

OFFICIAL PROGRAM

ANNUAL REGATTA

Intercollegiate  
Rowing  
Association

1912

COLUMBIA  
CORNELL  
PENNSYLVANIA  
LELAND STANFORD, Jr.  
SYRACUSE  
WISCONSIN

Passengers on the Observation Train will please  
be silent when the crews are on the starting  
line in order that the Referee may be heard

PRICE TEN CENTS

Official Program of the  
Annual Regatta

OF THE

Intercollegiate  
Rowing  
Association

Poughkeepsie-Highland  
Course

June Twenty-ninth  
1912

Copyright, 1912, by  
INTERCOLLEGIATE ROWING ASSOCIATION



THE KENNEDY CHALLENGE TROPHY

# First Race

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3.15 P. M.—University Four-Oared Shells, without coxswains,  
two miles.

Trophy:—The Kennedy Challenge Trophy, presented 1899 by  
Davidson Kennedy, *Pennsylvania*, to be held by the winner  
for one year.

Present Holder of the Trophy

CORNELL

## Course Positions

Position No. 1—*Columbia*

“ No. 2—*Syracuse*

“ No. 3—*Cornell*

“ No. 4—*Pennsylvania*

## Finish

TIME.

1.....m. ....S.

2.....m. ....S.

3.....m. ....S.

4.....m. ....S.



STEWARDS' CUP

# Second Race

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4.00 P. M.—Freshman Eight-Oared Shells, two miles.

Trophy:—The Stewards' Cup, presented 1900 by Francis S. Bangs, *Columbia*, to be held by the winner for one year.

Present Holder of the Trophy

COLUMBIA

Course Positions

Position No. 1—*Pennsylvania*

“ No. 2—*Columbia*

“ No. 3—*Wisconsin*

“ No. 4—*Cornell*

“ No. 5—*Syracuse*

Finish

	TIME.	
1.....	.....m.	.....s.
2.....	.....m.	.....s.
3.....	.....m.	.....s.
4.....	.....m.	.....s.
5.....	.....m.	.....s.



'VARSITY CHALLENGE CUP

# Third Race

5.15 P. M.—University Eight-Oared Shells, four miles.

Trophy:—The Varsity Challenge Cup, presented 1898 by Dr.

Louis L. Seaman, *Cornell*, to be held by the winner for one year.

Present Holder of the Trophy

CORNELL

## Course Positions

Position No. 1—*Wisconsin*

“ No. 2—*Pennsylvania*

“ No. 3—*Syracuse*

“ No. 4—*Columbia*

“ No. 5—*Cornell*

“ No. 6.—*Leland Stanford, Jr.*

## Finish

	TIME.	
1.....	.....m.	.....s.
2.....	.....m.	.....s.
3.....	.....m.	.....s.
4.....	.....m.	.....s.
5.....	.....m.	.....s.
6.....	.....m.	.....s.



## University Colors

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COLUMBIA . . . . .	Light Blue and White.
CORNELL . . . . .	Red and White.
PENNSYLVANIA . . . . .	Red and Dark Blue.
LELAND STANFORD, JR. . . . .	Cardinal.
SYRACUSE . . . . .	Orange.
WISCONSIN . . . . .	Cardinal.

## Signals

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By arrangement with Pain's Manhattan Beach Fireworks Company, of No. 18 Park Place, New York, the following signals will be given from a point near the Finish Line:

The start of each race will be indicated by one bomb.

A postponement of the regatta will be indicated by ten bombs.

The leading crew at each mile point, including the finish, will be indicated by bombs, the number of which will correspond with the course number of the crew, as stated on pages 3, 5 and 7 of this program.

The order of the crews at the finish will be indicated by their University colors suspended from the middle span of the Bridge, the upper colors indicating the winner.

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The order and official times of the crews at the finish of each race will be announced by megaphone from the operating car in the middle of the observation train.

# The Intercollegiate Rowing Association

Incorporated 1898

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COLUMBIA UNIVERSITY ROWING CLUB.

ATHLETIC ASSOCIATION OF CORNELL UNIVERSITY.

ATHLETIC ASSOCIATION OF THE UNIVERSITY OF  
PENNSYLVANIA

# Officials

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## Stewards of the Intercollegiate Rowing Association

MORTON G. BOGUE, *Columbia.*

THOMAS REATH, *Pennsylvania.*

FRANK IRVINE, *Cornell.*

## Referee

JOHN E. EUSTIS, *Wesleyan.*

## Timekeeper

CLEMENT B. WOOD, *Harvard.*

## Assistant Timekeepers

ALBERT W. PUTNAM, *Columbia.*

FREDERICK D. COLSON, *Cornell.*

WILLIAM INNES FORBES, *Pennsylvania.*

WILLIAM M. ERB, *Leland Stanford, Jr.*

EDMUND L. FRENCH, *Syracuse.*

FRANK J. PETURA, *Wisconsin.*

## Judge at the Finish

FREDERICK R. FORTMEYER,

*New York Athletic Club.*

## Flag Judge

RICHARD ARMSTRONG, *Yale.*

## Stewards' Boat "Gretchen"

JOHN E. REYBURN, *Pennsylvania.*

# Columbia University Rowing Club

## OFFICERS AND DIRECTORS

GEORGE S. DOWNING, '14 S., Captain.  
 CHARLES G. SINCLAIR, JR., '12 S., President.  
 EDWARD H. FINDLAY, '13 S., Secretary.  
 GEORGE L. MAURER, '12 C., Manager.  
 WALTER R. MOHR, '13 C., Assistant Manager.  
 MORTON G. BOGUE, '00 C., Graduate Treasurer.  
 N. O. ROCKWOOD, '10 C., Assistant Graduate Treasurer.  
 RUTHERFORD STUYVESANT PIERREPONT, '05 C.;  
 ARTHUR D. ALEXANDER, '12 L., Directors.  
 Coach—JAMES C. RICE.

## FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow	E. K. Richard	1915	18	5 0½	147
2	H. S. Willis	1915	19	6 2	155
3	H. A. Naumer	1915	18	5 10½	148
4	H. C. Seedorf	1915	19	6 1	153
5	L. R. Beatty	1915	20	5 11	169
6	H. C. Lauber	1915	19	6 1	159
7	C. W. Croneberg	1915	18	5 10	156
Stroke	V. G. Sanborn	1915	17	5 10	171
Average			18½	5 11¾	156¾
Cox'n	E. B. Moorhouse	1915	17	5 3	100
Sub.	S. C. Spalding	1915	17	5 11	140
Sub.	G. G. Cochran	1915	18	5 11	147
Sub.	G. F. Orthey	1915	19	6 1	172
Sub.	W. S. Bouvier	1915	19	5 10½	158
Sub. Cox.	A. H. Wood	1915	17	5 5	115

## 'VARSITY FOUR

Position	Name	Class	Age	Height	Weight
Bow	K. Herkert	1914	20	6 0	156
2	C. R. Robinson	1913	23	5 11	158
3	E. I. Williams	1914	20	6 0	159
Stroke	C. F. MacCarthy	1914	23	5 7½	155
Average			21½	5 10½	157
Sub.	C. W. Peterson	1914	18	5 10	162
Sub.	H. M. Claghorn	1915	21	6 3	175
Sub.	J. S. Miller	1914	19	6 0	165
Sub.	W. L. H. Doyle	1914	21	6 0½	167
Sub.	S. W. Smith	1914	20	5 11	158

## 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	A. G. Rothwell	1914	20	6 0	163
2	W. E. Ruprecht	1913	21	6 1½	164
3	I. W. Hadsell	1914	19	6 1½	165
4	A. W. Bissell	1913	21	5 10½	167
5	F. J. Latenser	1913	22	6 1	175
6	J. I. Moore, Jr.	1912	25	6 1	173
7	F. Miller	1913	21	6 2½	165
Stroke	G. S. Downing	1914	22	6 0	165
Average			21¾	6 0¾	167¾
Cox'n	A. J. Brock	1913	20	5 5	116
Sub.	C. R. Robinson	1913	23	5 11	158
Sub.	C. F. MacCarthy	1914	23	5 7½	155
Sub.	E. I. Williams	1914	20	6 0	159
Sub.	K. Herkert	1914	20	6 0	156
Sub.	H. M. Claghorn	1915	21	6 3	175

# Cornell University Navy

CHARLES E. TREMAN, Advisory Member.

G. ERVIN KENT, Graduate Manager.

ARTHUR GORDON, Assistant Graduate Manager.

J. P. RIPLEY, JR., Manager.

WILLIAM VAN KIRK, Assistant Manager.

C. B. FERGUSON, Commodore.

CHARLES E. COURTNEY, Coach.

JOHN HOYLE, Assistant Coach.

## FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow	E. Ornelas	1915	20	5 11	160
2	S. V. Hiscox	1915	20	6 0	175
3	E. L. Pollard	1915	20	6 0	168
4	L. F. Craver	1915	20	5 11	162
5	E. S. Kraft	1915	21	6 0	168
6	W. W. Butts	1915	22	6 2	172
7	J. E. O'Brien	1915	20	5 11	168
Stroke	W. V. Ellms	1915	24	5 10	160
Average			20 $\frac{3}{8}$	5 11 $\frac{3}{8}$	166 $\frac{5}{8}$
Cox'n	M. L. Adler	1915	18	5 5	106
Sub	H. J. Brooks	1915	20	5 8	152
Sub	R. Mochrie	1915	18	6 1	162

## 'VARSITY FOUR

Position	Name	Class	Age	Height	Weight
Bow	C. W. Brown	1913	21	5 11	170
2	G. P. McNear	1913	21	6 2	163
3	L. Chapman	1913	22	6 1	169
Stroke	E. H. Dole	1913	22	5 9	156
Average			21 $\frac{1}{2}$	5 11 $\frac{3}{4}$	164 $\frac{1}{2}$

## 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	C. H. Elliott	1913	22	5 11	165
2	E. S. Bates	1913	21	5 8	160
3	B. A. Lum	1913	21	6 3	185
4	W. O. Kruse	1912	23	6 2	172
5	G. B. Wakeley	1912	23	6 1	175
6	B. C. Spransy	1914	22	6 1	184
7	C. B. Ferguson	1912	24	5 10	170
Stroke	W. G. Distler	1912	22	6 0	165
Average			22 $\frac{1}{4}$	6 0	172
Cox'n	C. F. Merz	1912	20	5 4	109
Sub	E. H. Dole	1913	22	5 9	156
Sub	L. Chapman	1913	22	6 1	169
Sub	G. P. McNear	1913	21	6 2	163
Sub	C. W. Brown	1913	21	5 11	170
Sub	W. F. Thatcher	1913	22	6 0	170
Sub	H. R. Menefee	1914	21	6 0	161

ATHLETIC ASSOCIATION  
OF THE  
**University of Pennsylvania**

COMMITTEE ON ROWING

THOMAS REATH, Chairman.

H. ALLAN PRYOR, Manager.

HUGH A. McLEAN, Assistant Manager.

EMANUEL H. SHOEMAKER, Captain.

ELLIS F. WARD, Coach.

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	P. D. Brown.....	1915	21	5 8	158
2.....	L. Merrill.....	1915	21	5 10	160
3.....	W. T. Conover.....	1915	22	6 0½	170
4.....	P. A. Blatz.....	1915	19	5 11¾	173
5.....	H. Butler.....	1915	19	5 11	165
6.....	M. Ross, Jr.....	1915	20	5 11½	170
7.....	W. R. Littleton.....	1915	19	6 1	165
Stroke.....	H. Shoemaker.....	1915	19	5 11	163
Average.....			20	5 11½	165½
Cox'n.....	R. W. Preston.....	1915	18	5 4	107
Sub.....	H. K. Marcy.....	1915	19	5 8½	157
Sub.....	J. V. Merrick.....	1915	18	6 3	178

'VARSITY FOUR

Position	Name	Class	Age	Height	Weight
Bow.....	F. B. Mulford.....	1912	24	5 10	158
2.....	R. G. Howard.....	1912	22	6 0	158
3.....	E. A. Stifel.....	1912	21	6 0	172
Stroke.....	L. E. Brion.....	1914	20	6 0	150
Average.....			21¾	5 11	159½
Sub.....	G. H. Bloom.....	1914	22	6 0½	166
Sub.....	R. LeR. Hepburn.....	1913	20	6 3	163

