

A PERSONAL HISTORY OF THE SELWYN COLLEGE BOAT CLUB

BY A. P. McELDOWNEY



The Author

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FOREWORD

It is both a privilege and a pleasure to add a short foreword to Mac's book. To men of my generation, and indeed to many others, he was the dominating figure behind the Boat Club, and the inspiration of all its successes. With the Sun King he might well have remarked "Le Boat Club — c'est MOI."

I am sure that all Selwyn rowing men will value this record of the Boat Club's activities. The only sad thing to me is that it had to be *PRINTED*, a remark which will be appreciated by all those who at one time or another received a *WRITTEN* letter from Mac in his own inimitable style, with heavy underlinings, bold capitals and categorical statements which left the reader in no doubt that black was black and white, whiter than white.

TAFFY JONES

Milton Abbas.

April 1972.

PREFACE

I can only hope you will enjoy reading this as much as I have enjoyed writing it.

I have got my material from the Club Minutes Books, the College Calendars and a great deal from notes, letters, programmes and lists that I have collected over the years. And of course from the many, many happy memories I have of so many Selwyn crews, not all good.

In many ways this is a personal history of the SCBC. It really cannot be anything else, for our Club has never ceased to be my chief interest ever since I joined it, 50 years ago. And, further back than that, I saw the splendid 1914 Selwyn crew at Henley Royal Regatta and I was lucky enough to know members of the first crew Selwyn ever had, the Rev. C. E. C. de Coetlogon, their famous Captain, and F. D. Darbyshire, their no. 4.

I trust my facts are correct. The opinions I express are wholly my own, unless otherwise stated, and to me alone is the blame due if they are not approved.

If anyone asks what is Rowing and why does it have such a hold on all who row, I cannot do better than quote a non-rowing man from Trinity Hall, who wrote some years ago:

“Rowing is the least selfish of all sports, demanding as it does a large degree of self-sacrifice and restraint and calling for much endurance and an entire absence of all forms of excess. The oarsman is merged in the crew to a far greater degree than the footballer in his team or the cricketer in the eleven, and this self-effacement is all to the good. If glory be gained, it is shared by all equally and cannot be appropriated, as in some other games, by one performer.”

Lastly, I can say without any hesitation that this History would never have been printed and published but for the utterly invaluable help given me by Eric Richardson. To him I am deeply grateful as I am, too, to our Master, Professor Owen Chadwick for his encouragement and to the Selwyn Association for their sponsorship.

A. P. McELDOWNEY

S.C.B.C.
TRIAL CAPS AND BLUES

1902. E. A. Priestland. Trial Cap.
 1906. R. E. Freeth. Trial Cap.
 1924. T. M. Backhouse. Trial Cap. Cox.
 1927. A. L. Sulley. Trial Cap. Cox.
 „ N. M. Aldous. Trial Cap.
 1928. *A. L. Sulley. Blue. Cox.
 „ N. M. Aldous. Blue.
 1929. A. L. Sulley. Blue. Cox.
 „ A. S. Reeve. Trial Cap.
 1930. A. S. Reeve. Blue.
 „ F. S. R. Foster. Trial Cap.
 1932. I. W. Greville. Trial Cap.
 „ R. L. S. Bennett. Trial Cap. Cox.
 1933. *W. G. R. M. Laurie. Trial Cap.
 1934. W. G. R. M. Laurie. Blue
 1935. W. G. R. M. Laurie. Blue.
 „ J. D. Burrough. Trial Cap.
 „ Alan Campbell. Trial Cap.
 1936. W. G. R. M. Laurie. Blue.
 „ Alan Campbell. Trial Cap.
 „ D. H. Bolam. Trial Cap. Cox.
 1937. Alan Campbell. Trial Cap.
 „ A. J. Stephens. Trial Cap.
 „ D. H. Bolam. Trial Cap. Cox.
 1938. Alan Campbell. Blue
 1946. J. I. Lees. Trial Cap.
 1947. H. Mayman. Trial Cap. Cox.
 „ M. C. Lapage. Trial Cap.
 1948. *M. C. Lapage. Blue.
 1956. J. S. Sulley. Trial Cap. Cox.
 1957. J. S. Sulley. Trial Cap. Cox.
 1958. J. S. Sulley. Blue. Cox.
 1959. R. T. Weston. Trial Cap. Cox.
 1960. R. T. Weston. Blue. Cox.
 1961. R. T. Weston. Blue. Cox.
 1965. C. D. C. Challis. Trial Cap.
 „ L. M. Henderson. Trial Cap.
 1966. L. M. Henderson. Blue.
 1966. C. G. C. Challis. Trial Cap.
 1967. L. M. Henderson. Blue.
 „ C. D. C. Challis. Blue.
 „ M. I. M. Gardiner. Trial Cap.
 1968. M. I. M. Gardiner. Trial Cap.
 „ D. R. Halbert. Trial Cap. Cox.
 1970. B. A. Sullivan. Trial Cap.
 1971. B. A. Sullivan. Trial Cap.
 „ B. A. Sullivan. Blue.
 „ R. A. Morrison. Trial Cap.
 1973. C. A. Laurie. Trial Cap.

* International

THE EARLY YEARS
1882 to 1914
THE LENT AND MAY BUMPING RACES

For almost everyone taking part in College rowing, the Lent and May Races are all important. Hence, as the rules governing these races have been altered from time to time, we must take note of how these alterations have affected our rowing.

At the time when Selwyn rowing started in 1883, the May Races had only the previous year been moved to a June date but the name has still been kept.

Past rules that very much affected us were that in the three divisions that then comprised the May Races, the crews in the 1st Division rowed in the May Races only, those in the 2nd Division rowed in both Lents and Mays, whilst the 3rd Division crews rowed in the Lents only. Hence, as our crew started at the bottom of the river in the 3rd Division in the Lent Races of 1883 and was of course still in that Division despite their four bumps at the end of those Races, we were not allowed to row in the following May Races. But owing to the untiring efforts of our non-rowing Secretary, the CUBC made a special rule that we could row in the next May Races after all. At that time, the position gained in the Lents was carried on into the Mays and from there next year back to the Lents and so on. It was only in 1887 that the Lent Races were entirely separated from the Mays and Colleges had different positions in each. This year, too, all crews in the May Races were allowed to use sliding seats. Up until then only the 1st Division were so allowed, making it even more difficult to get out of the 2nd Division into the 1st, as we did in 1885. And best boats were used in the 1st Division only, until just before the Second World War.

In 1920, slides were allowed in the 1st Division of the Lents and in 1929, to everybody's relief, fixed seats were abolished altogether. But it took many years longer before fixed rowlocks finally disappeared from the Cam. And Selwyn were the first crew ever to use swivel rowlocks in the May Races, in 1924.

OFFICIALS OF THE SELWYN COLLEGE BOAT CLUB
1882 to 1914

YEAR	CAPTAIN	SECRETARY
1882/83.	C. E. C. de Coetlogon	H. Last
1883/84.	C. E. C. de Coetlogon	H. Last
1884/85.	C. E. C. de Coetlogon	H. Last
	D. R. P. Stephens	W. W. White
1885/86.	E. Langley	W. W. White
1886/87.	H. L. F. Sculthorpe	A. G. Copeman
1887/88.	A. Rust	C. E. Blackett
1888/89.	C. E. F. Copeman	L. Hutchings
1889/90.	L. Hutchings	C. E. Warner

YEAR	CAPTAIN	SECRETARY
1890/91.	L. Hutchings	S. W. Goldsmith
1891/92.	S. W. Goldsmith	L. Neville
	E. C. Frend	
1892/93.	L. Neville	C. L. G. Prince
1893/94.	C. L. G. Prince	C. W. Collins
	B. S. Batty	
1894/95.	A. O. Daniel	H. R. Wright
	H. R. Wright	
1895/96.	H. R. Wright	C. Wilkinson
1896/97.	C. Wilkinson	G. Brown
	C. A. Weeks	
	C. C. Lanchester	
1897/98.	C. C. Lanchester	W. W. Jeuwine
1898/99.	H. H. F. M. Tyler	E. A. Wright
1899/ 1900.	E. A. Wright	B. A. Carr
1900/01.	B. A. Carr	G. F. Trench
1901/02.	G. F. Trench	G. C. Danvers
1902/03.	G. C. Danvers	G. R. Tadman
1903/04.	G. R. Tadman	H. M. Morrison
1904/05.	W. F. Rhodes	P. K. Gilroy
1905/06.	P. K. Gilroy	R. E. H. Healey
1906/07.	R. E. H. Healey	R. E. Freeth
1907/08.	R. E. Freeth	R. D. Weller
1908/09.	R. D. Weller	G. G. Moore
1909/10.	G. G. Moore	T. H. Hudson
1910/11.	T. H. Hudson	R. H. Lapage
1911/12.	R. H. Lapage	G. H. Merser
1912/13.	G. H. Merser	E. G. F. Prynne
1913/14.	H. R. