 4	Arthur Beane	19	175	6 ft. 3 in.	Cambridge, Massachusetts
No. 3	Henry F. Atherton, Jr.	19	195	6 ft. 4 in.	Syosset, New York
No. 2	Taggart Whipple	20	180	6 ft. 2 in.	Cohasset, Massachusetts
Bow	Albert L. Nickerson	22	185	6 ft. 2 in.	Dedham, Massachusetts
Coxswain	Henry H. Bissell	22	122	5 ft. 5 in.	Cambridge, Massachusetts
<i>Alternates</i>					
Port side	Raymond S. Clark	18	185	6 ft. 2 in.	New York City, New York
Starboard	Franklin A. Reece, Jr.	19	174	6 ft. 2 in.	Chestnut Hill, Massachusetts

SENDS HIS SONS...

ALTHOUGH a new boating prepared by Coach Charles Whiteside especially for this race, Harvard's eight-oared crew today is one that possesses all the essential elements for the 2000 meter distance. Coxswain Henry Bissell is the only member of the present boat who sat in the victorious shell on the Thames at New London when the Crimson scored its decisive victory over the Yale varsity. Whiteside opined that his heavy weight 1933 varsity would not be well adapted to the sprint race here in Southern California, and therefore proceeded to revamp his entire boat.

The three weeks prior to the time Harvard boarded the train for the Long Beach regatta were spent in heavy practice sessions over the

shorter distances ranging from half-mile to two mile sprints. Before opening the campaign Coach Whiteside decided that his lighter and faster junior varsity eight might easily supplant the regulars for the special Intercollegiate event. Consequently, with six of his junior varsity men as a nucleus, two freshmen, and the veteran Bissell as the coxswain, Harvard's mentor constructed the present boatload.

Samuel S. Drury, Jr., who, as stroke, successfully lead the Crimson jayvee shell to a victory over Yale's junior varsity in the annual regatta will set the pace for the Crimson eight today. Drury is a strong competitor, and will demonstrate the wisdom of Whiteside's choice in the 2000 meter race. Francis J. Swayze, number 7; Alastair

D. Robertson, number 6; John W. Peirce, number 5; Taggart Whipple, number 2 and Albert Nicker-son, bow, are the remaining members of the former jayvee outfit who now constitute Harvard's entry here. One very significant change is that of John W. Peirce from his usual station on the port side at number four seat to his present post at the starboard slide in number five seat. However, Peirce has pulled starboard in former years

and will undoubtedly give a good account of himself.

Arthur Beane, former freshman six oar, now occupies the number four seat, while his teammate Raymond S. Clark, freshman three is the proud possessor of the Harvard number three slide. Both these athletes are tall and rangy, the particular build and strength best adapted to the short sprints. Although these men are young, their freshman experience and prep school records indicate that they are fully capable of holding the pace.

Henry Bissell, as coxswain, contributes very valuable experience. His unusual record of directing four victories over Yale in his four years of competition may be somewhat of an indicator in the Long Beach regatta.

Harvard's eight exhibits well-rounded form and their strength at 2000 meters will doubtless be an important consideration in the present contests. The Crimson boat is sure to be an outstanding contender.

Whiteside's men are new to the shorter races, and possibly because of their lack of acquaintance with the conditions under which today's race will be held they may experience difficulty. However, as the past four days have afforded them an opportunity to stage practice sprints over the Stadium course this latter contingency shall not be of any importance. All southern California joins to wish success to the Crimson boat.

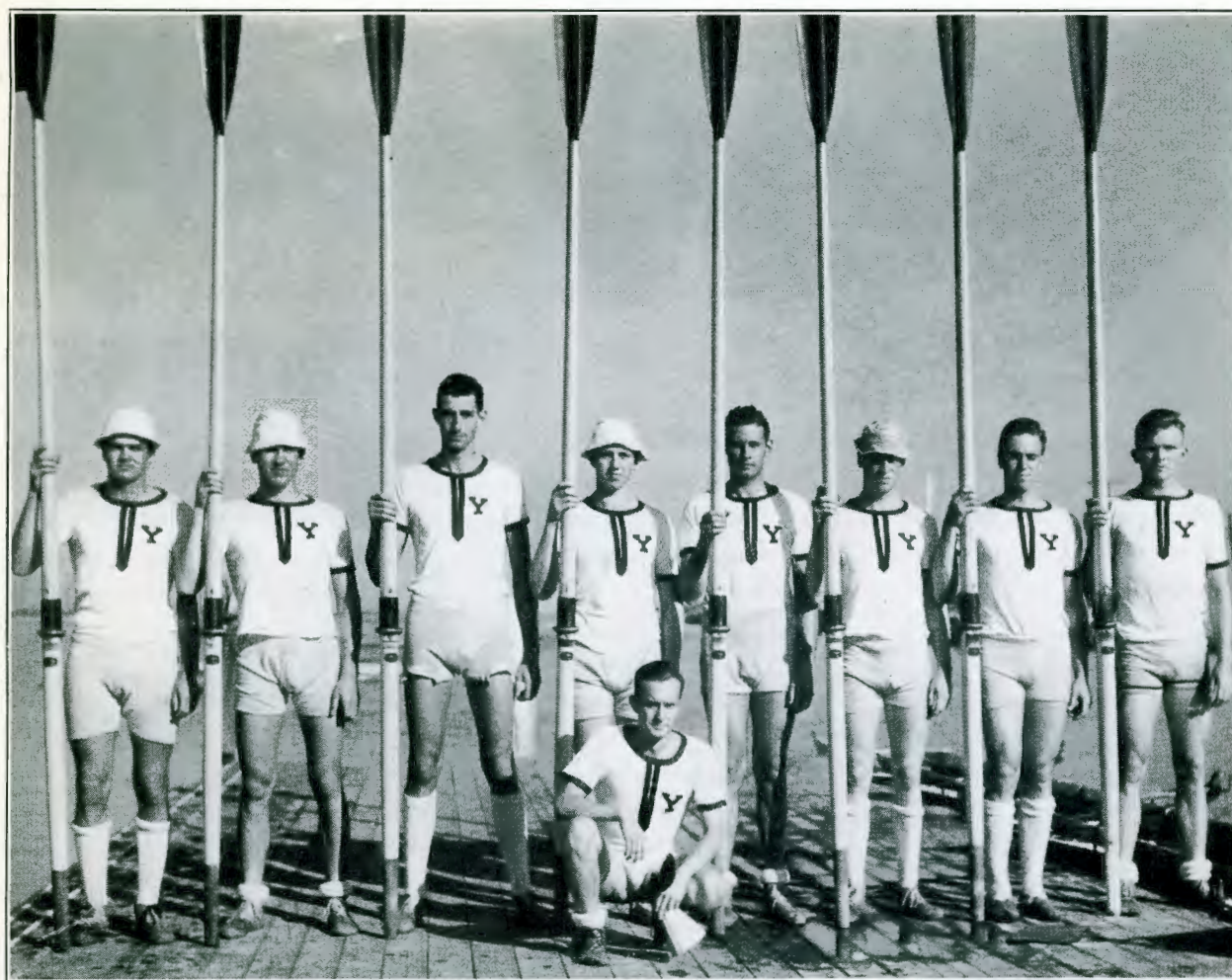
● CHARLES WHITESIDE

Harvard

Consecutive victories over his arch-rival, Yale, has given this coach a well-earned reputation during the past four years. His crews always display smoothness and power.



...YALE'S BULLDOGS



Left to right—GARNSEY, DAVIS, WILSON, URQUHART, JACKSON, KILBORNE, PILLSBURY, MEYER, STANDART, coxswain.