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	E. W. Madeira.....	1913	20	6 2	159
2.....	F. H. Housel.....	1913	19	6 1	174
3.....	R. L. Watrous.....	1914	19	6 2	155
4.....	E. L. DeLong.....	1912	22	5 10	174
5.....	J. H. Baines.....	1913	20	6 0	169
6.....	E. H. Shoemaker.....	1912	21	6 2	178
7.....	J. Alexander.....	1912	21	6 0	165
Stroke.....	L. B. Walton.....	1912	22	6 0	162
Average.....			20½	6 0⅝	167
Cox'n.....	F. M. Williams.....	1912	22	5 5	110½
Sub.....	G. H. Bloom.....	1914	22	6 0½	166
Sub.....	R. LeE. Hepburn.....	1913	20	6 3	163

# Leland Stanford, Jr., University

## ROWING ASSOCIATION

D. W. BURBANK, Graduate Manager.

R. H. SEWARD, Captain

K. L. SCHMITT, Manager.

## 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	R. W. Olmsted.....	1913	22	6 0	163
2 .....	C. H. Beal.....	1913	22	6 0	158
3 .....	C. Smith.....	1912	23	6 0	176
4 .....	F. B. Watkins.....	1914	23	6 0 $\frac{1}{2}$	171
5 .....	R. F. Duryea.....	1913	21	6 2 $\frac{1}{2}$	185
6 .....	E. B. Walford.....	1915	21	6 0	170
7 .....	R. H. Seward.....	1912	24	6 0 $\frac{3}{4}$	173
Stroke.....	J. F. Partridge.....	1912	21	6 3 $\frac{1}{2}$	185
Average.....			22 $\frac{1}{8}$	6 0 $\frac{7}{8}$	172 $\frac{3}{8}$
Cox'n.....	F. L. Guereña.....	1911	23	5 4	110
Sub.....	P. P. Clover.....	1914	20	5 11	170



# Syracuse University Navy

EDMUND L. FRENCH, Chairman.

MURRAY S. STEDMAN, '10, Graduate Manager.

P. H. HELMS, '12, Commodore.

W. T. BESSANT, '13, Vice-Commodore.

G. C. BABBIT, Captain.

JAMES A. TEN EYCK, Coach.

## FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	W. G. Grady.....	1915	21	5 11	168
2 .....	E. G. Wright.....	1915	18	5 11	165
3 .....	H. Turnbull.....	1915	19	5 10	164
4 .....	W. L. Joslyn.....	1915	20	6 0½	168
5 .....	M. H. Kuehn.....	1915	18	6 1	172
6 .....	A. H. Aldridge.....	1915	18	6 0	171
7 .....	H. G. Porter.....	1915	18	5 11¼	173
Stroke.....	R. J. Hannum.....	1915	21	6 0	164
Average.....			19½	5 11½	168½
Cox'n.....	S. W. Palmer.....	1915	20	5 5	105
Sub. Cox..	G. R. Lewis.....	1915	19	5 5	110
Sub.....	E. J. Cottrell.....	1915	17	5 11	154
Sub.....	H. T. James.....	1915	19	5 11	155

## 'VARSITY FOUR

Position	Name	Class	Age	Height	Weight
Bow.....	M. H. Gregg.....	1913	22	5 10	163
2 .....	J. A. Noxon.....	1913	22	6 0	173
3 .....	J. D. Crimmins.....	1913	21	6 1	165
Stroke.....	L. S. Castle.....	1914	20	5 11½	164
Average.....			21¼	5 11½	166¼
Sub.....	C. C. Francis.....	1914	21	5 11	162
Sub.....	R. W. Propst.....	1913	21	6 0	185
Sub.....	A. H. Summerville.....	1914	21	6 0	169
Sub.....	W. W. Hall.....	1913	25	5 11½	155

## 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	M. G. Butler.....	1914	21	6 0	170
2 .....	G. C. Babbitt.....	1912	26	5 9	169
3 .....	H. R. Topping.....	1912	26	5 10	170
4 .....	H. W. Robbins.....	1914	21	6 0	164
5 .....	C. T. Mahan.....	1913	22	6 0¼	163
6 .....	J. H. Rich.....	1913	23	6 2	178
7 .....	M. P. Hilfinger.....	1914	22	6 1¼	175
Stroke.....	G. B. Thurston.....	1913	22	5 11½	160
Average.....			22¾	5 11½	168¾
Cox'n.....	H. H. Richardson.....	1912	23	5 6	118
Sub. Cox..	C. C. Goes.....	1914	19	5 5¼	116

# University of Wisconsin Navy

CHARLES M. POLLOCK, Captain.

J. W. WILCE, Graduate Manager.

HARRY VAIL, Coach.

## FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	R. A. Peterson.....	1915	24	6 0	167
2.....	G. Bohstedt.....	1915	24	6 0	167
3.....	H. B. Clayton.....	1915	21	6 0	172
4.....	A. J. Dexter.....	1915	20	5 10	162
5.....	F. G. Mueller.....	1915	19	6 1	171
6.....	H. L. Moffet.....	1915	20	6 0	180
7.....	A. Wittich.....	1915	20	6 0	168
Stroke.....	C. W. Evert.....	1915	21	5 11	163
Average.....			21 $\frac{1}{8}$	5 11 $\frac{3}{4}$	168 $\frac{3}{4}$
Cox'n.....	H. A. Lewis.....	1915	18	5 6	101
Sub.....	H. J. Moon.....	1915	20	6 0	162
Sub.....	A. Fritsche.....	1915	19	6 0	170

## 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	D. J. MacLeod.....	1914	26	5 11 $\frac{1}{2}$	166
2.....	R. L. Cuff.....	1914	23	5 10	162
3.....	M. C. Sjoblom.....	1913	25	6 3	173
4.....	C. B. Dreutzer.....	1914	22	6 3	177
5.....	W. F. Mackmiller.....	1912	23	6 0	185
6.....	C. M. Pollock.....	1912	21	6 0	180
7.....	E. J. Samp.....	1913	22	5 11 $\frac{1}{2}$	175
Stroke.....	J. B. Tasker.....	1914	21	5 10 $\frac{1}{2}$	168
Average.....			22 $\frac{3}{8}$	6 0 $\frac{1}{4}$	173 $\frac{1}{4}$
Cox'n.....	J. A. Fletcher.....	1914	21	5 6 $\frac{3}{4}$	107
Sub.....	F. C. Wood.....	1914	20	6 0	170
Sub.....	E. A. Gelein.....	1914	21	6 1	172

give the starting signal by firing a pistol. If any boat shall start before the signal it shall be recalled with five short blasts of the whistle of the stewards' boat, and a new start shall be made as soon as possible. If, within thirty seconds after the starting signal, any crew shall be disabled, it shall stop rowing and all of the boats shall be recalled with the same signal and a new start made, but after such interval each crew shall abide by its own accidents, excepting when during the race, while in its own water, it shall be fouled by another crew. A crew shall be regarded as in its own water when its boat and oars are approximately within thirty-six feet on either side of a line projected through its position at the starting line parallel with the sides of the course.

