

REFLECTIONS

STANFORD CREW HISTORY

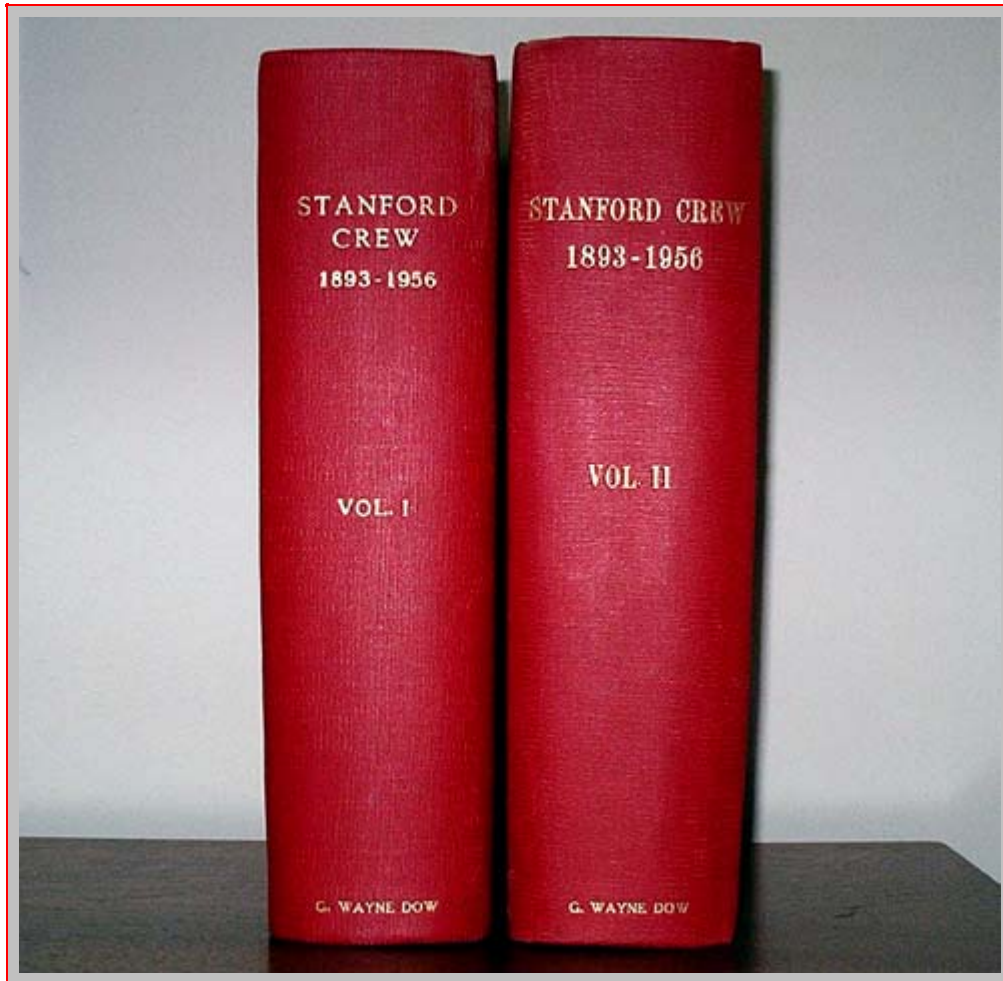
1893 - 1956

by

G. Wayne Dow

A History of the Crew at Stanford University

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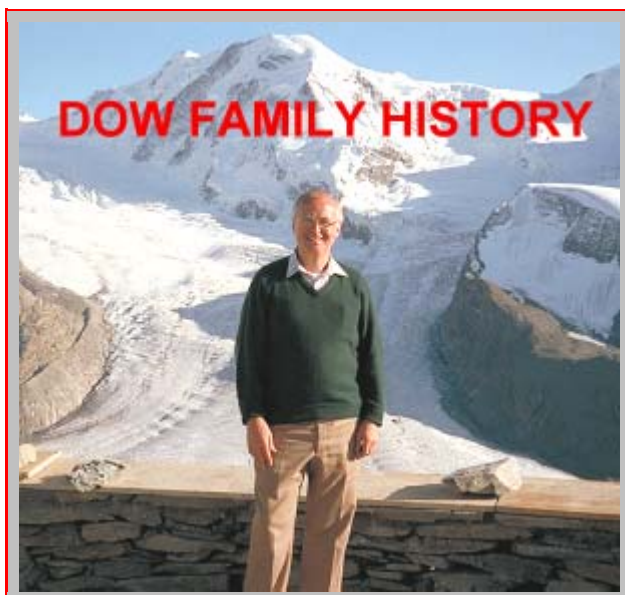
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[THE STANFORD CREW 1950-1954\(2\)](#)



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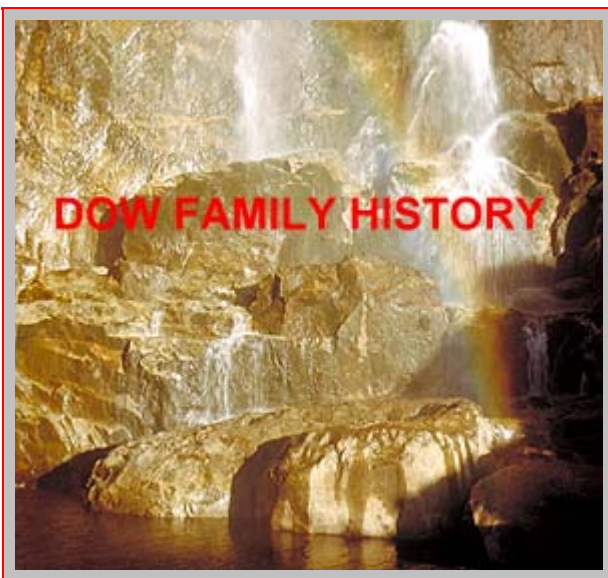
REFLECTIONS - AN ILLUSTRATED AUTOBIOGRAPHY



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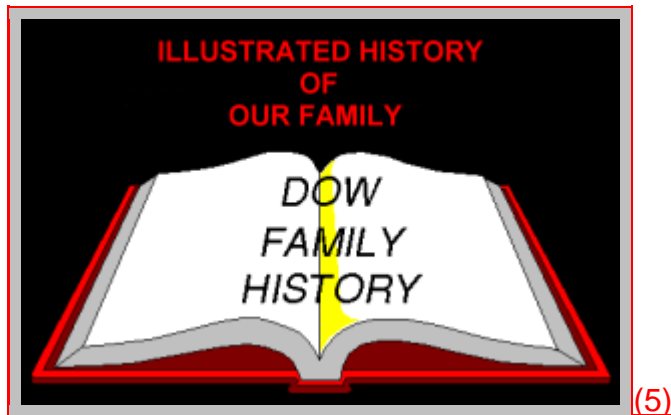
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MY INTERESTS(4)



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ILLUSTRATED HISTORY OF OUR FAMILY



FOREWORD

This infobase was initially prepared in 2005. The "Revision date" on the "information" screen under "File", above, indicates when additions, revisions, corrections etc. were last made.