Position	Name	Age	Weight	Height	Home Town
Stroke	William S. Garnsey, 3d	21	175	6 ft. 1 in.	Greeley, Colorado
No. 7	Richard M. Davis	20	175	6 ft. 2 in.	Lexington, Massachusetts
No. 6	Edward D. Wilson	21	196	6 ft. 6 in.	Brooklyn, New York
No. 5	James G. Urquhart (capt.)	21	180	6 ft. 1 in.	Chehalis, Washington
No. 4	John H. Jackson	21	180	6 ft. 3 in.	New Haven, Connecticut
No. 3	William S. Kilborne	20	175	6 ft. 2 in.	New York City, New York
No. 2	John S. Pillsbury, Jr.	20	175	6 ft.	Minneapolis, Minnesota
Bow	Charles G. Meyer, Jr.	22	165	6 ft. 1 in.	Bayside, New York
Coxswain	James W. Standart	24	119	5 ft. 5 in.	Gracae Point, Michigan
<i>Alternates</i>					
Portside	Herbert P. Shepard	23	176	6 ft.	New Rochelle, New York
Starboard	Benjamin I. Taylor, Jr.	21	180	6 ft. 1 in.	Harrison, New York

LOOK FOR REVENGE...

FROM the home waters of the Housatonic River eight brawny sons of Eli Yale, under the direction of Coach Ed Leader, will match their ability with all comers today. Leader's careful tutelage is unquestioned among the rowing fraternity, and the Yale entrant may be counted upon to demonstrate New Haven spirit successfully.

The sprint combination chosen following the annual Yale-Harvard four mile grind of last month will be considerably stronger than the eight that contested the New London event with Harvard's Crimson. Leader devoted three weeks to daily sprints on the Housatonic before finally molding the boat that is representing Yale. However, the combination is essentially the same as the varsity shell of 1933.

Stroked by William S. Garnsey, III, who has held this position in the Yale shell for the entire varsity season, the boat is confident it will be first over the finish line. The sprint distance of 2000 meters requires just the form which best suits the present Yale squad. Garnsey is a very steady man at high beats, and Leader places great trust in this sturdy oarsman.

In the number 7 seat, second in importance to that of stroke, Yale's coach has selected his regular varsity man, Richard M. Davis. Davis excels in maintaining the proper balance in the shell when competition is keen. His dependability in the pace-setting the starboard men will be a great advantage for the New Haven crew.

Edward D. Wilson replaces Fitzhugh Quarrier for today's event at number 6, due principally to his form at high count. Wilson was a member of the sprint eight representing Yale in the Olympic trials at Worcester last summer. Although he rowed as member of the combination crew during the varsity season he is expected to be a valuable addition for the 2000 meter distance.

Number five will seat Captain James G. Urquhart as usual, and the Eli leader is expected to steady the eight over the

rowing course. John H. Jackson at number four occupied the number six slide for previous varsity races, but his new seat is not a new task for him. Charles G. Meyer, Jr., John S. Pillsbury, Jr., and William S. Kilborne at three, two, and bow respectively are the regular veterans of the 1933 season. These men round out the Yale combination in splendid fashion.

The coxswain, James W. Standart, is a wily veteran of many races. Coach Leader anticipates his presence as being one of the most favorable factors for the Eli eight. Standart is the oldest member of the Yale competitors, and exhibits fine judgment during the progress of a race.

Alternates accompanying the New Haven party are Herbert P. Shepard, port side substitute, and Benjamin I. Taylor, Jr., for the starboard side. Shepard and Taylor were both members of the Junior Varsity eight this year as stroke and number seven respectively. Consequently they will not lack for either ability or experience if they are required to assume their duties for this event.

Coach Leader has worked diligently since the Harvard race to evolve an effective combination for the initial visit of a Yale team in Southern California, and the Blue of old Eli Yale will demonstrate the result of the many sprints over the Housatonic prior to arriving here.

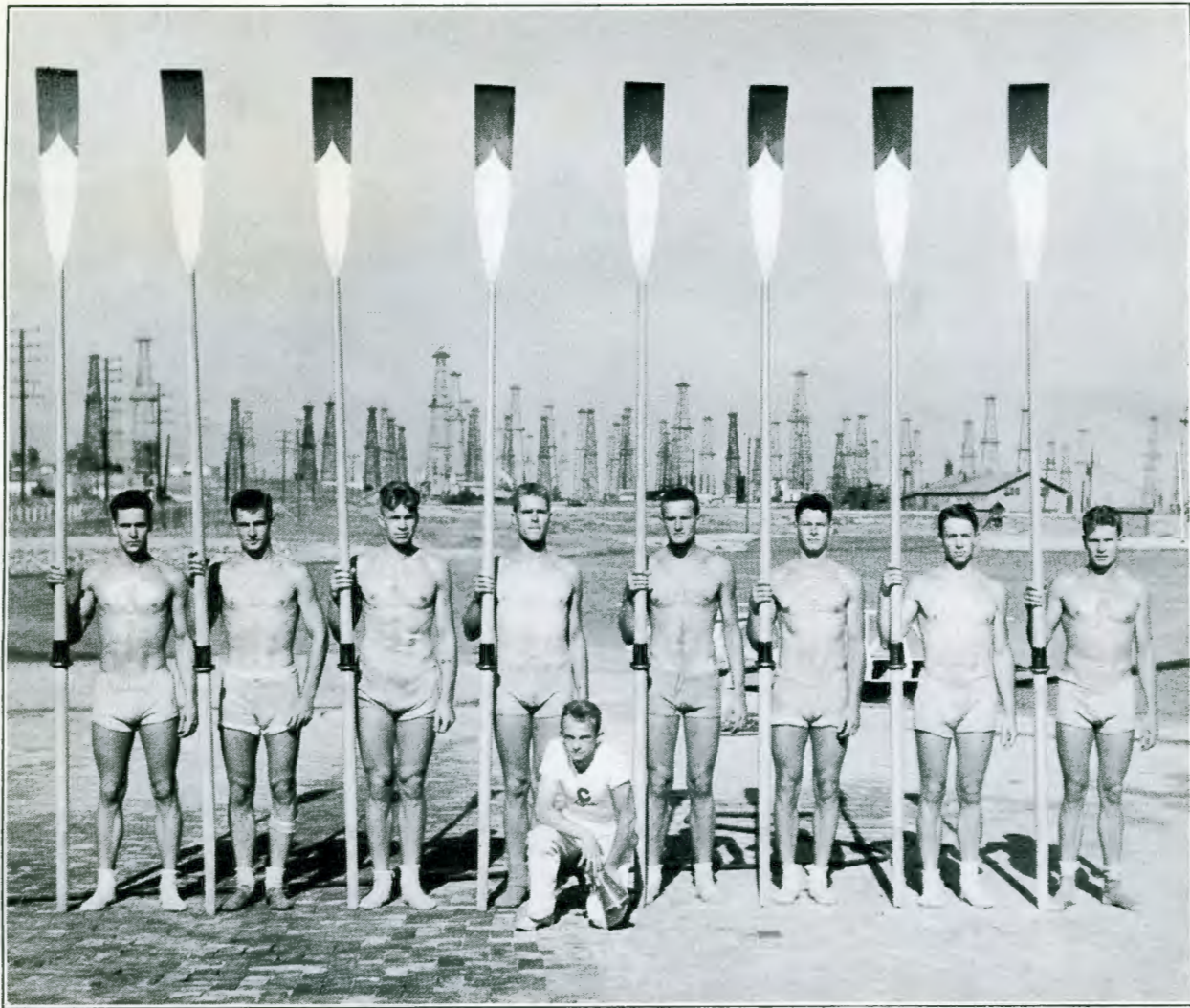
● EDWARD O. LEADER

Yale

Formerly coach at the University of Washington until spirited away by the East, Leader has consistently produced well-balanced eights. In 1924 his Yale varsity won the Olympic championship.