7. FOUL. If, during a race, a crew, not being in its own water, by its oars, boat or persons shall touch the oars, boat or persons of a competitor, or, after warning by the referee, shall persistently continue out of its own water in such manner as obviously to obstruct a competitor, either such act shall constitute a foul and the crew at fault may be disqualified by the referee. The referee shall be the sole judge as to whether a crew is in its own water or maintaining a proper course during a race. If he shall determine that the result of a race has been materially affected by a foul, he may order the race to be rowed again at a time to be appointed by the stewards.

8. FINISH. A boat shall have completed its course when its bow shall have crossed the finish line between the buoys. In the event of a dead heat for first place between two or more crews, the race shall be rowed again by such crews at a time to be appointed by the stewards.

9. RULES. The stewards reserve authority to interpret these rules, to determine any question not covered by them, to make further regulations for the conduct of the regatta, and to appoint all officials except as otherwise expressly provided. An appeal to the stewards or referee by or on behalf of any crew must be made before the crew leaves its boat. The stewards may order a hearing, at which there shall be present only the stewards, the referee, the official representatives of each crew and such witnesses as may be summoned by the stewards.

10. JUDGES AT THE FINISH. There shall be a judge at the finish, not a graduate of a university represented in the regatta, whose decision, when confirmed by the stewards, shall be final as to the position of the crews at the finish. There shall be a flag judge, who shall indicate the crossing of the finish line by the boats by alternately dropping and raising a flag. Each competing crew may appoint a representative at the finish line.

11. STEWARDS' BOAT. The stewards' boat being intended for the use of the stewards, the referee, the timekeepers and other officials of the regatta, no visitors will be permitted on board. To keep within judging distance of the leading crews during a race, the stewards' boat may be run ahead of other crews.

12. BOATS FOLLOWING THE RACES. COACHING. No boats shall follow the races excepting the stewards' boat, other official boats and the launches of the competing crews, and no person on either of such boats shall be permitted to direct the course of a competing crew or coach any of the oarsmen or coxswains. The referee may disqualify a crew receiving such direction or coaching. Prior to the alignment of the crews on the starting line, all vessels entitled to follow, excepting the stewards' boat, shall take position to the eastward of the course and shall not be permitted to run ahead of any crew continuing in the race.

MORTON G. BOGUE, }  
THOMAS REATH, } Stewards.  
FRANK IRVINE, }

RULES  
OF THE  
**Intercollegiate Rowing Association**  
TO GOVERN THE REGATTA OF 1912

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1. COURSES AND DISTANCES. The course for the 'Varsity Race begins three miles north of the Poughkeepsie Bridge, on the Hudson River, near Krum Elbow, and extends southerly four miles to the finish line, passing under the second span of the Bridge, counting from the west shore.

The distance for the Four-Oared and Freshman Races will be two miles, starting at the two-mile point of the 'Varsity Course.

2. COURSE MARKS. The starting and finish lines will be indicated by conspicuous shore marks. The line of the course of each crew will be indicated by a target on the roadway of the Bridge. Stake boats, one for each crew, will be anchored fore and aft on the respective starting lines, seventy-two feet apart, position No. 1 to be on the westerly line of the course about three hundred and forty-five feet distant from the westerly shore at the starting line for the 'Varsity Race, and two hundred and forty-five feet distant from the westerly shore at the two-mile point. At a point one-quarter mile south of the Bridge two buoys, each bearing a ball signal, will be anchored on the sides of the course in line with the first and second river piers of the Bridge, respectively. The finish line at the four-mile point will be marked with two mark boats or buoys bearing ball signals and flags, anchored respectively about six hundred and ninety-five and eleven hundred and ninety-five feet from the westerly shore.

3. DATES AND HOURS. Weather and water conditions permitting, the hours for starting on June 29th will be as follows: The Four-Oared Race at 3.15 p. m., the Freshman Race at 4.00 p. m., the 'Varsity Race at 5.15 p. m. The 'Varsity crews shall assemble at 4.15 p. m. at the Clearwater pier at the one-mile point, and proceed to the starting line in the order of their respective positions on the course. If, for either race, a crew shall not appear at the time appointed, or at the time to which a postponement shall have been made, the stewards may cause the remaining crews to be started. Notice of any cause of delay to a crew must be given to the stewards before the time fixed for the start. If, in the opinion of the stewards, a postponement of either race shall be necessary to afford the crews a fair opportunity to row, they may make such postponement.

4. CREW COLORS. Coxswains shall wear jerseys showing their University colors, and all crews shall have their University colors painted on their oar blades.

5. POSITIONS OF THE CREWS. The positions of the crews at the starting line will be determined by lot at such time and place as the stewards may direct.

6. THE START. Each race shall be started in the following manner: The boats being held from the stake boats, with their rudders even on the starting line, the referee on the stewards' boat shall distinctly say to each crew: "Are you ready?" If a crew is not ready, its coxswain shall raise one hand. On receiving affirmative answers, the referee shall say distinctly: "Are you ready, all?" If then he shall receive no response, after waiting not more than five seconds he shall

give the starting signal by firing a pistol. If any boat shall start before the signal it shall be recalled with five short blasts of the whistle of the stewards' boat, and a new start shall be made as soon as possible. If, within thirty seconds after the starting signal, any crew shall be disabled, it shall stop rowing and all of the boats shall be recalled with the same signal and a new start made, but after such interval each crew shall abide by its own accidents, excepting when during the race, while in its own water, it shall be fouled by another crew. A crew shall be regarded as in its own water when its boat and oars are approximately within thirty-six feet on either side of a line projected through its position at the starting line parallel with the sides of the course.