INTRODUCTION

In 1951, I wrote a history of the Stanford Crew covering the period from 1893 through 1951. The period covered by the history text itself abruptly ends in 1951, although the appendices and other material contained in the above two volumes include a great deal of material through 1956 that were added in 1960 prior to giving the original typed copy of the history (along with a lot of other Stanford Crew materials) to the Stanford Collection of the Main Library at Stanford University.

Reproduced below is the text of that history, made from the single set of "photocopy" pages I made and retained before giving the original double spaced typed copy to the Stanford Collection. Over the years these photocopy pages, made on a Kodak chemical development process copier and bound into the front of the above illustrated Volume I, have faded to the point where they are barely readable. Although not included as part of the original history text, I have added a couple illustrations to the text shown below. It should be noted that the contents of some of the appendices are not reproduced here (although the subject and source for each is indicated below).

STANFORD CREW HISTORY 1893 - 1951

PREFACE

I am greatly indebted to Mr. James Judson Beggs and Mr. Louis Lindsey for their help in gathering the material for this paper and for the early details which they have related to me. Appreciation is also expressed to the Stanford Crew Auxiliary,

which maintains the scrapbook for the Stanford Crew Association. It was from the Crew Scrapbook that most of the following data was secured.

THE STANFORD CREW

The story of the sport of crew in the United States is one of rapid success and continued growth in popularity. Since the early 1800's when crew was introduced from England in the Eastern schools, the increased interest in rowing has brought about technical improvements in boat building and newly developed styles of rowing. Although not naturally adapted as a spectator sport, through the ingenuity of its enthusiasts crew has risen to the point where a race now draws many thousands of watchers. The fact that crew is unique among major collegiate sports in that it alone offers opportunities for the small, medium-sized, and rangy athletes is sufficient explanation for the early increase in the number of oarsman in this country. It is the most ideally amateur sport in the world today and offers its participants an experience that they retain throughout their whole live and a spirit that maintains their continual interest in the activity.

The history of crew at Stanford is one of success and failure; a story that every crewman is proud of. An the Stanford crewman has a right to be proud of his organization, because everything the crew had today can be directly attributed to the oarsmen themselves. The Stanford crew is unique among crews in the nation and among the sports at Stanford, for it is unrecognized by the University and therefore receives no financial aid from the University budget. Every piece of equipment and every right and privilege that he has, the Stanford oarsman had to battle for and represents the efforts of a true group of athletes who, through the love of a sport and the desire from competition, are willing to work for the opportunity to row.

The oarsmen at Stanford have done a great deal for the University - much more than the University has done for them. Both in developing individual character and in carrying the name of Stanford to glory, the crew has proven itself to be worthy of the Stanford name. The story of its development is inspiring and one which displays a true spirit of sportsmanship. It is a story of a group of athletes who have never let defeat stop them.

I. The Early History 1893 - 1921

The first appearance of rowing at Stanford came in 1893 when Senator and Mrs. Stanford donated a considerable amount of money for the development of a crew to compete in exhibition races in the East at forthcoming world fairs, such as the Columbia World's Fair held in Chicago in 1893. A boat house was constructed on Lake Lagunita and an attempt was made to get a used four-oared shell from an Eastern school. Because the Stanfords were unable to get a shell, the idea was dropped and nothing more was done until 1895, when W. E. Cole, President of the University of California, made an effort to have Stanford go into rowing to provide California's crew with competition.

During the Fall of 1903, California, under the presidency of Benjamin Ide Wheeler, who had done a great deal of rowing in the East, sent a representative to Stanford and found the necessary helpers in Engineering Professor A. W. Smith, former oarsman at Cornell, and Paul Harper (1903), who was responsible for starting crew at the University of Washington. Between these two men the spirit was aroused, and on February 25, 1903, the Student Executive Committee approved the first Stanford Boat Club, becoming the third major school on the Pacific Coast to take up crew. [Crews were started at California in 1893; at Washington in 1899]. A boathouse and barge were built at the Redwood City Yacht Harbor, the crew traveling between the campus and the boathouse by means of an electric streetcar from the campus to Palo Alto, the steam train from Palo Alto to Redwood City, and on foot from the railroad station to the boathouse. The oarsman worked out in four-oared shells bought from Cornell with donated money, the first of which was two hundred and fifty dollars given by Mrs. Stanford. Stanford's first race was a triangular meet with California and Washington, scheduled for May 1, 1904. Washington had several mishaps and could not row until several days later, when they lost to California by eight lengths. California won easily over Stanford's Varsity, who took in a half a boat load of water in the first mile but finally pulled to the finish. However, the Freshmen won their race over California by several lengths.

For the 1906-1907 season, the Student Excom voted five hundred dollars for support and the crew purchased an eight-oared shell in the East. That same year

the Stanford crew beat California in the first eight-oared shell race on the Pacific Coast. The period from 1907 to 1920 was the height of achievement for the crew, Stanford defeating California in ten out of the fifteen races. In 1908, crew at Stanford was raised to the major sport status, ranking with football, baseball, and track. This status was withdrawn in 1909, but reinstated in 1910 following Stanford's winning of the West Coast Championship under Jim Reynolds.

For the next ten years, financial support came from student body drives, Jolloy-ups, and A.S.U. funds. Stanford again won the Coast Championship in 1912 and became the first West Coast crew to be honored by an invitation to race on the Hudson River course of the Poughkeepsie Regatta and the first sport at Stanford to carry the University's name East in athletic competition. Stanford ordered a new shell for the race from the English boatbuilder Simms, but the steamer on which it was shipped was delayed and the crew used a shell borrowed from Harvard. Illness plagued the crew, which was picked to win, and Stanford's boat came in last.

The Farm oarsman returned to Poughkeepsie, however, in 1915, and were the first Pacific Coast oarsman to gain recognition as a serious contender for the national honors. The weather was bad and the river was rough the day of the race, and a postponement was made until late in the afternoon. The four mile race was finally held in semi-darkness and Stanford made a brilliant showing. Conditions were against us, though, and through an error of the coxswain as to the location of the finish line, Stanford came in second, defeating the crews of Syracuse, Columbia, and Pennsylvania. [see Appendix I]. The 1915 crew has gone down in national crew records as one of the best in the country's history. Their unorthodox style of rowing and tremendous pre-race popularity, along with a desire to win the honors for Stanford made them the most talked-about crew in the country. The 1915 crew had its share of difficulties, though, particularly as far as financial aid was concerned. Following the Poughkeepsie race, it was learned that the crew funds were completely exhausted. And as a result, crewmen had to make their way back to California as best they could [There is some disagreement as to how the crew got back. Louis Lindsey was of the opinion that a California sportsman heard of the crew's plight and paid for their transportation. Newspapermen claim that W. R. Hearst provided the money - see Appendix II] and they were forced to leave their shell in the Columbia boathouse, where it has been to this day. [This was a better

and newer shell than the subsequent crews had until 1946].