...LAKE CAYUGA'S



Left to right—DREYER, THOMPSON, SCHROEDER, GARBER, WILLIAMS, OTTO, TODD, AVERY, JENKINS, coxswain

Position	Name	Age	Weight	Height	Home Town
Stroke	Robert Avery	20	177	6 ft. 2½ in.	Detroit, Michigan
No. 7	John Todd	19	182	6 ft. 2 in.	Pittsburg, Pennsylvania
No. 6	Louis Otto	22	200	6 ft. 4 in.	Sayville, Long Island
No. 5	Don Williams	21	194	6 ft. 4 in.	Skaneateles, New York
No. 4	Fritz Garber	21	188	6 ft. 5 in.	Cincinnati, Ohio
No. 3	Fred Schroeder	20	185	6 ft. 3 in.	Norwood, New York
No. 2	Robert Thomson	20	175	6 ft. 1 in.	Chicago, Illinois
Bow	Herman Dreyer	22	170	6 ft. 1 in.	Freehold, New Jersey
Coxswain	Burr Jenkins	21	115	5 ft. 5 in.	Carbondale, Pennsylvania

CORNELL REDS...

THIRTY-TWO years ago Cornell celebrated its first victory at Poughkeepsie.

For twenty seasons the reign of the "Big Red" crew continued in the national classic, Cornell's name heading the list for eleven years during the two decades and never slipping lower than third.

In 1901 the Lake Cayuga oarsmen set a four mile mark which stood in the record books as the standard for subsequent crews to strive for until California's great shell came along the road to a world championship in 1928.

Twenty years of supremacy placed Cornell in possession of records which will never, in all probability, be surpassed. For two successive years after their first triumph, the Ithacans

finished ahead of the field. Beginning in 1905 they repeated three straight victories. In 1909 they started another winning streak which was not broken until Syracuse, the only crew to place first in the years when Cornell was not winning, shattered the charm for the third time.

Cornell's rule was at an end, although subsequent eights finished in the first three from time to time in later years, winning in 1915 and again in 1930.

Although the distant past is more brilliant than more recent history, Cornell is not following the custom of the Chinese by worshipping at the shrine of its ancestors in crew to the exclusion of present improvement.

The record of 1933 is not one to invite old grads to celebrate, but coach James Wray and his oarsmen have been fighting two enemies — bad weather and illness — an alliance which has made the season to the present no true reflection of Cornell's abilities.

In fact, Mr. Wray is quite settled in the opinion that his brawny youngsters may do more than outsiders expect of them. He would not be surprised if they row in the finals, leaving to another shell the job of beating U.C.L.A. in the consola-

tion race.

The venerable Cornell coach, a native of Australia, has redeemed more than one university's position in the rowing world.

He began in 1906. At that time Harvard was in bad straits in competition with Yale, having failed to win a varsity race for six seasons.

With the advent of Mr. Wray proved the immediate answer to Harvard's search for victory, the Crimson winning handily. The following year Yale reached the finish line first.

Then came Harvard's most glorious record in competition with its ancient rivals. The Johnnies won six times successively, matching Yale's best mark.

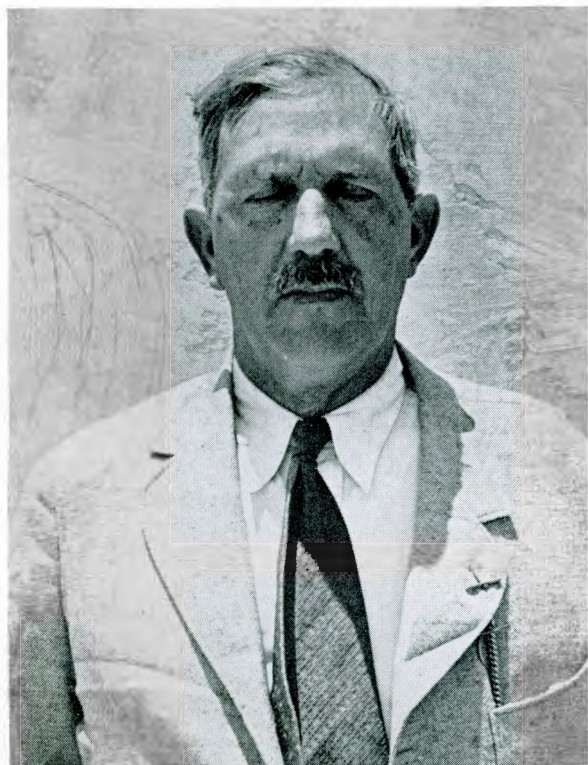
In spite of his brilliant record at Cambridge he severed his connection there in 1914, coaching at various places for the next twelve years.

In 1926 Cornell found itself in much the same sort of pickle which had confronted Harvard twenty years earlier. Four years later the Big Red crew won at Poughkeepsie for the first time in fifteen years and has maintained a reputation as one of the best crews, year in and year out, in the east.

Mr. Wray has tentatively chosen the following lineup to represent Cornell here in the west's first inter-sectional regatta: Stroke, Garber; seven, Schroeder; six, Otto; five, Williams; four, Avery; three, MacLeod; two, Payne; bow, Dreyer, and cox, Jenkins.

● JAMES WRAY Cornell

Although an Australian by birth, Jim has been prominent in American rowing circles for over twenty-five years. He gained an early reputation by successfully directing the Harvard crews from 1906 to 1914.





"Homeward Bound with Setting Sun"

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a n d C O M M I T T E E S

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Judges at Finish
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Timers
 Ben Wallis (Yale) Don Blessing (California) Richard Arlen

Marshals
 A. J. Sturzenegger Vernon S. Showall J. J. Cronin

Announcer
 William M. Henry

...NATIONAL INTER-COL

FRIDAY, JULY 7th

First Heat—5 P.M.

Lane 2

CALIFORNIA

Lane 3

YALE

Lane 4*

CORNELL

Second Heat—5:30 P.M.

Lane 2

U.C.L.A.

Lane 3

WASHINGTON

Lane 4

HARVARD

**Lane 4 is located on the south side of the Stadium across from the Judges Stand.*

PACIFIC ASSOCIATION

JUNIOR SINGLE SCULLS

Saturday, 1:30 P. M.

ALAMEDA BOATING CLUB—A. Schlagl.

ARIEL ROWING CLUB—A. Wellman.

DOLPHIN SWIMMING AND BOATING CLUB—Tom Tronum.

LONG BEACH ROWING ASSOCIATION—J. Nagel.

SAN DIEGO ROWING CLUB—Woodward Wilson; alternate, K. Johnston.

SOUTH END ROWING CLUB—Ed Jensen; alternate, Roy Layzari.

JUNIOR FOUR-OARED SHELL

Saturday, 1:50 P. M.

ALAMEDA BOATING CLUB—bow, N. Gaines; No. 2, W. Dunn; No. 3, A. Peterson; stroke, C. Granzow; coxswain, W. McCall.

ARIEL ROWING CLUB—bow, C. Mangan; No. 2, J. Chessari; No. 3, P. Conway; stroke, T. Savasta; coxswain, H. Folsom.

DOLPHIN SWIMMING AND BOATING CLUB—bow, Al Maggini; No. 2, R. Oakley; No. 3, Ed. Guinasso; stroke, Ed. Buckley; coxswain, Henry Mozzetti.

LONG BEACH ROWING ASSOCIATION—bow, Vern Thompson; No. 2, John McElheny; No. 3, Louis Gaski; stroke, Bob Slaughter; coxswain, Dan Wild.

SAN DIEGO ROWING CLUB—bow, E. G. Donovan; No. 2, Wm. Watt; No. 3, Gordon Dawson; stroke, Junior Searle; coxswain, Ed. Searle; alternates, Clyde Breen, Robert Adams.

SOUTH END ROWING CLUB—bow, J. Cummings; No. 2, D. O. Neill; No. 3, G. Pera; stroke, J. B. Fratessa; coxswain, W. Moore; alternates, C. Ononato, A. Franchi.

145 POUND...LIGHTWEIGHT SINGLE SCULLS

Saturday, 2:10 P. M.

DOLPHIN SWIMMING AND BOATING CLUB—Tom Tronum.

SAN DIEGO ROWING CLUB—Kearney Johnston; alternate, William Wilson.

SOUTH END ROWING CLUB—Bob Cumming; alternate, Ed. Jensen.

LONG BEACH ROWING ASSOCIATION—Douglas Miner.

GIATE CREW REGATTA...

SATURDAY, JULY 8th

Consolation Race—3:45 P.M.

(This race is between the last two crews in Friday's heats.)

Lane 3

Lane 4

Championship Finals—4:00 P.M.

(Between the first two crews in each heat of Friday's races.)

Lane 1

Lane 2

Lane 3

Lane 4

AMATEUR OARSMEN

145 POUND LIGHTWEIGHT FOUR-OARED SHELL

Saturday, 2:30 P. M.

ALAMEDA BOATING CLUB—bow, W. Scovelle; No. 2, J. Blundin; No. 3, M. Batterson; stroke, Bob Anderson; coxswain, W. McCall.

ARIEL ROWING CLUB—bow, S. Gran; No. 2, L. Ruffino; No. 3, E. Coublucq; stroke, G. Chelini; coxswain, H. Folsom.

DOLPHIN SWIMMING AND BOATING CLUB—bow, R. DeRista; No. 2, M. Mazzoneini; No. 3, H. Donero; stroke, W. Willebrandt; coxswain, H. Mozetti.

SAN DIEGO ROWING CLUB—bow, B. Daugherty; No. 2, H. A. Thompson, No. 3, R. Eiselle; stroke, R. Fontaine; coxswain, G. Eisle; alternates, E. Tibbetts, F. Austin.

SOUTH END ROWING CLUB—bow, M. Blackford; No. 2, J. Kelso; No. 3, R. Strange; stroke, A. Citti; coxswain, W. Moore; alternates, A. Franchi, R. Cumming.

SENIOR SINGLE SCULLS

Saturday, 2:50 P. M.

ALAMEDA BOATING CLUB—A. Schlagl.

DOLPHIN SWIMMING AND BOATING CLUB—William Lennard.

SAN DIEGO ROWING CLUB—Charles Lentz; alternate, A. W. Coggeshall.

SOUTH END ROWING CLUB—Robert Cumming; alternate, Ed. Jensen.

SENIOR FOUR-OARED SHELL

Saturday, 3:10 P. M.

ALAMEDA BOATING CLUB—bow, A. Wanner; No. 2, A. Ferrero; No. 3, E. Fallerverra; stroke, P. Jentzen; coxswain, D. Blunden.

ARIEL ROWING CLUB—bow, B. Donovan; No. 2, A. Mayer; No. 3, H. Fitzgerald; stroke, G. Mayer; coxswain, H. Folsom.

DOLPHIN SWIMMING AND BOATING CLUB—bow, C. Clarke; No. 2, D. Schimmell; No. 3, T. Alexander; stroke, Fred Gardner; coxswain, H. Mozzetti.

SAN DIEGO ROWING CLUB—bow, N. Roberts; No. 2, B. F. McLouth; No. 3, A. W. Coggeshall; stroke, R. Hampton; coxswain, Geo. Eisle; alternates, G. Dawson, J. Searle.

SOUTH END ROWING CLUB—bow, M. Matheson; No. 2, H. McLellan; No. 3, W. VanVoorhies; stroke, Harold Tower; coxswain, W. Moore; alternates, J. Cumming, J. B. Fratessa.

400-Meter SINGLE SCULLS DASH

Saturday—3:25 P.M.

Open Event

"110 YEARS OF AMERICAN ROWING"

THE waters of many nations have known crew racing in many ramifications for what probably amounts to thousands of years — the galleys of Cairo and Rome, the dug-outs manned by aborigines, the gondolas of Venice, the craft of the Far



Coaching the Crew

East, and the slave boats of southern planters.

Each was a picturesque phase of boat racing, which not only contributed thrills to sports lovers but gave the financially venturesome among them opportunity to risk their wealth backing a favorite.

Of equal color but with an international flavor must have been the race of 1824 which resulted from days of feting of Captain Harris of the British frigate "Hussar." A discussion arose as to the respective merits of British and American watermen, and finally a \$1000 purse was offered by Captain Harris for a race between his crew of Thames watermen and any crew the Americans might choose. As representatives for New York, a crew composed of Cor-

nelius Cammeyer, Alfred Cammeyer, Richard Robbins, Charles Beatty, coxed by John Palmerston. This race was rowed to and around a boat moored near Hoboken Point and the finish line opposite the Battery flag staff. The "American Star" led all the way and finished 400 yards ahead of "Certain Death" coxed by Captain Harris. As a result of the race these men became the idol of New York, and the "American Star" was later presented to General Lafayette who shipped it to Havre.

Rowing spread rapidly from that time on, and by 1872 the sport was dominated by professionals. In 1896 with the discontinuance of the Boston City Regatta, professional rowing came to an end. Professional oarsmen of note

were produced during this period — Jim Hamill who was at his peak in 1862, later to become coach at Yale and other colleges; Josh Ward, 1859 winner of the championship belt of solid silver in the single sculls, and as a member of the powerful four-oared with his brothers, Ellis, Gil, and Henry, well into the '70s. Another was James Lee, who favored the open waters of New York harbor at distances ranging from 8 to 10 miles. Jim Ten Eyck, well-known single sculler during the '70s and '80s, later becoming well known as coach of Syracuse University. Ten Eyck's re-

count of his race with Plaisted and a few other scullers on Saratoga Lake is legend among rowers. In order to prevent any of the starters stealing a lead the referee placed the starting gun on the opposite side of the officials' boat, but after lining the contestants in place as he walked across to fire the gun Ten Eyck and Plaisted started down the course, and the others followed. A slight delay in firing the gun permitted Ten Eyck to get such a lead that he declared that he was never able to hear the report of the starting gun.

No mention of professional rowing whether purely American or International can be complete without including the name of Canada's "Born in Blue," Edward Hanlan; only 5 feet 8 inches in height, seldom weighing over 153 pounds and yet considered by many to be the greatest professional oarsman in history.

Hanlan, a native of Toronto, rowed his first race at the age of 18 in 1873 in a specially built scull, the product



U. C. L. A's Practice Home

of his own handiwork. The next year in his professional debut he succeeded in winning the Burlington Bay Championship. His success increased from that time on, and in 1876 he decided to enter the American Centennial Regatta. The training period found him completely ignored by officials and other competitors, but he persevered and emerged after the regatta without having been defeated. Toronto feted his return with a celebration unprecedented at that time.

During the 1876 regatta Hanlan first met the famous Charles "Pop" Courtney, who was later to mentor the innumerable famous Cornell championship eights, and who had not yet entered professional racing. Later, Courtney became Hanlan's rival in the outstanding professional race of the century at Lachine, Canada, in 1878. This closely contested race was won by Hanlan before a crowd of 25,000 persons, many of whom believed that Courtney threw the race in view of his favorable position throughout the entire course coupled with his seeming ability to improve the same at will.