7. FOUL. If, during a race, a crew, not being in its own water, by its oars, boat or persons shall touch the oars, boat or persons of a competitor, or, after warning by the referee, shall persistently continue out of its own water in such manner as obviously to obstruct a competitor, either such act shall constitute a foul and the crew at fault may be disqualified by the referee. The referee shall be the sole judge as to whether a crew is in its own water or maintaining a proper course during a race. If he shall determine that the result of a race has been materially affected by a foul, he may order the race to be rowed again at a time to be appointed by the stewards.

8. FINISH. A boat shall have completed its course when its bow shall have crossed the finish line between the buoys. In the event of a dead heat for first place between two or more crews, the race shall be rowed again by such crews at a time to be appointed by the stewards.

9. RULES. The stewards reserve authority to interpret these rules, to determine any question not covered by them, to make further regulations for the conduct of the regatta, and to appoint all officials except as otherwise expressly provided. An appeal to the stewards or referee by or on behalf of any crew must be made before the crew leaves its boat. The stewards may order a hearing, at which there shall be present only the stewards, the referee, the official representatives of each crew and such witnesses as may be summoned by the stewards.

10. JUDGES AT THE FINISH. There shall be a judge at the finish, not a graduate of a university represented in the regatta, whose decision, when confirmed by the stewards, shall be final as to the position of the crews at the finish. There shall be a flag judge, who shall indicate the crossing of the finish line by the boats by alternately dropping and raising a flag. Each competing crew may appoint a representative at the finish line.

11. STEWARDS' BOAT. The stewards' boat being intended for the use of the stewards, the referee, the timekeepers and other officials of the regatta, no visitors will be permitted on board. To keep within judging distance of the leading crews during a race, the stewards' boat may be run ahead of other crews.

12. BOATS FOLLOWING THE RACES. COACHING. No boats shall follow the races excepting the stewards' boat, other official boats and the launches of the competing crews, and no person on either of such boats shall be permitted to direct the course of a competing crew or coach any of the oarsmen or coxswains. The referee may disqualify a crew receiving such direction or coaching. Prior to the alignment of the crews on the starting line, all vessels entitled to follow, excepting the stewards' boat, shall take position to the eastward of the course and shall not be permitted to run ahead of any crew continuing in the race.

MORTON G. BOGUE, }  
THOMAS REATH, } Stewards.  
FRANK IRVINE, }

Regulations to Govern the Hudson River Course of the  
Intercollegiate Rowing Association for the Regatta  
at Poughkeepsie on June 29, 1912, adopted by  
the Department of Commerce and Labor,  
pursuant to Act of Congress.

The attention of masters and owners of steamers, yachts, tugs, tows, and all others concerned, is invited to the rules and regulations prescribed below under the authority of the following provisions of the Act of April 28, 1908, entitled "An Act to provide for safety of life on navigable waters during regattas or marine parades."

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of Commerce and Labor is hereby authorized and empowered in his discretion to issue from time to time regulations, not contrary to law, to promote the safety of life on navigable waters during regattas or marine parades.

Sec. 2. That to enforce such regulations the Secretary of Commerce and Labor may detail any public vessel in the service of that Department and make use of any private vessel tendered gratuitously for the purpose, or upon the request of the Secretary of Commerce and Labor the head of any other Department may enforce the regulations issued under this Act by means of any public vessel of such Department and of any private vessel tendered gratuitously for the purpose.

Sec. 3. That the authority and power bestowed upon the Secretary of Commerce and Labor by sections one and two may be transferred for any special occasion to the head of another Department by the President whenever in his judgment such transfer is desirable.

Sec. 4. That for any violation of regulations issued pursuant to this Act the following penalties shall be incurred:

(a) A licensed officer shall be liable to suspension or revocation of license in the manner now prescribed by law for incompetency or misconduct.

(b) Any person in charge of the navigation of a vessel other than a licensed officer shall be liable to a penalty of five hundred dollars.

(c) The owner of a vessel (including any corporate officer of a corporation owning the vessel) actually on board shall be liable to a penalty of five hundred dollars, unless the violation of regulations shall have occurred without his knowledge.

(d) Any other person shall be liable to a penalty of two hundred and fifty dollars.

The Secretary of Commerce and Labor is hereby authorized and empowered to mitigate or remit any penalty herein provided for in the manner prescribed by law for the mitigation or remission of penalties for violation of the navigation laws.

\* \* \*

Under Section 4465, U. S. Revised Statutes, vessels are liable to any person suing for the same to forfeit the amount of passage money and \$10 for every passenger carried in excess of the number authorized by the Inspection Certificate, and, in addition, the master or owner is liable to a penalty of \$500 under Sections 4499 and 4500, U. S. Revised Statutes, for non-compliance with any regulation made under Title LII of the Revised Statutes.

# Regulations

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1. On the day of the Regatta all visiting yachts and excursion boats will be given positions on the established easterly line of the course in the order of arrival and application. Small yachts and boats will be given positions in front of larger craft.

2. All visiting vessels must be anchored in their assigned positions not later than 2.30 P. M., and thereafter until the finish of the last race of the day no vessel will be allowed on the course, excepting the stewards' boat, the launches of the competing crews and other official boats. Otherwise all vessels proceeding up or down the river, excepting those entitled to follow the crews, will be required to keep to the eastward of the course, running at slow speed.

3. A succession of sharp, short whistles from the United States vessel patrolling the course shall serve as a signal for vessels to stop. Pilots of vessels shall stop when directed to do so by the United States officer in charge.

4. Row boats only will be allowed to anchor to the westward of the westerly line of the course.

5. No vessel will be allowed to make fast to the Judge's boat at the finish line, excepting boats carrying telephone or telegraph cables.

6. Prior to the alignment of the crews on the starting line, all vessels entitled to follow, excepting the stewards' boat, shall take their places to the eastward of the course and shall not be permitted to run ahead of any crew continuing in the race.

7. No vessel or boat of any description shall, in leaving its position after the last race, pass over the course until the last crew in such race has gone beyond the finish line, and then only to the north of the finish line within a safe distance from the last crew.

8. These rules will be enforced, subject to the discretion of the United States officer in charge.

BENJ. S. CABLE, *Acting Secretary.*

# Regattas on the Poughkeepsie-Highland Course

## SINGLE SCULL RACE—ONE MILE

July 2, 1901... C. E. Goodwin, Syracuse..... 9m. 32 3-5s.