The First World War saw the slow decline of the Stanford Boat Club. The crew never had more than two shells and most of the time was limited to the use of one. Men's crew died out completely during the war years mainly due to a lack of oarsmen, the poor transportation facilities, and delays late into the night when the oarsmen returned from work-outs (often times some of the men were held up by the trains until ten or eleven P.M.). The only trace of crew that could be found during the war was a women's crew that rowed in a four-oared shell on Lake Lagunita under the direction of the Women's Athletic Association.

Following World War I, a revival was attempted and was successful for two or three years. In 1920, when Stanford docked after its race with California in May, the oarsmen pulled their second-hand shell from the water and the bottom of the boat literally fell out - and so did crew racing at Stanford. Because of the interruption caused by the war and the increasing difficulty in raising funds, crew was dropped as an official student body activity in 1921. Many of the sloughs at Redwood City Harbor in which the crew had rowed were filled in by the city and a sewage disposal plant was built on the site of the boathouse on the old Tannery grounds. The crew had enjoyed a prosperous period in which it brought great fame to the University, but the lack of financial support spelled its doom.

II. Pre-World War II Revival 1939 - 1943

Crew racing lacked sufficient student body interest during the period from 1921 to 1939. The only attempt to have the Athletic Department start crew again was made in 1930 by Stanford alumni and students, led by Husky Guerena, cos of the 1912 crew, coach in 1915, Student Body President, and president of the Alumni Association. The S.A.B. refused the request, and the idea was dropped. [Director of Athletics, Al Masters, hired a motor launch and secured the services of an "engineer" to survey the physical situation of the rowing area. Because the "engineer" said that the moddy composition of the floor of the Bay would present a problem for the coaching launches, Masters returned with the decision that it was impossible to carry on rowing practice there. He stated that the cost of dredging and maintaining a channel in the South-Bay mud-flats would be prohibitive.]

After lying dormant for nineteen years, crew was revised at Stanford in the Fall of 1939. At this time, a group of enthusiasts (Bud Clary, Lee Peake, Ted Cole, Carl Cullock, and Carl Nemo Pederson) began agitating for the organization of a rowing club. A great deal of assistance came from Ky Ebright, California's crew coach, not only in lining up a coaching staff and giving advice and encouragement, but also in the form of a gift of a used shell (Argonaut) and a set of oars. [In reference to the crew's revival in the light of University opposition, Ky Ebright is quoted as having said to Walter Ames, then president of the Board of Athletic Control, "Remember how the Big Game got started when Stanford had no team and no coach." *San Francisco Chronicle*, March 22, 1941.]

The University was unable to provide funds for the group, but the men themselves were able to support the club by means of alumni donations and individual dues (\$7.50 per quarter). Carl Pederson, a member of the Graduate School of Business, offered his services and time as coach without remuneration. In 1927, Pederson and several others started rowing at Sacramento Junior College, but due to illness in the Fall of 1931, he was confined to coaching the crew. In 1932, he rowed as number 5 with the California crew that beat Washington by 18 lengths on Lake Washinton and broke the Pacific Coast record, and was a member of the California eight that won the Olympic Games Championship at Los Angeles that same year.

In the Spring of 1940, a number of alumni generously contributed enough money to buy scrap materials for a shack to house the boats on the Redwood City Slough. In addition to the construction of a boathouse, ramp, and floats, the group built a training scow which was used on Lake Lagunita. [The scow was built in the Frost Amphitheater out of lumber, nails, and tools "donated" (perhaps with their knowledge) by Ramshead, and transported to the Lake by truck.] The University of Washington sent the orphan group one of its old shells (Washitonia) and the crew's first race in twenty-one years was held at Redwood City the same year. Due to rough water and the distance involved in getting to the practices, the boathouse was dismantled in the Fall of 1940 and the entire installation was moved to the present [i.e. in 1951] location at the Palo Alto Yacht Harbor, where it was placed on a piece of land approximately one hundred feet square which was given under a free lease

by the City of Palo Alto.



The harbor is dredged annually and leads out to a straight channel approximately three miles long, which is considered one of the best natural racing courses on the Pacific Coast.

The Spring of 1941 found the crew advancing rapidly. After a long period of coaching from the banks of the slough, a borrowed launch was finally secured from W. A. Gould of Mt. View. Pederson was assisted in the coaching by three California graduates: Kirk Smith, stroke of the championship crew of 1939; Stan Freeborn, 1939 and 1940 crews; and Fred Kelley.

Recognition of the crew in the A.S.S.U. Constitution came in 1942, and Excom, at the request of Bob Hampton and Bud Clary, granted the circle "S" award status to members of the crew who rowed in races against either California or

Washington, or any two of the other schools. Dr. Ray Lyman Wilber "officially" appointed Pederson as "acting" crew coach. It was this same year, too, that a long campaign by Ted Cole and Lee Peake for getting University gym credit for the oarsmen came to an end. Dr. Anderson, director of the School of Physical Education, argued against giving units credit for the crew for the following reasons: (1) The sport is off campus and not supervised by a member of the staff, thus providing difficulty in keeping the records, (2) It is not supported by the University or the Board of Athletic Control and not recognized by the Faculty Athletic Committee, (3) Since the sport is off campus, the school can not take responsibility for accidents or injuries incurred while students are rowing or making the trip between the campus and the boathouse. Popular support overruled these arguments though, and credit was finally granted. 1942 heralded the first race with California in twenty-two years. Cal won the 2,000 meters race by five lengths (7:13), but the defeat was offset for Stanford by the gift of two shells which the California men brought with them (Berkeleyian and Whiskie). [The Whiskie, a gift of Mr. William Lenhart of San Francisco, was originally intended to go to the University of San Francisco, but through a lack of interest on their part it was given to Stanford. The boat, which was stored at Lake Merced, had been used by Pederson when he was at California. The Whiskie was still in use as a training shell in the 1950-1954 period.]

Launch breakdowns plagued the coaching staff during the 1943 season and there were long periods of time when the coaching had to be done from the shore or in the coxswain's seat. Difficulty was found in locating a launch that could keep up with a shell (minimum speed of 25 miles per hour), but in April, an eight foot outboard was lent to the crew by one of its coxswains, Walt Drake, and a motor was contributed by Kenny Young, one of the oarsmen. A trailer was purchased to go with a truck that belonged to one of the members, to transport the group of 25 from the campus down to the Yacht Harbor, but idea proved unsatisfactory and the oarsmen provided their own transportation again.

A shortage of qualified material began to be seen in the latter part of the season, both in oarsmen and coxswains. Answering the appeal for coxswains that appeared in the Stanford Daily, a Miss Ann Ashley came out to fill the vacancy and did an excellent job. The 108 pound Stephens College graduate was a Junior in her first year at Stanford. She steered the J.V. boat against California and UCLA,

winning the latter race by one length.

In May, Stanford was accepted, for the first time in more than twenty years, into the Pacific Coast Rowing Regatta held on the Oakland Estuary. The Junior Varsity, under Ann Ashley, lost by eight lengths, due to a broken oarlock in their borrowed boat "Spirit of 28". After losing their first race with California by five lengths, the Varsity was rendered defenseless when illness struck two of its men just before the second race. Without replacements, the Varsity was unable to enter the race, and to further complicate their plight, one of the oarsmen stepped through the bottom of their shell.