Hanlan remained unbeaten until 1884, winning races in England, Canada, and all over the eastern part of the United States, and on the Pacific Coast. Finally, following the footsteps of all champions, he met defeat on August 28th, 1884 at the hands of William Beach in a world's championship match. Hanlan later became coach of Columbia University, but with only mediocre success, lasting in this capacity for but a few years. His characteristic disregard of intensive training throughout the years of his competition, and his adoption of the same policy while coaching was responsible in a large measure for his lack of results as a mentor.

Collegiate rowing has been the great leader in crew racing, and the untimely discontinuance of the internationally famous Poughkeepsie Regatta this year is to be sincerely regretted. Along with the Oxford-

Cambridge races in England, the Yale-Harvard regatta, and the famous Henley races, the Poughkeepsie event had become an important date on America's national sporting calendar. Harvard-Yale races, continuous annually since an immemorial beginning on the Winnepesaukee in 1852 when peculiarly the Yale boys wore white and red shirts, and Harvard's crew wore blue! For over twenty years following this initial meeting, sheer perseverance and grit on the part of the boys themselves kept this race alive.

An interesting sidelight on conditions in these early days comes from the account written by Mr. Edward N. Fenno, member of Harvard's crew in 1865 and 1866: "In those days the oarsmen were numbered from the stroke, the bow oar consequently being No. 6. We had no professional training, nor even a coach at that time except the bow oar. In fact we had to rely wholly on ourselves, providing our own training table, soliciting subscriptions to buy our boats, etc. A week or ten days before the races at Worcester in 1865 we paddled our boat from the Cambridge Boathouse down to Longwood Bridge, and there taking her from the water we waited for a freight train to come from Boston, having previously arranged with the Boston & Albany Railroad authorities to have a flat car provided for us and to have the train stopped just above the Longwood

bridge, so that we could put our boat, bottom up, on the car on wooden horses which we had brought with us. After loading the boat we climbed aboard ourselves, and in the midst of dirt, dust, and cinders ate a quick picnic breakfast. The train was stopped for us when it reached Lake Quinsigamond and we unloaded, launched our boat and rowed to the boathouse prepared for us about half way up the Lake."

"The Harvard training quarters were at a sanatorium near the city of Worcester, and about two miles from the lake. This distance had to be walked and it was mostly over a dusty unshaded road, giving the crew plenty of work. Combined with a smart run of a mile or two before breakfast and two rows a day, one of them against time, this exercise

(Continued on Page 30)



...HUSKY CREW FRO



Left to right—WHITE, WASHBURN, MJORUD, DAY, PARROTT, SNIDER, RAINEY, ARGERSINGER, LOVE, coxswain.

Position	Name	Age	Weight	Height	Home Town
Stroke	Edward Argersinger	21	174	6 ft. 1 in.	Seattle, Washington
No. 7	Walter Rainey	21	175	6 ft. 1 in.	Spokane, Washington
No. 6	Robert Snider	19	178	6 ft. 2 in.	Puyallup, Washington
No. 5	Gordon Parrott	23	190	6 ft. 1 in.	Olympia, Washington
No. 4	Herbert Day	21	185	6 ft. 2 in.	Seattle, Washington
No. 3	Herbert Mjorud	22	184	6 ft. 1 in.	Petersburg, Alaska
No. 2	Wilbur Washburn	22	166	6 ft. 1 in.	Neah Bay, Washington
Bow	Robert White	19	165	6 ft. 1 in.	Seattle, Washington
Coxswain	Harvey Love	21	120	5 ft. 10 in.	Seattle, Washington
<i>Alternates</i>					
Starboard	Phil Padelford	20	165	6 ft. 1 in.	Seattle, Washington
Port side	Carl Oberleitner	20	180	6 ft. 2 in.	Bellingham, Washington

LAKE WASHINGTON...

LEAN and sturdy sons of the University of Washington's eight-oared crew comprise the only unit of all six boats in the National Intercollegiate Regatta that has remained intact throughout the past season. Coach Al Ulbrickson made an early decision last spring and the present boating carried the Huskies' Purple and Gold banner to a stirring victory over California's Bears in the annual three mile race. On the following Saturday at Long Beach the same combination rowed to another win over the Berkeley eight, and this time the Huskies added the U.C.L.A. Bruin varsity crew to their list of victims.

Lake Washington, home course for the University of Washington was the scene of many a thrilling workout during the weeks immediately pre-

ceding today's race, as Ulbrickson labored to maintain the perfection achieved during the spring events. Time trials produced smoother results, and consequently faster sprints. The last few workouts held before leaving for Long Beach revealed that Washington's entry would likely remove a sizeable number of seconds from the Marine Stadium course record during two day regatta. The Long Beach record established during the Olympic Games by Italy's eight at 6 minutes, 28.2 seconds is practically certain to be eclipsed. Washington's last workout was clocked in the amazingly fast time of 6 minutes and 20 seconds, and when rowing over the smooth and placid waters of the Marine Stadium this brawny eight is determined to set a mark that will endure for many years to come.

Coach Ulbrickson is quite pleased with the progress made recently and anticipates not only a victory for his charges but really expects this boatload to crack Italy's mark. The splendid individual performances of the members of this crew is second only to the fine results they have produced as a unit. The personnel from Ed Arger-singer, stroke, to Robert White in the bow is the

acme of perfection in rowing form. Ulbrickson's production of finished oarsmanship as exemplified by this shell is most effective at high beats due to the quick catch and recovery, combined with the excellence of the slide work.

An important consideration in the success of this crew is due to the proficiency of three members seated in the middle of the shell, Captain Herbert Mjorud, Herbert Day, and Gordon Parrott. These men have occupied their respective positions at numbers 3, 4, and 5 continuously throughout four years of college, and as a result are able to achieve the steadiness so necessary for smooth oarsmanship amidships.

Each of the eight men is over six feet, one inch in height, and the average height is six feet, one and one-half inches. Parrott at number 5 is the heaviest of the Husky crew tipping the beam at 190 pounds, while the average weight is 177 pounds.

Harvey Love, regular coxswain, is also a veteran member of the Husky shell, his experience during heated contest adding further to Washington's victorious record.

The personnel of the Washington crew is as follows: Edward Arger-singer, stroke; Walter Rainey, number 7; Robert Snider, number 6; Gordon Parrott, number 5; Herbert Day, number 4; Captain Herbert Mjorud, number 3; Wilbur Washburn, number 2; Robert White, bow; and Harvey Love, coxswain.