## UNIVERSITY FOURS—TWO MILES

June 26, 1899...	1. Pennsylvania.....	11m. 12 s.
	2. Cornell.....	11m. 14 2-5s.
July 2, 1900...	1. Pennsylvania.....	10m. 31 1-5s.
	2. Columbia.....	10m. 38 s.
	3. Cornell.....	
July 2, 1901...	1. Cornell.....	11m. 39 3-5s.
	2. Pennsylvania.....	11m. 45 2-5s.
	3. Columbia.....	11m. 51 3-5s.
June 21, 1902...	1. Cornell.....	10m. 43 3-5s.
	2. Pennsylvania.....	10m. 54 4-5s.
	3. Columbia.....	11m. 8 s.
June 26, 1903...	1. Cornell.....	10m. 34 s.
	2. Pennsylvania.....	10m. 35 4-5s.
	3. Wisconsin.....	10m. 55 3-5s.
	4. Columbia.....	11m. 14 s.
June 28, 1904...	1. Cornell.....	10m. 50 3-5s.
	2. Columbia.....	11m. 12 1-5s.
	3. Pennsylvania.....	11m. 15 3-5s.
	4. Wisconsin.....	11m. 18 2-5s.
	5. Georgetown.....	11m. 34 2-5s.
June 28, 1905...	1. Syracuse.....	10m. 15 2-5s.
	2. Cornell.....	10m. 17 2-5s.
	3. Pennsylvania.....	10m. 33 2-5s.
	4. Columbia.....	10m. 45 s.
	5. Wisconsin.....	10m. 52 2-5s.
June 23, 1906...	1. Cornell.....	10m. 35 1-5s.
	2. Syracuse.....	10m. 48 2-5s.
	3. Columbia.....	10m. 55 2-5s.
	4. Pennsylvania.....	11m. 6 4-5s.
June 26, 1907...	1. Syracuse.....	10m. 37 1-5s.
	2. Cornell.....	10m. 40 s.
	3. Pennsylvania.....	10m. 49 s.
	4. Columbia.....	10m. 59 3-5s.
June 27, 1908...	1. Syracuse.....	10m. 52 4-5s.
	2. Columbia (awarded).....	11m. 6 2-5s.
	3. Pennsylvania (awarded).....	10m. 57 4-5s.
	4. Cornell.....	
July 2, 1909...	1. Cornell.....	10m. 1 s.
	2. Syracuse.....	10m. 10 s.
	3. Columbia.....	10m. 12 s.
	4. Pennsylvania.....	10m. 27 3-5s.



June 25, 1910...	1.	Cornell.....	11m. 37 4-5s.
	2.	Syracuse.....	11m. 43 2-5s.
	3.	Columbia.....	11m. 48 1-5s.
	4.	Pennsylvania.....	12m. 22 s.
June 27, 1911...	1.	Cornell.....	
	2.	Syracuse.....	
	3.	Columbia.....	
	4.	Pennsylvania.....	

### FRESHMAN EIGHTS—TWO MILES

June 24, 1896...	1.	Cornell.....	10m. 18 s.
	2.	Harvard.....	10m. 22 s.
	3.	Pennsylvania.....	10m. 26 1-2s.
	4.	Columbia.....	10m. 51 s.
June 23, 1897...	1.	Yale.....	9m. 19 1-2s.
	2.	Harvard.....	9m. 26 1-2s.
	3.	Cornell.....	9m. 26 1-2s.
June 30, 1897...	1.	Cornell.....	9m. 21 1-5s.
	2.	Columbia.....	9m. 22 3-5s.
	3.	Pennsylvania.....	9m. 23 1-5s.
June 26, 1899...	1.	Cornell.....	9m. 55 s.
	2.	Columbia.....	10m. s.
	3.	Pennsylvania.....	10m. 10 s.
June 30, 1900...	1.	Wisconsin.....	9m. 45 2-5s.
	2.	Pennsylvania.....	9m. 54 3-5s.
	3.	Cornell.....	9m. 55 1-5s.
	4.	Columbia.....	10m. 8 s.
July 2, 1901...	1.	Pennsylvania.....	10m. 20 1-5s.
	2.	Cornell.....	10m. 23 s.
	3.	Columbia.....	10m. 36 1-5s.
	4.	Syracuse.....	10m. 44 2-5s.
June 21, 1902...	1.	Cornell.....	9m. 39 4-5s.
	2.	Wisconsin.....	9m. 42 4-5s.
	3.	Columbia.....	9m. 49 s.
	4.	Syracuse.....	9m. 53 s.
	5.	Pennsylvania.....	10m. 5 s.
June 26, 1903...	1.	Cornell.....	9m. 18 s.
	2.	Syracuse.....	9m. 22 4-5s.
	3.	Wisconsin.....	9m. 32 s.
	4.	Columbia.....	9m. 41 s.
	5.	Pennsylvania.....	9m. 45 s.
June 28, 1904...	1.	Syracuse.....	10m. 1 s.
	2.	Cornell.....	10m. 12 2-5s.
	3.	Pennsylvania.....	10m. 18 4-5s.
	4.	Columbia.....	10m. 28 1-5s.
June 28, 1905...	1.	Cornell.....	9m. 39 4-5s.
	2.	Syracuse.....	9m. 49 s.
	3.	Columbia.....	9m. 53 s.
	4.	Pennsylvania.....	9m. 58 4-5s.
June 23, 1906...	1.	Syracuse.....	9m. 51 3-5s.
	2.	Cornell.....	9m. 55 s.
	3.	Wisconsin.....	9m. 55 3-5s.
	4.	Columbia.....	10m. 7 1-5s.
	5.	Pennsylvania.....	10m. 13 1-5s.