Once again the call to arms ended the active continuance of rowing at Stanford. During the four years of competition, Stanford lost all eight of her major races, and won only one of her minor races. [The Junior Varsity race against UCLA in 1943, coxed by Ann Ashley.] The Spring 1943 season was the last until the end of the war and the crew's record in its brief revival look pretty bad. But the fire of interest and enthusiasm was kept burning during the war years by a few oarsmen, namely Bud Clary, president of the Stanford Boat Club, and Dr. O. N. Anderson, the man who had fought against giving units credit for crew.

III. Post World War II Revival 1946 - 1951

Built on the foundation of the pre-war group, the Stanford crew again came into existence in the Fall of 1946 with several men who had rowed as Freshmen in 1943. The driving personality behind the formation of the new crew was Stan Cumberpatch, whose energy and initiative brought about his election as Captain in 1946 -1947. Cooperating with Carl Pederson, the pre-war coach, who was coach in the Fall of 1946, the two succeeded in organizing a Stanford Crew Association of twelve members. [The organization was necessarily small because in the pre-World War I era when no more than two boats were on the water, there were never more than three or four alumni created per year.] From this group, they were able to establish correspondence with most of the crew alumni and subsequently procured financial help to keep the crew going. Besides, Pederson, there were three other coaches to assist him: Louis Lindsey, cox for California from 1939 - 1942; Paul Schute, varsity stroke for Stanford in 1942 - 1943; and Bob Hultan, who had four

years experience at the University of Washington. The crew still had no facilities at Palo Alto for holding races, but they did have the four pre-war shells: the "Argonaut" (sometimes called the "Silver Sides"), "Berkeleyian", "Washitonian", and "Whiskie".

Although it was realized that the chances of winning races scheduled for early season would be very poor, races were arranged for each quarter in order to promote the interest in crew. On the morning of the Big Game with California, November 23, 1946, the Varsity crew met California on the Oakland Estuary in a 1,000 meters race. With little more than two weeks of practice, the Stanford crew coxed by Louis Lindsey won the race by two-and-a-half lengths (3:27). Because of a war injury, Lindsey was spared the custom of being thrown into the water, but the crewmen used stroke Bill Whitford instead. This was the most successful athletic day for Stanford in the Stanford-California history. Out of six contests with Cal, Stanford won five, including football. Although there have been some close races with California since then, the crew has been no more successful against Cal than the football team. The Winter quarter race with Oregon State was won by Stanford, but races with California and UCLA were both lost during the Spring quarter.

In spite of the fact that crew was a minor sport and that the oarsmen had to pay dues and their own traveling expenses, considerable student interest was built by the quarterly races, and the following year crew had a larger turn-out than football. The 1947 racing season included races with Oregon State, UCLA, and California. Louis Lindsey took over the coaching job when Pederson accepted a position in Hawaii. Lindsey was enrolled in the Graduate School of Business and was brought to Stanford by Stan Cumberpatch. Lindsey was assisted by Stel Andrew, Bob Hoyt, and Dick Salsman, who offered the use of his launch to the coach. A crew traveled to Corvallis, Oregon, on March 7 to race Ed Steven's crew on the Willamette River. Although it was the first time that Stanford had rowed upstream and she was compelled to row against a three knot current, the Farm crew won the 1,500 meters race by one-and-a-half lengths. In May, California won the two mile race by seven lengths and set a new record time of 10:19, beating the old record of 1943 of 10:31. [Races at Cal are held on the Oakland Estuary. The two mile race starts at the Encinal Terminal and finishes at the Fruitvale Avenue Bridge. The 2,000 meters race starts at the Government Island Coast Guard Base and ends at the Fruitvale Bridge.] A week later, we lost to UCLA by five lengths. [In February, a great deal of

bad publicity fell on the crew when a shell swamped two miles out of the Harbor and left nine men in the water for ten minutes before being picked up. No ill effects were felt by the men, but Al Masters uses the incident to back up his arguments against the crew.]

In February, the Yacht Harbor made a float available to the crewmen and the City Chamber of Commerce offered to build the crew a new boathouse when it added to its construction plans for the Harbor, if the University would assure them that it would support a crew. [As yet (i.e., in 1951), the University doesn't support the crew and the City's Harbor plans have been tabled.] Another used shell was received from California ("Sierra") to go with the 20-25 year old boats that she had given us. Numerous appeals were made to the University for recognition and financial support, but the only money received during the season was from alumni (Rex Maurer, J. W. Howell, Dr. Carl Shaupp, and football star Biff Hoffman) and a \$250 donation from the California Alumni Crew Club. The only answers that the crew got from the Athletic Board were arguments based against the older crew organizations, [See note in Part II [above](#) and Appendix IV.] and such statements as: "If our department did have \$35,000 extra to use as we pleased I still wouldn't be in favor of giving a cent to the crew - I" make every effort to keep crew from becoming a University supported sport. We can benefit more students athletically in our other sports than we can in crew." [Al Masters, Stanford Daily, March 12, 1947.] In an article criticizing the Union Board of Government's outdated financial practices it was said, "There is nothing that would have stopped the Board from putting funds into a fund to support the Stanford crew, erect a pool hall, or plant begonias in the Inner Quad." [George Caulfield, Stanford Daily, December 1, 1947.] Naturally, the Board's refusal was a disappointment to the crewmen, but they quickly came up with the reply, "We'll keep rowing."

The following season produced several changes in the crew's condition. Coach Lindsey became inactive due to illness as the result of his war injury, but the crew was fortunate in securing Lt. Commander Asa Alan Clark, who was teaching as a Professor of Naval Science at Stanford. Clark had rowed with the J.V. boat at Annapolis. Assisted by Bill Merrill, the Freshman coach, Clark lifted the Stanford crew from obscurity to national prominence. The Stanford Crew Association was elected a member of the National Association of Amateur Oarsmen in August.

Races were held with UCLA, USC, San Diego State, and California. For the first time in the history of crew, a clean sweep by Stanford over UCLA. was accomplished. Against California, the crew's only loss, Stanford bettered the Oakland Estuary course record for the 2,000 meters race. In October of 1947, the crew received two new shells from boat builder George Pocock of Seattle. Money for the purchase of the twins ("Cardinal" and "Lindsey") was donated by an anonymous alumni for the expressed purpose of buying new shells. These shells were the first new ones that the crew had had since 1915. [There is a disagreement as to who the donor was. Lindsey claims it was "an anonymous woman alumni", whereas newspaper sources maintain that "one of the crewmen of 1921" gave the money.] The arrival of the new shells created a problem, however - that of oars. Some of the crewmen went to Reno, Nevada, to talk with the manager of Harrold's Club. An agreement was made that providing the University authority, Dr. Tresidder, approved, the crew would name one of its shells "The Harrold's Club" in exchange for two sets of oars. The University, however, could not see a gambling establishment sponsoring a sport using the University's name, and as a result the deal was called off. Alumni in San Francisco heard of the incident and quickly came to the crew's aid with a donation of the oars. 1948 saw the first launch purchased out of the crew's own budget for \$400. With the help of a \$300 donation from A.S.S.U. funds specifically for a new launch and \$100 for operating expenses, the crew was able to get a 16 foot (20 knots) boat from a Napa resident, whom Louis Lindsey heard about while in the hospital.