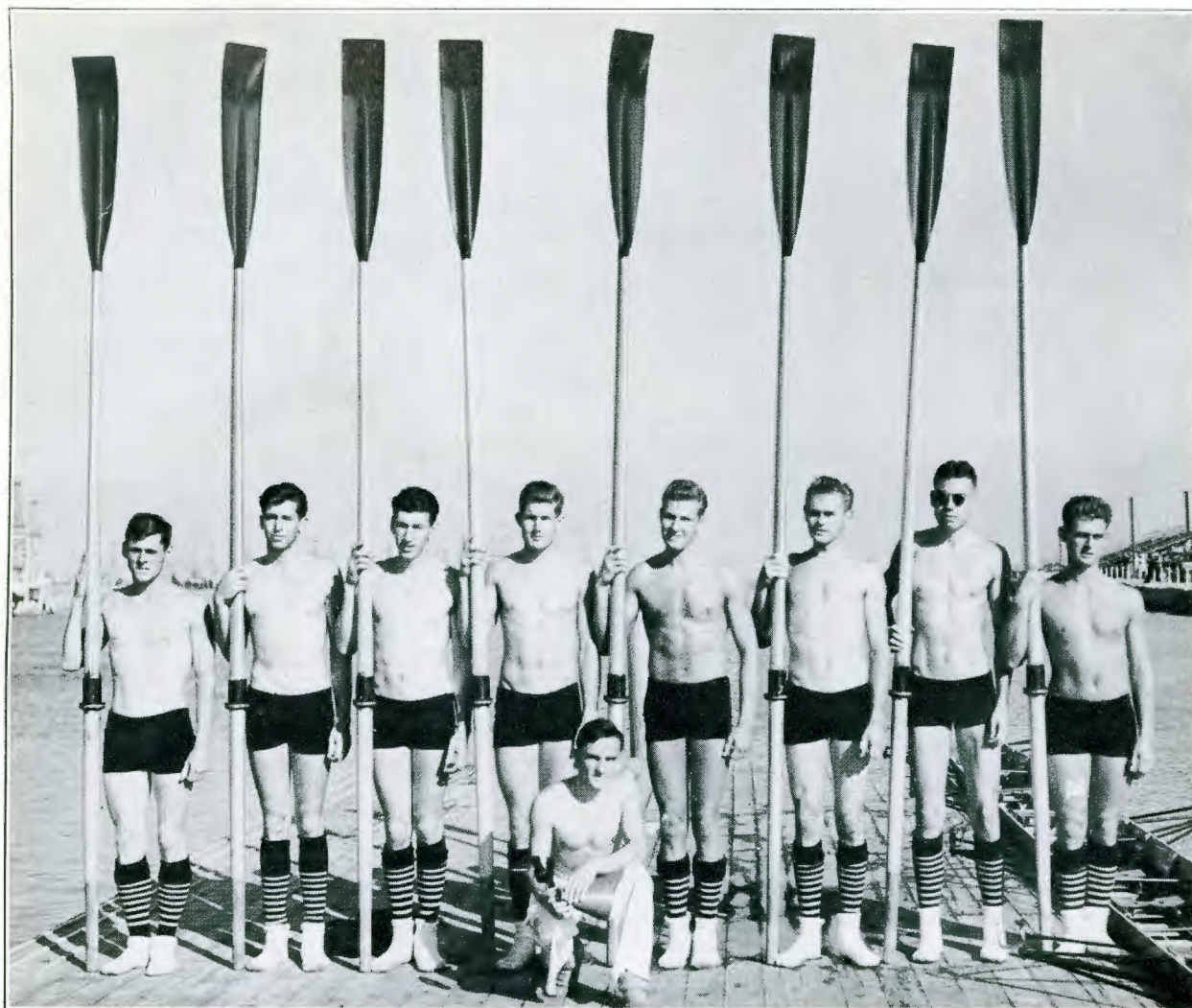


● ALVA M. ULBRICKSON

Washington

Graduated from Washington after stroking his senior crew to a Poughkeepsie championship, he has continually produced eight-oared boats that have offered plenty of competition to their foes.

...CALIFORNIA'S BEARS



Left to right—NURSE, DEMETER, RUBIN, JONES, LACKEY, CHANDLER, THOMSON, KLINK, WATT, coxswain.

Position	Name	Age	Weight	Height	Home Town
Stroke	Kenneth R. Nurse	20	170	6 ft.	San Rafael, California
No. 7	Joe R. Demeter	20	183	6 ft. 4 in.	Berkeley, California
No. 6	Nathan J. Rubin	20	177	6 ft. 3 in.	Berkeley, California
No. 5	Harry E. Jones, Jr.	20	185	6 ft. 3½ in.	Hollywood, California
No. 4	Howard J. Lackey	21	178	6 ft. 3 in.	Oakland, California
No. 3	Charles Chandler	21	183	6 ft. 3 in.	Oakland, California
No. 2	Harper E. Thomson	20	179	6 ft. 5 in.	San Francisco, California
Bow	Ward Klink	20	179	5 ft. 11 in.	San Francisco, California
Coxswain	Reginald Watt	20	120	5 ft. 5 in.	Berkeley, California
<i>Alternates:</i>					
Port side	John E. Adams	18	174	6 ft. 2½ in.	Berkeley, California
Starboard	Selah Chamberlain, Jr.	22	194	6 ft. 2 in.	Redwood City, California

SEEK NEW LAURELS...

S LIGHTLY less than one year ago a stalwart University of California crew earned the right to defend their own and the United States championship in Olympic crew racing. The 1932 Bear eight achieved a victory that deserves note because of the general strength of the eights sent to Long Beach by other countries. But the Bears Olympic victory over the Italian shell in the finals by the narrow margin of a few feet is remembered as a triumph that will no doubt survive many years of crew racing.

Beyond question to a single individual belongs the distinction of really contributing the basic reasons for the success of California's honors in rowing -- Carroll M. "Ky" Ebright. This slender fellow started his crew career as a coxswain at the University of

Washington, famed home of numberless rowing greats, the majority of whom were tutored by the immortal Hiram Connibear. Ebright in his tenth season at Berkeley has revived general interest in rowing principally through a dynamic personality and forceful nature. And two consecutive Olympic championships is hardly a record that will permit oversight.

Following the great combination of the 1932 season, many experts tabbed the Bear eight as the probable winner during each of their 1933 starts. Yet two defeats in as many weeks at the hands of Washington seemed to belie the vaunted strength of California's shell. Therefore Ebright determined to build a new crew for the present regatta, and but one man of the famous Olympic champion boat remains in the present eight, and but two men of the crew that met Washington and U.C.L.A. in April are included in today's boat.

The decision to build for the future is duly significant, and if "Ky" succeeds in his new venture in the races today and tomorrow it will be because of the earnest endeavor and hard work of a bunch of scrappy sophomores.

The Bear shell is stroked by Kenneth R. Nurse, a sturdy, fighting young

man of unusual steadiness. Nurse is hardly a veteran but experience as a freshman will likely be sufficient seasoning. The next three seats are occupied by members of the 1932 Frosh shell, these men succeeding to the same slides in the 1933 junior varsity, and now in the varsity. At seven is Joe R. Demeter; number six is Nathan J. Rubin, while Harry E. Jones, Jr., is at number five oar.

In the center of the boat just where the strain is most severe at tight moments in a race are two veterans, Howard Lackey and Charles Chandler. Number two seat is filled by the six feet, five inches of Harper Thomson, while Ward Klink sits in the bow. Also of the 1932 freshman crew is Reginald Watt, the coxswain.

There is little doubt that any crew defeating this combination will be forced to extend themselves to the limit for Ebright's men are determined to avenge the defeats suffered at the hands of Washington earlier in the year. In addition these chaps believe they are capable of winning today and tomorrow, so every spectator may anticipate the California shell to be among the first to cross the finish line.