June 26, 1907...	1.	Wisconsin.....	9m. 58	s.
	2.	Syracuse.....	10m. 3	s.
	3.	Pennsylvania.....	10m. 4	s.
	4.	Columbia.....	10m. 5	2-5s.
	5.	Cornell.....	10m. 7	4-5s.
June 27, 1908...	1.	Cornell.....	9m. 29	3-5s.
	2.	Syracuse.....	9m. 38	3-5s.
	3.	Columbia.....	9m. 43	s.
	4.	Wisconsin.....	9m. 55	1-5s.
	5.	Pennsylvania.....	10m.	2-5s.
July 2, 1909...	1.	Cornell.....	9m. 11	3-5s.
	2.	Syracuse.....	9m. 14	4-5s.
	3.	Pennsylvania.....	9m. 20	1-5s.
	4.	Wisconsin.....	9m. 22	4-5s.
	5.	Columbia.....	9m. 26	s.
June 25, 1910...	1.	Cornell.....	10m. 40	1-5s.
	2.	Columbia.....	10m. 53	2-5s.
	3.	Syracuse.....	10m. 53	4-5s.
	4.	Pennsylvania.....	11m. 9	1-5s.
	5.	Wisconsin.....	11m. 15	1-5s.
June 27, 1911...	1.	Columbia.....	10m. 13	1-5s.
	2.	Cornell.....	10m. 20	2-5s.
	3.	Syracuse.....	10m. 23	1-5s.
	4.	Pennsylvania.....	10m. 25	4-5s.
	5.	Wisconsin.....	10m. 38	s.

#### 'VARSITY EIGHTS—FOUR MILES

June 24, 1895...	1.	Columbia.....	21m. 25	s.
	2.	Cornell.....		
	3.	Pennsylvania.....		
June 26, 1896...	1.	Cornell.....	19m. 59	s.
	2.	Harvard.....	20m. 8	s.
	3.	Pennsylvania.....	20m. 18	s.
	4.	Columbia.....	21m. 25	s.
June 25, 1897...	1.	Cornell.....	20m. 34	s.
	2.	Yale.....	20m. 44	s.
	3.	Harvard.....	21m.	s.
July 2, 1897...	1.	Cornell.....	20m. 47	4-5s.
	2.	Columbia.....	21m. 20	2-5s.
	3.	Pennsylvania.....		
June 27, 1899...	1.	Pennsylvania.....	20m. 4	s.
	2.	Wisconsin.....	20m. 5	1-2s.
	3.	Cornell.....	20m. 13	s.
	4.	Columbia.....	20m. 20	s.
June 30, 1900...	1.	Pennsylvania.....	19m. 44	3-5s.
	2.	Wisconsin.....	19m. 36	2-5s.
	3.	Cornell.....	20m. 4	1-5s.
	4.	Columbia.....	20m. 8	1-5s.
	5.	Georgetown.....	20m. 19	1-5s.
July 2, 1901...	1.	Cornell.....	18m. 53	1-5s.
	2.	Columbia.....	18m. 58	s.
	3.	Wisconsin.....	19m. 6	4-5s.
	4.	Georgetown.....	19m. 21	s.
	5.	Syracuse.....		
	6.	Pennsylvania.....		

June 21, 1902 . . .	1.	Cornell . . . . .	19m.	5 3-5s.
	2.	Wisconsin . . . . .	19m.	13 3-5s.
	3.	Columbia . . . . .	19m.	18 3-5s.
	4.	Pennsylvania . . . . .	19m.	26 s.
	5.	Syracuse . . . . .	19m.	31 2-5s.
	6.	Georgetown . . . . .	19m.	32 s.
June 26, 1903 . . .	1.	Cornell . . . . .	18m.	57 s.
	2.	Georgetown . . . . .	19m.	27 s.
	3.	Wisconsin . . . . .	19m.	29 2-5s.
	4.	Pennsylvania . . . . .	19m.	33 3-5s.
	5.	Syracuse . . . . .	19m.	36 2-5s.
	6.	Columbia . . . . .	19m.	54 4-5s.
June 28, 1904 . . .	1.	Syracuse . . . . .	20m.	22 3-5s.
	2.	Cornell . . . . .	20m.	31 1-5s.
	3.	Pennsylvania . . . . .	20m.	42 4-5s.
	4.	Columbia . . . . .	20m.	45 2-5s.
	5.	Georgetown . . . . .	20m.	52 3-5s.
	6.	Wisconsin . . . . .	21m.	1 1-5s.
June 28, 1905 . . .	1.	Cornell . . . . .	20m.	29 s.
	2.	Syracuse . . . . .	21m.	47 2-5s.
	3.	Georgetown . . . . .	21m.	49 s.
	4.	Columbia . . . . .	21m.	53 4-5s.
	5.	Pennsylvania . . . . .	21m.	59 4-5s.
	6.	Wisconsin . . . . .	22m.	6 1-5s.
June 23, 1906 . . .	1.	Cornell . . . . .	19m.	36 4-5s.
	2.	Pennsylvania . . . . .	19m.	43 4-5s.
	3.	Syracuse . . . . .	19m.	45 1-5s.
	4.	Wisconsin . . . . .	20m.	13 4-5s.
	5.	Columbia . . . . .	20m.	18 3-5s.
	6.	Georgetown . . . . .	20m.	36 s.
June 26, 1907 . . .	1.	Cornell . . . . .	20m.	2 2-5s.
	2.	Columbia . . . . .	20m.	4 s.
	3.	U. S. Naval Academy . . . . .	20m.	13 4-5s.
	4.	Pennsylvania . . . . .	20m.	23 2-5s.
	5.	Wisconsin . . . . .		
	6.	Georgetown . . . . .		
	7.	Syracuse . . . . .		
June 27, 1908 . . .	1.	Syracuse . . . . .	19m.	34 1-5s.
	2.	Columbia . . . . .	19m.	35 1-5s.
	3.	Cornell . . . . .	19m.	39 s.
	4.	Pennsylvania . . . . .	19m.	52 3-5s.
	5.	Wisconsin . . . . .	20m.	43 4-5s.
July 2, 1909 . . .	1.	Cornell . . . . .	19m.	2 s.
	2.	Columbia . . . . .	19m.	4 2-5s.
	3.	Syracuse . . . . .	19m.	15 1-5s.
	4.	Wisconsin . . . . .	19m.	24 1-5s.
	5.	Pennsylvania . . . . .	19m.	32 1-5s.
June 25, 1910 . . .	1.	Cornell . . . . .	20m.	42 1-5s.
	2.	Pennsylvania . . . . .	20m.	44 1-5s.
	3.	Columbia . . . . .	20m.	54 1-5s.
	4.	Syracuse . . . . .	21m.	1 3-5s.
	5.	Wisconsin . . . . .	21m.	15 3-5s.
June 27, 1911 . . .	1.	Cornell . . . . .	20m.	10 4-5s.
	2.	Columbia . . . . .	20m.	16 4-5s.
	3.	Pennsylvania . . . . .	20m.	33 s.
	4.	Wisconsin . . . . .	20m.	34 s.
	5.	Syracuse . . . . .	21m.	3 2-5s.