Lindsey returned in 1949 as graduate manager for the crew doing the administrative work and helping Clark with the coaching. A 109 foot launching float was constructed during the early season under Clark's direction and in early April, Lindsey began an intensive campaign to get Block "S" status (major sport letter) for Varsity crew members. After a heated campus debate, the movement was defeated on May 26 because crew had "no definite schedule like golf and swimming and its past achievement were less than other sports." It was stated the only way crewmen could get a Block "S" would be by winning the Poughkeepsie Regatta or in lieu of a third circle "S" sweater." [It was practically impossible for an oarsman to get three as they were only awarded at that time to Varsity oarsmen].

The crew lost a clean sweep to California at the first Regatta to be held at

Palo Alto, on May 7, but scored a clean sweep over USC at the Long Beach Marine Stadium and became the only Stanford sport to best a USC team that year. Highlight of the season, however, came on June 1, when an invitation to the Poughkeepsie Regatta was received. Handicapped by finances, the crew staged a tremendous fund raising campaign. Money came in from everywhere. The California oarsmen donated \$35; the Reserve Officers of Naval Service staged a barbecue, the money from which was given to the crew; PALO Sports Club gave \$200; \$30 was received from the Palo Alto firms of Montgomery Wards, Penny's, Palo Alto Hardware, and T. C. Christy; Ramshead and the Block "S" Club each gave \$25; Justus Smith, member of the Cal Varsity sent \$35 [Said Smith, "California wants to trim Stanford back there, so the first thing we have to do is make sure Stanford doesn't stay home for lack of cash."]; Stanford Mother's Club - \$200; Lagunita Open House - \$30; Spring Sing - \$300; proceeds from the Sophomore Picnic were given; and through the sale of tickets reading "On to Poughkeepsie - Stanford Crew" by crewmen themselves, \$1500 were raised. The total drive netted \$5,200, and for the first time in 34 years Stanford went to Poughkeepsie. Because the fund drive went well over its mark, a new shell was purchased and delivered to the crew at Poughkeepsie, where it was christened "Clark". Stanford's boat came in tenth in a field of twelve, winning only over M.I.T. and Rutgers. Inexperience has been attributed to Stanford's comparatively poor showing. [*San Francisco Chronicle*, June 16, 1949 - " Lt. Comm. Clark said his boys rowed hard and well, but that he had told them to row lower than the outcome proved they should have."]

Following his two year tour of duty in the N.R.O.T.C., Lt. Comm. Clark transferred to Hawaii shortly after the Poughkeepsie race and Jim Beggs, former coxswain for Yale took over as coach. With Lindsey as Freshmen coach, crew continued to grow both in number and ability. Competition for seats has become increasingly tough. The 1950 crew took victories over UCLA, USC, and the University of British Columbia, losing only to the top-notch California boat by two lengths in a thrilling race during the first two miles of which the bows were within six feet of each other.

An invitation to the Regatta to be held at Marietta that year was received and accepted by the "orphan" boat club. Once again a fund raising drive was staged, and the necessary money was secured. The Varsity's shell was taken in California's

baggage car and the minimum crew (coach, eight oarsmen and two coxswains) were flown by charter plane to the Ohio course. The "orphan" crew was the most popular group at the Regatta. Although they were considered to out of the running, they held everyone's "popularity" first place bets. The day of the race, the Stanford crew proved themselves to be a close contender for the national honors, placing third, just a half-a-length behind Cal. Second only to Washington and California, Stanford won over all the Eastern contenders. [Two weeks after the race, a committee with the aid of motion pictures, determined that Stanford was fourth, Wisconsin edging her out behind Cal.]

The 1950-1951 season was one of both moral and material achievement for the crew. Jim Beggs and Louis Lindsey began training over seventy prospective oarsmen in the autumn -- a turn-out larger than that of California's crew and even larger than that of Stanford's football team. Since every piece of equipment was in almost constant use, maintenance problems continually arouse particularly in regards to coaching launches. Through the summer efforts of Beffs, Fifer, and Frank Jameson, the two in-boards (#1 & 2) were repaired and overhauled, but the lack of proper facilities and care caused repeated breakdowns throughout the year.

An intensive publicity campaign was voluntarily carried on during the season by both the crew alumni and Peninsula sports writers which brought many material benefits to the Crew Association. In answer to a syndicated column on 5 AM work-outs by Dink Templeton, 2000 feet of lumber for ramps and floats and several loads of gravel were donated by Bay area firms. On the 15th of January the crew took delivery of two new Pocock shells, one of which was donated by the alumni of Spokane, Washington. The second was partially financed by the Class of '50. On the 10th of February a ceremony attended by the University President's wife, Mrs. Wallace Sterling, was held to christen the two boats "Spokane" and "Spirit of '50" respectively.

May 10 brought welcome news of a donation of a shell by the president of the Tokyo Alumni Association, George S. Mizota '24. The shell, to be built in Mizota's shipyard in Yokosuka by workmen who built the Japanese shells for the 1932 Olympics, was to be delivered as soon as construction was completed.



Further donations were received, the largest of which were for a launch fund given by the San Francisco Teamster's Union (\$500) and by the Oakland Ball Park - the proceeds of a Stanford Crew Night of the Oakland Oaks (\$600).

A request for support was submitted to the B.A.C. on January 8th in the form of a \$5000 budget, but was turned down with the usual "regrets". [Will Connolly, "Crew at Stanford Attains Highest Ideal in Sports", *San Francisco Chronicle*, January 15, 1951] A new idea of sponsorship of the crew was subsequently put forth by the Interfraternity Council whereby each fraternity man would donate 50 cents. After serious consideration, though, Don Craven, the Crew Association's Treasurer, presented the crew's position on the proposal -- that of not wanting to force anyone to donate. By individual vote, the fraternities decided the plan would prove just an additional burden on the pocket of the fraternity man. Although these plans failed, sufficient funds to operate were raised through a "Pull an Oar" drive conducted among the alumni. [See Appendix XIV].

At the start of the Winter quarter workouts, Lindsey left his coaching position and was succeeded by a fellow student of the Graduate School of Business, Bob White, a former California coxswain. Together, White and Beggs finished out a successful racing season that brought forth many new precedents.

Interclass races were held on March 3rd and two days later morning workouts began for the rest of the season. Following a week of intense training during Spring vacaion (March 26 - April 1) which took the form of two daily workouts averaging 20 miles a day, the actual race schedule began on the 20th of April. Over a 2,000 meters course at Ballona Creeek, the Junior Varsity won by a two-and-one-half length margin over the UCLA Varsity and the Frosh won their race with the UCLA J.V.'s by a wide margin. On the 27th of April the second Frosh boat likewise won by a wide margin over the Southern California Frosh at the Marine Stadium. At the 2,000 meter Newport-Balboa Regatta, held the following day, Stanford came in second ahead of UCLA and USC, three lengths behind California.

Through the generosity of the businessmen of Seattle, the crew was able to take part in a triangle race on Lake Washington with Washington and California on the 12th of May. Flying to Seattle the week before the race, the crew was afforded the utmost hospitality by the people of Seattle and spent a very memorable wek in preparation for the race. The Frosh boat also made the trip up north by train under their own funds to take part in the precedent setting event -- the 46th Annual Pacific Coast Championship Regatta. For the Freshmen, it was the first time in Stanford's history that the yearlings had an entry in the race on Lake Washinton. For the Varsity, it was the first entry on the Seattle course since 1919 -- the first entry in 31 years. This was the ninth time that Stanford competed in the triangle race. Of the forty-six races, only eight have been held in California. A crowd of 75,000 - 100,000 witnessed the race under perfect rowing conditions. In the two and three quarter mile Varsity race, Washington won by a two length lead over California. Stanford led California from the ile to the two and a half mile mark, but lost her power and finished four lengths behind the Bear boat. The two mile Freshman race finished in much the same order - Washington over California by two-and-one-half lengths - but the tilt between California and Stanford was slightly different. The Stanford boat led the race for the first half - much to the astonishment of the spectators - but they

could not maintain their high stroke for the full race and were edged out by California by no more than a few feet.

The week following, on May 19th, the annual dual regatta with California was held at the Palo Alto Yacht Harbor before a crowd of 3,000. Although the Varsity lost their three mile race to California by four lengths and the Junior Varsity lost a two mile sprint by three and three-quarters lengths, the same Freshmen boat that made such a showing at Seattle broke away to an early lead and finished the two mile course a half-length ahead of the California Frosh. This was the first Stanford win over a California boat since before World War I.

On the basis of the Freshmen win, it was proposed and planned that the crew would send both the Varsity and the Freshmen boats to the annual I.R.A. Regatta at Marietta, Ohio. At the last moment, however, the Freshmen boat voted not to go in order to leave a reserve fund for the coming season. On the 16th of June, the race was held over a two mile course in flood conditions (shortened from three miles). In an upset, partly due to poor rowing conditions, Wisconsin won over Washington, Princeton, California, Pennsylvania, MIT, Stanford, Cornell, Syracuse, Boston University, Columbia, and Navy, in that order. Looking at the season as a whole, the Freshmen had wins over USC, UCLA, and California. The Varsity finished with victories over USC, UCLA, Cornell, Syracuse, Boston University, Columbia and Navy.

At the start of Autumn training for the season 1951 -1952, the outlook for success of the crew looked perilous due to several unexpected events during the summer. In order to take a teaching position at Sequoia High School, Jim Beggs was forced to give up the position of Coach. Bob White, in turn, was elected Varsity coach, which made him the youngest crew coach in the country at the age of 24. As a substitute Frosh coach, John Berg, a sophomore who rowed in his Freshman year, took up the job of initial instruction until a Freshmen coach could be found. It was not until January that the position was filled by another student in the Graduate School of Business, Dave Draves. Draves rowed number three position on the 1951 California Varsity.

In addition to coaching problems, the crew returned to find that both of their

launches (#1 & #2) were destroyed by sinking over the summer. Without launches, coaching in the shells was left up to the coxswains until Christmas time when the crew purchased two craft: a fourteen foot hull to used with a 25 horse power Johnson outboard motor, and a 22 foot Chris-Craft in-board (105 HP) the "East Bay." [Cost: (a) \$630 (b) \$425.]

Shortly before the first of the year, Jim Beggs took delivery of a new two man shell with cox built by Pocock in Seattle. Ordered over two years before, the eight hundred dollar boat was taken to a site near the Kaiser Gypsum plant at Redwood City where floats and a shed were constructed. On the 5th of January, Beggs began workouts with Dewey Hecht (stroke) and Jim Fifer in preparation for the Olympic Trials on the 2nd, 3rd and 4th of July at Worcester, Massachusetts. [Note: they not only succeeded in the U. S. Olympic Trials but also went on to win the gold medal in the 1952 Fifteenth Olympiad]



Appendix I - The Poughkeepsie Regatta

POUGHKEEPSIE

REGATTA

FROM STANFORD ILLUSTRATED REVIEW OCT. 1919

The article written below appeared in a number of Eastern newspapers and was written by Grantland Rice, the authority on sports. It has recalled to many athletic followers the remarkable feat of the 1915 Stanford Varsity Crew and will undoubtedly be of interest to readers of the Stanford Illustrated Review:

This is the tale of the underdog and the confusion of rowing experts. As a usual thing the expert--particularly the rowing expert--is right, but on a bright June afternoon the rowing experts were thrown into utter confusion by a crew from Stanford University, on the Pacific Coast, who churned the waters of the Hudson with wholly unauthorized strokes, all but winning one of the hardest fought races ever rowed over the Poughkeepsie course.

They rowed in no fashion within the ken of the experts. They splashed until their shell was almost awash with water, but at one time they had the best crew that Cornell ever trained, headed and gasping. That was at the three-and-a-half mile mark. At the finish the Stanford crew was just a quarter of a length behind and creeping up.

Several of the Cornell crew collapsed at the finish. Not a man dropped in the Stanford boat. When the crew saw that the race was finished they turned the shell around and proceeded to row back to their training quarters on the upper Hudson. The shells of the other colleges were towed back, while the crews were removed and wrapped in blankets.

The Stanford crew had no launch. The youngsters had come to the race "on their own" as the college no fund to send them to the race. As a matter of fact, they did not have carfare back to the coast and were considering putting their shell in pawn to raise the transportation, when a California sportsman, who heard of their plight, put up the money to pay their way home.

This Stanford crew was never considered before the race. One of the best rowing experts who saw them practice, announced: "They are terrible. They splash. They do not know how to row. They have no coordination. In fact, they have nothing. Their boat is old-



fashioned. They might learn to row in a couple of years, for they are big and strong, but right now they are impossible."

Consequently, when the race started, partisans of Cornell, Columbia, Syracuse, and Penn were watching their boats closely. Syracuse got away with a flying start. An ugly, unkept shell forged into second place, flying a maroon pennant with the letter S in the stern. The men in the boat were rowing grotesquely and atrociously.

"What funny looking outfit is that?" Somebody asked.

"Oh, that must be that Stanford crew," was replied, "early speed, but they won't finish anywhere."

Yet when Syracuse began to weary and the Cornell crew forged ahead, the ugly Stanford shell clung to second place. Each man seemed to be rowing his own individual stroke, yet the net result was steady power that kept the Stanford crew abreast of the best that Cornell ever sent to Poughkeepsie. And at the three-and-a-half mile mark for a few palpitating seconds the Stanford crew was leading Cornell, with the others out of it altogether.

Syracuse developed a spurt, and the race closed with the Stanford crew just a quarter of a length behind the winning shell.

Afterward, C.H. Orme who was No. 6 of the Stanford crew said, "We were not very familiar with the course as we were over it only once. We thought we had a half mile or more to go and were lying back waiting for a call for a spurt. We had plenty of spurt in us. We were not a bit tired at the finish."