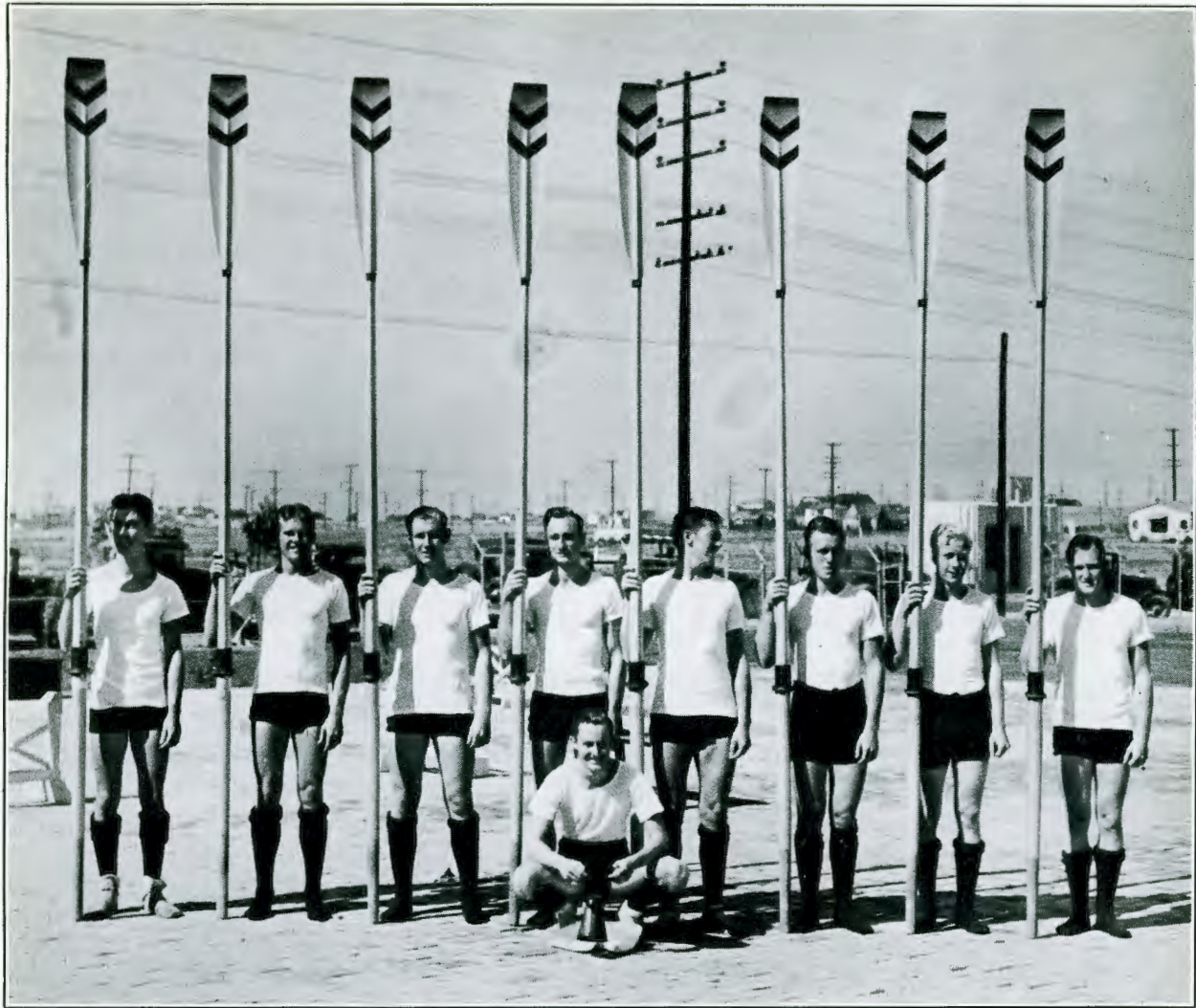
A very important factor in California's favor is the difference between the Bears' course at Oakland and the Long Beach Stadium. A peculiarity at Long Beach is the smoothness of the water, and as the Estuary is always rough the Bears will probably be faster than expected.



● CARROLL M. "Ky" EBRIGHT California

1933 is the tenth season this dynamic coach has led the Bears in their rowing pursuits. Two Olympic and two Poughkeepsie championships is his record.

...WESTWOOD'S BRUINS



Left to right—EMANUELS, SWENSON, MONESMITH, BOHNE, O'CONNOR, BROWN, BRANDOW, SODERSTROM, MAHER, coxswain.

Position	Name	Age	Weight	Height	Home Town
Stroke	Charles Soderstrom	20	175	6 ft.	Beverly Hills, California
No. 7	George E. Brandow	19	170	6 ft. 1 in.	Los Angeles, California
No. 6	Claude A. Brown	19	180	6 ft.	Los Angeles, California
No. 5	Joseph O'Connor	24	190	6 ft. 3 in.	Blyth, California
No. 4	Albert Bohne	21	165	6 ft. 1 in.	Los Angeles, California
No. 3	Burt Monesmith	20	185	6 ft. 2 in.	Santa Monica, California
No. 2	Leroy Swenson	22	165	6 ft.	Los Angeles, California
Bow	Mason Emanuels	20	155	6 ft. 1 in.	San Francisco, California
Coxswain	James Maher	22	121	5 ft. 7 in.	Chicago, Illinois
<i>Alternates</i>					
Starboard	Gordon Bell	20	160	6 ft. 1 in.	Hollywood, California
Portside	William P. Cooper	18	176	6 ft.	Los Angeles, California

ARE REGATTA HOSTS...

AS the infant member of the Pacific Coast Conference, the University of California at Los Angeles this year brought to the sports-loving citizens of Southern California a venerable and thrilling sport . . . intercollegiate crew racing. Starting last September shortly after that unforgettable finish of the race between California's Olympic championship eight and Italy's strong contending shell, Bruin students answered a call sent forth by Major Goodsell to form the first of what promises to be a long succession of U.C.L.A. crews.

But one man among the eighty that turned out for the initial meeting of the candidates had ever sat in a rowing shell previous to that time, and only three men had ever seen an actual crew race. But Goodsell, sage

and doughty Antipodean mentor for the Bruin rowing aspirants, buckled down to an almost herculean and impossible task . . . that of putting a representative eight-oared shell together in four months of practice.

April 15th arrived and passed, with the Bruin craft bowing to the superior ability and power of both Washington and California in a splendid exhibition of rowing. Undaunted in spite of decisive and crushing defeat, the Bruin institution's enthusiasm over crew and crew racing grew apace, and today's regatta is the product of Major Goodsell's enthusiastic energy together with the crew-men's assistance.

The Bruin shell, stroked by a sophomore captain, Charles Soderstrom, is somewhat different from the U.C.L.A.

boat of April 15th. Goodsell decided to avail himself of every bit of suitable material, and consequently combined both varsity and junior varsity boats following the triangular regatta held here in the Marine Stadium. However, five of the eight men included in the present personnel occupied seats in the first Bruin varsity eight.

Soderstrom in the important key position of stroke has developed into a splendid oarsman princi-

pally because of his excellent temperament and hard work. Continued improvement in blade work, slide manipulation, and power is the result of this characteristic plugging on his part throughout the entire season.

Next to the stroke in importance to the balance and perfection of a crew is the number seven seat, or starboard stroke. Goodsell has devoted a good bit of his time to individual coaching of George Brandow, and this curly-headed blonde stalwart now exemplifies the result of laborious coaching. At the time of the April race he occupied the same position in the jayvee shell.

Claude Brown, number six, is a veteran of the Westwood eight over the whole year. Immediately behind Brown is Joe O'Connor, a tall heavy Irish lad of 24 summers that like Brandow is also formerly of the jayvee boat. At the number four slide is Al Bohne, another regular of the varsity. Gordon Bell, number three, hails from the same varsity starboard seat in the earlier combination. Another recruit from the jayvee eight is Leroy Swenson, formerly stroke of the younger craft, but admirably filling his present position of number two. In the bow, Mason Emanuels, frequently referred to as the smoothest oarsman of the entire crew, was likewise a member of the spring eight, but has been changed from the port side to the starboard, principally because of the excellence of his blade work and

(Continued on Page 30)

● MAJOR GOODSELL U. C. L. A.

Former world's champion, professional sculls competition served as his background before arriving at Westwood. This is his first year, but watch the Bruins.



AMATEUR OARSMEN STAGE REGATTA

A SPORT that has lived for over 200 years can never completely disappear, and the interest of oarsmen is everlasting from all appearances. Exemplifying this feeling and enthusiasm is the group of some one hundred and fifty men that comprise the Pacific Association of Amateur Oarsmen.

This group, familiarly called the P.A.A.O., really includes the members of six clubs on the Pacific Coast, chief among which are the South End Rowing Club of San Francisco and the San Diego Rowing Club. These organizations are the largest of the member clubs in the association. Other and perhaps more commonly known are the Dolphin Swimming and Boating Club, Long Beach Rowing Association, and the Alameda Boating Club.

The annual championships, held in the recognized events, generally produce considerable enthusiasm among the various competitors, but the winners seem to consistently repeat their victories from year to year. Prominent among these perennial champions is Bob Cumming, single sculler. Cumming, referee of the Pacific Coast Intercollegiate Regatta held here in April, will again defend his title against four challengers and is more than favored to hold his laurels.

One of the most interesting developments of the past year in amateur rowing on the Pacific Coast is the formation of a four-oared shell by several of the seniors that have but recently left the University of California. As representatives of the South End Rowing Club the four former Bears are heavy favorites to defeat all comers in the Senior Four-Oared event. Harold Tower, stroke, is ex-

captain of the Berkeley varsity eight and rowed at the Number 2 position in the Olympic Championship shell of 1932. The other members were included in the 1933 varsity eight that met Washington and U.C.L.A. here April 15th last. These men are Hays McClellan, No. 2; Bill Van Voorhies, No. 3; and Morris Matheson, bow.

The representatives of the South End club generally manage to win more than their share of the title events during these meetings, and one of the principal reasons for their continued success is the fact that they are coached by the famous Pete Donlon. Donlon will be remembered by many as the stroke of the now almost forgotten crew that represented the United States in the 1928 Olympics. Ebright, Bear mentor, declares that this 1928 aggregation is the greatest eight he



ever had the pleasure of coaching, and further that Pete Donlon was the finest oarsman of the bunch. As a coach Donlon has shown great prom-

ise and his pupils will likely garner most of the laurels today.

The only group entered from around the Los Angeles area are the members of the Long Beach Rowing Association that was formed about a year and a half ago amid the clamor and enthusiasm of the Olympic events at the Marine Stadium. These boys may surprise their competitors today and win on their home waters.

Southern California's principal entrants come from the membership of the San Diego Rowing Club, who send two very strong contenders in the senior single sculls event and the four-oared race. Charles Lentz, a San Diegan entered in the senior sculls competition, has offered strong opposition during the past several years. Bob Cumming. Although Cumming has managed to win consistently Lentz will no doubt be one of the early finishers.

The Pacific Association of Amateur Oarsmen is under the very capable direction of Clyde King, today's referee and one time prominent oarsman at the United States Naval Academy. King stroked the United States Olympic champion eight of 1920 while a student at Annapolis. Since leaving the navy he has engaged in business in the San Francisco bay area, officiating at practically all regattas during the past several years. Approximately ninety-five persons will take part in the annual competition this season and as this is the first opportunity that Southern California has had to view these spectacular races with the exception of the Olympic Games of last summer it is hoped that the P.A.A.O. advent in this district will help stimulate rowing locally.

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A double planked sculling boat weighs about 55 lbs., length 22', beam 24". Easy to sit, light and fast. Will, with ordinary care, last a lifetime.

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“110 Years of American Rowing”

(Continued from Page 21)

comprised the training. Having derived our notions of training from an old English book on the proper way of training pugilists for battles in the ring we had only the simplest kind of diet, three glasses of water a day no matter how hot the weather, no sweets, tobacco, or beer included. Consequently by the day of the race we were down pretty fine.”

Surely the sport has traveled a long way in the past 110 years considering present-day coaching methods, the luxurious training quarters of some of the present-day crews, and other accommodations.

Westwood Bruins

(Continued from Page 27)

general rowing aptitude. Directing operations from his vantage point in the stern of the slim racing shell,

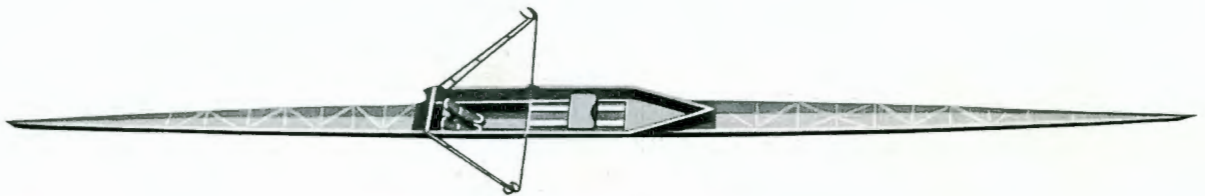
is Jimmy Maher coxswain of the outfit

The fruit of Goodsell’s labors will probably be lacking when the race is over for the Bruin background and experience will undoubtedly prove to be too great a handicap in such polished rowing company as Washington, Harvard, and the others. U.C.L.A.’s pleasure is in acting a host rather than in being the victor and it is the eager hope of all Westwood to continue these annual meetings on the water.

BILL WILLIAMS BOAT YARD

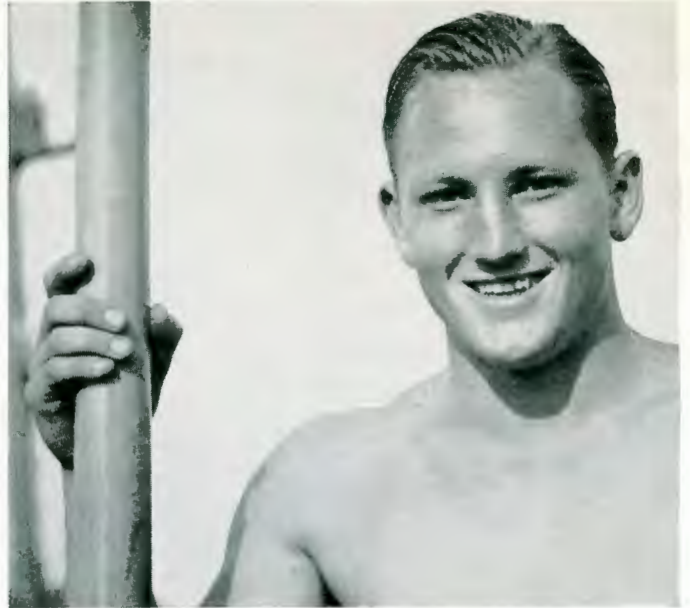
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SHELL OUT, BOYS!

Pacific Slope Fosters Crew

(Continued from Page 9)

and that's something!) In 1913 and 1914 Washington placed third and fifth.

In 1915 Stanford put on a show that is still remembered back on the Hudson. Rough-and-tumble oarsmen, lacking in form and finesse, but with a physical power which made even a catch-as-catch-can stroke effective, the Red Shirts, coached by "Husky" Gurrena, gave a great Cornell crew

a chase that went down in history. The Ithacans kept the lead, but it was a terrific battle. Perhaps the present generation of Cornell oarsmen has heard something of this event.

Washington has "swept the river" three times at Poughkeepsie, in 1923, 1924 and 1926. California has won twice, in 1928 (setting the record for the course which still stands) and in 1932. In each instance, the California crew went on to win the Olympic trials and the eight-oar event in the Olympic Games, which is something.

But enough of the past. Poughkeepsie declared a moratorium this year, so the Long Beach Marine Stadium stepped into the breach. The national intercollegiate rowing championships move across the continent for a change. This, the fixture of this program, is an innovation. The Pacific Coast—which has been rowing quite as long as some of the eastern brethren, but has been doing fairly well at the job for such a young country—hopes that the event may become an institution!