In 1898, the Regatta of the Intercollegiate Rowing Association was held on Saratoga Lake, N. Y.

### FRESHMAN EIGHTS—TWO MILES

July 2, 1898...	1. Cornell.....	10m. 57 3-5s.
	2. Columbia.....	11m. 12 s.
	3. Pennsylvania.....	11m. 13 s.

### UNIVERSITY EIGHTS—THREE MILES

July 2, 1898...	1. Pennsylvania.....	15m. 51 1-2s.
	2. Cornell.....	16m. 6 s.
	3. Wisconsin.....	16m. 10 s.
	4. Columbia.....	16m. 21 s.

## Records

### ' VARSITY FOURS—TWO MILES

Cornell, July 2, 1909.....	10m. 1 s.
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### FRESHMAN EIGHTS—TWO MILES

Cornell, July 2, 1909.....	9m. 11 3-5s
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### ' VARSITY EIGHTS—FOUR MILES

Cornell, July 2, 1901.....	18m. 53 1-5s.
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THE REGATTAS

OF THE

**Intercollegiate Rowing Association**

WILL BE HELD ON

SATURDAY, JUNE 21, 1913

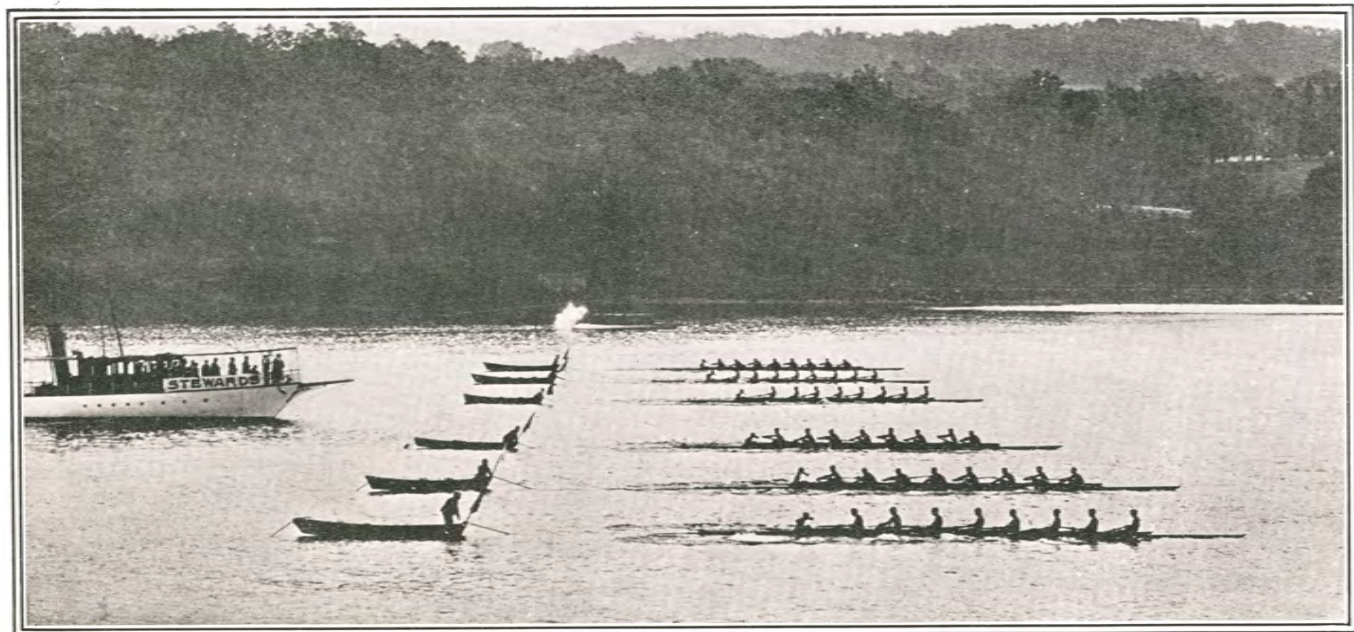
FRIDAY, JUNE 26, 1914

MONDAY, JUNE 28, 1915

ON THE

POUGHKEEPSIE-HIGHLAND COURSE

THE START OF THE 'VARSITY RACE, 1906—From a photograph by John P. Troy, Ithaca, N. Y.



Syracuse (1)

Columbia (2)

Wisconsin (3)

Cornell (4)

Georgetown (5)

Pennsylvania (6)

The only direct way to reach the **COURSE** and  
**OBSERVATION TRAIN** is via

# West Shore Railroad

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Observation Train Ticket, \$2.50

R. R. Excursion Ticket, New York to Highland, \$2.50

Parlor Car Seat, Round Trip, 80 Cents

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**Notice to Passengers from Weehawken, Cornwall and Newburgh.**—Special trains will land Observation Train ticket holders near that train. On returning, passengers for **Newburgh, Cornwall** and **Weehawken** will take the special trains at the finish line.

**Notice to Passengers from Local Stations Between Weehawken and Highland.**—Special trains will land Observation Train ticket holders near that train. On returning, passengers for local stations between Highland and Weehawken (excepting Newburgh, Cornwall and Weehawken) will remain seated on the Observation Train, which will return to a point just south of Highland Station, where local trains can be taken for points south.

**Notice to Passengers from points North of Highland and from Poughkeepsie.**—Special trains from points north of Highland will land passengers at Highland Station, just south of which the Observation Train will stop. After the last race, passengers for points north of Highland and for Poughkeepsie will remain seated until the Observation Train returns to Highland Station.

## Observation Train on the West Shore Railroad

A covered Observation Train, specially equipped, will be run on the West Shore Railroad to afford spectators a close and unobstructed view of the races. The train will be in readiness near Highland Station, and its speed will be regulated so that passengers will be opposite the crews from start to finish. The West Shore tracks run along the edge of the river, and as the course has been laid near the west bank of the Hudson, no better point of vantage to view the contests can be had than from the Observation Train. In the event of a postponement of the races the coupons for the Observation Train will be honored on the day appointed by the stewards.