When the Poughkeepsie course is restored to its own and the regattas are there again, they will tell the tale anew of the Stanford crew that churned up the Hudson and had the rowing experts on the verge of heart failure.....

KEEP THIS SPIRIT-THIS FIGHT-
THIS WILL TO WIN

Appendix IIa - Runyan Got 'Em Back HomeJack McDonald, Sports Editor, *The Call-Bulletin* (San Francisco) June 9, 1949**Appendix IIb - Tales Galore of the 1915 Indian Crew**Dink Templeton, *Palo Alto Times*, June 10, 1949**Appendix III - Record of Races**

<u>Year</u>	<u>Coach</u>	<u>Captain</u>	<u>Winner</u>
		<u>FRESHMAN</u>	
1904	A. W. Smith Stanford	F. Zimmerman	'07
1905	R. A. Gaither Stanford	L. R. Gay	'08
1906	Dan Murphy Race		No
1907	Dan Murphy Stanford	R. H. Reynolds	'10
1908	F. W. Turner Stanford	K. T. Dole	'11
1909	Committee Stanford	K. L. Schaupp	'12
1910	Committee Stanford	C. Beal	'13
1911	Committee Stanford	F. L. Wickman	'14
1912	Committee Stanford	F. O. Olmstead	'15
1913	O'Dea Stanford	F. N. North	'16
1914	F. L. Guerena Stanford	A. H. Mc Euen	'17
1915	F. L. Guerena	J. C. Heran	'18

	Stanford		
1916	F. L. Guerena	R. King	'19
	California		
1917	F. L. Guerena	L. Tilton	'20
	Washington		
1918	F. L. Guerena		No
	Race		
1919	Les Rogers		
	California		
1920	Les Rogers		
	California		
1939	Carl Pederson		
1940	Carl Pederson		
1941	Carl Pederson		
1942	Carl Pederson		
1943	Carl Pederson		
	California		
1946	Carl Pederson		
1947	Mark Ancel	Jarvis Gates	
	California		
1948	A. A. Clark	Don Mc Kenzie	
	California		
1949	Bill Merrill		
	California		
1950	Louis Lindsey	Ken Lewis	
	California		
1951	Bob White	Jim Stockton	
	Stanford		

JUNIOR VARSITY

1943	Carl Pederson		
	California		
1946	Carl Pederson		
	California		

1947 Louis Lindsey
California

1948 A. A. Clark
California

1949 A. A. Clark
California

1950` Jim Beggs
California

1951 Jim Beggs
California

VARSIITY

1904	A. W. Smith California	R. A. Gaither	'06	
1905	R. A. Gaither California	W. D. Dole	'05	
1906	Dan Murphy Race	F. Zimmerman	'07	No
1907	Dan Murphy Stanford	F. Zimmerman	'07	
1908	F. W. Turner California	L. R. Gay	'08	
1909	Committee Stanford	R. H. Reynolds	'10	
1910	Committee Stanford	J. C. Ruston	'10	
1911	Committee Stanford	K. L. Shaupp	'12	
1912	Committee Stanford	R. H. Seward	'12	
1913	O' Dea Washington	R. F. Duryea	'13	
1914	F. L. Guerena Washington	P. P. Claner	'14	

STANFORD CREW HISTORY 1893-1956

G. Wayne Dow

1915	F. L. Guerena Stanford	J. A. Jacamini	'15	
1916	F. L. Guerena Stanford	C. A. Orme	'16	
1917	F. L. Guerena Washington	R. Mauurer	'17	
1918	F. L. Guerena Race	T. Rogers	'18	No
1919	Les Rogers Washington	F. A Watts	'19	
1920	Les Rogers California	Cash Davis	'20	
1939	Carl Pederson			
1940	Carl Pederson			
1941	Carl Pederson			
1942	Carl Pederson California	Bud Cleary	'43	
1943	Carl Pederson California			
1946	Carl Pederson Stanford	Stan Cumberpatch	'46	
1947	Louis Lindsey California	Stan Cumberpatch	'46	
1948	A. A. Clark California	Bob Setrakian	'48	
1949	A. A. Clark California	John Dee	'49	
1950	Jim Beggs California	Ray Atkinson	'50	
1951	Jim Beggs California	Jim Fifer	'51	

Appendix IV - Stanford Crew Dream Explodes

San Francisco Chronicle, February 12, 1947

Alfred E. Masters, director of athletics at Stanford and the "man in the middle" in the current crew squabble here, stated today the "crew at Stanford is like a Cadillac: we'd all like to have one but we can't afford it."

Quoting figures like \$100,000 for the installation of facilities for the crew and dredging sloughs for a practice course and \$35,000 annually for upkeep and maintenance, Masters said: "We haven't got it."

"This business of a \$1500 grant to pay expenses is merely a foot in the door measure. The crew talks of trips to Los Angeles, Seattle, and Poughkeepsie. On \$1500? Nuts!

"If we're going to compete in crew with other schools, we're going to have to do it on the same basis as the schools we're competing against. And that means California and Washington.

"We could probably find the \$1500 for them if the students and alumni would be satisfied to field a crew on an informal basis. But I don't think they'd be satisfied very long. We can't run an informal sport against what other schools consider major sport.

"We're not operating on a shoestring, but our current budget leaves us no margin for additional sports. If we had the \$35,000 I'd use it to improve the sports we already have here. The wrestling needs quarters -- right now they practice in the football dressing room. I'd enlarge and improve boxing quarters, which are far too small and outdated, and build handball courts.

"There are a lot of other things, particularly in minor sports that need improvements before I can even think about a crew.

"And if I gave the money to the crew now, our entire sports program would suffer. Don't forget we didn't compete for three years in football, which pays the bills for most of the other sports, and at the same time we had to maintain our athletic plant.

"Louis Lindsey, the student coach, and Manager Stan Cumberpatch still insist that my figures are too high. They think that crew houses and launches can be had for about \$5000 and maintenance is about \$2100. I called Clint Evans at California and he said Cal pays about \$35,000 a year for coaches' salaries, maintenance, new equipment, and so on."

Asked about whether the athletic department had any plans for crew in the future, Masters replied: "No."

Appendix V - Crew Aid Unexpected

Daily Palo Alto, September 24, 1915

Appendix VI - Financial Outlook of Stanford Crew Begins to Brighten

Daily Palo Alto, September 29, 1915, Vol. 47, No. 22

Appendix VII - Crew Declines Offer of Poughkeepsie Admirers

Daily Palo Alto, October 1915

Appendix VIII - Crew Launch Ordered

The Daily Palo Alto, December 2, 1915

Appendix IX - Rowing Machines and Barges Are Ready for Crew

Daily Palo Alto, November 4, 1915

Appendix X - Unknown Marauders Enter Lagunita and Redwood Boat Houses

Daily Palo Alto, December 6, 1915

Appendix XI - Cardinal Oars Startle East - Stanford Shell Presses Cornell to Finish

Daily Palo Alto, Tuesday, August 31, 1915, Vol. 47, No. 1

Daily Palo Alto, Thursday, September 9, 1915

Appendix XII - Figures Tell Story of Crew's Fight to Make Both Ends Meet

Daily Palo Alto, September 16, 1915, Vol. 47, No. 13

Appendix XIII - Intercollegiate Rowing Association - Record of Previous Races **University Eights - Four Miles**

Appendix XIV - Budgets

Stanford Crew 1950 - 1951

Insurance	\$ 67
Gas	95
Parts and Overhaul	385
Paper and Memo	25
Utilities	37
Truck and Trailer Rental	75
Shell and Oars	1686
Frosh Trip	240
Misc.	104
I.R.A.	<u>2500</u>
	\$4758*

California Crew 1950 - 1951

Total Expenses	\$39,208
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[* Note, like all Stanford Crew budgets, this one does not add up!]

Appendix XV - It's True What They Say About the Stanford Crew: Dink

Dick Templeton, *Palo Alto Times*, March 1951

I've been a little skeptical of that Stanford Crew story - you know, the one about all boats being on the water by 5:20 A.M. - and meaning to make a personal investigation for a long time.

Just meaning to, yes, but this morning I happened to be awake at 4:45, and of all times to get the thought, but just as I started to roll over I looked out a the pitch dark, felt the cold air blowing in and got to thinking nobody could get a bunch of Stanford kids out on the old mud slough at that time of day. I could sneak out without making a sound, take a drive out to the deserted yacht harbor and make an end to the suspicions I've had every time I repeat that "5:20 on the water" story, or quit peddling the lies.

Then I could sneak back in, nobody would be the wiser, the Missus would never realize I'd gone a little balmy, and forget all about it.

So first thing I knew there I was parked out alongside the yacht harbor, and at 5:10 there was no sound but the quacking of a duck or two, no lights but the old federal menace to aviation, and certainly no sign of life except an underfed rabbit scurrying across the road, so that settled that. I'd been had. I better get back before my absence was discovered.

But as I stopped at Bayshore, there were a couple of cars scooting up Embarcadero. Well, I'd wait until they either turned, or went across to the garbage pits. They drove straight across, and I saw the flash of a red jacket, so I turned around and followed.

The first car stopped right by the boathouse, and immediately a light snapped on. I parked alongside the other. It was full of shivering lads with the windows up, so I couldn't ask any questions. But presently the window rolled down, a lad hollered "douse the butt" and rolled it quickly back up again.

I wasn't fast enough. The window rolled down and he hollered "put out that cigarette. That's Beggs in there!"

Suddenly the lane to the boathouse was clogged with one-way traffic, and in two minutes flat the miserable parking space was jammed. The lads would pile out in the dark and step into six inch mudholes. A few staccato exclamations ripped out, and as a matter of fact it was a hell of a way to start a cold hour and a half on the bay. The boys seemed still to favor the ladies' favorite expletive, but they were in too much hurry to elaborate.

I swung around to the yacht club and it was an amazing sight looking back through the pitch dark to the searchlight above the boathouse float, as the crews hit the water and disappeared, except for a single red light on the bow. You could hear voices floating back over the slough. A distraught appeal for shoelaces, and a stern voice of authority, "Don't ever get in a shell without checking your shoelaces."

From way up in the mouth of the slough someone cried, "Anybody got an extra lockbolt?" He obviously needed a lockbolt bad. From close to the float the answer came, "We've got an extra locknut. No lockbolts." And again the level voice, "Check your locknuts and lockbolts before you leave the float. Also check your centerbolt. We have none to spare."

By flashing on the car lights I spotted a small armada of four shells and the coaching launch ready to take off. Some shivering soul called out, "One if by land and two if the British are coming." Then again the unstrained voice, "Men, it is 5:25. We are five minutes late this morning. You must arrive at the boathouse not later than 5:15 so we can all hit the water by 5:20 sharp."

I looked for a rousing razzberry to shatter the quiet of the early morning. I couldn't help thinking of what any one of the dozen Stanford generations I'd known personally would have for a response to even a gentle suggestion that they hit the water by 5:20 AM or haul freight. Strangely enough I just happened to recall what my star miler, Ed Burroughs, had snorted out with the time I had the brilliant idea and told him I'd pick him up at 6:30 three mornings a week for overdistance work before breakfast. But the tense silence from the four crews out there in the dark made it certain they were all of one mind with the coach.

"Ready all!" came the command, and suddenly, just 15 minutes after I'd met the first cars at the Bayshore, four crews and the coaching launch headed out into the San Francisco Bay. Pitch dark, miserable cold, and they're going to be doing that every day from now straight on through to the end of spring quarter. And on the banks I heard my own voice in disbelief saying, "The damn fools."

But down by the boathouse I heard some more noises, and switching on the car lights for an instant I saw two more shells heading out. Freshmen, by golly. Six crews, 54 men. One shell is laid up for repairs and its crew is crying for action. I want to tell you that is a sight that'll lift you so far out of cynicism of the commercialized and corrupted headline athletics of the day you'll want to take back everything you've ever said about the modern student generation. If you miss seeing it you'll have missed the finest and most worthwhile spectacle you can ever

hope to see in sports.

I drove back and showered, dressed, made breakfast, and tried to convince Cathy I hadn't really gone nuts.

I read the Green Sheet and could only wonder how great staffs of sports experts could so completely miss the greatest sports story being enacted in the country today. I read the war news and realized the country had little to worry about with today's youth of such caliber, for these obviously are not a breed peculiar to Stanford. In fact, Stanford does not recognize their existence.

No, they are the same kids you'll find on any campus, only these particular ones have found something they want to do, and they're going to do it, come hell or high water.

So then I drove back to the yacht harbor and watched them come back up the squalid slough, shown up in all its miserable lights by the gray morning light. They're supposed to get back by 7 o'clock. But they started five minutes late. They got back at 7:05!

I swung around to the boathouse and talked to Jim Beggs, the coach, the man who has the absolute respect of every lad on the squad. Two years ago he was the Yale coxswain, and you'd think after the beautiful facilities at New London he'd stop his nose and go far away. Jim is in business school himself. He doesn't get a nickel for coaching, but right now he wouldn't trade jobs with any man in the world.

He knows that his crew is on the verge of accomplishing the impossible. He isn't cocky but he just plain figures they are going to lick everything in the country. He doesn't worry about hearing Cal's paying a flat \$65, and where'll he get the dough to meet it.

Jim Beggs takes you in and shows you the two new Pocock shells, one a gift of last year's graduating class, the other of a admiring Spokane alumni.

You find yourself looking at them through his admiring eyes and darned if they aren't suddenly beautiful. If I seem to have gone a little overboard on crew, get out there yourself some morning at 5:15 and see if it doesn't get you. At least I'm determined to find out what a lockbolt and locknut are.

And by the way, you'd think someone would come up with couple of loads of gravel for that parking space. Maybe the boys don't know Joe Urban, or perhaps the great PALO club boys will get busy and fix it with Joe to fill up the mudholes. Seems to me you might just as well fall in the bay as start the morning off by stepping ankle deep in the mudholes.

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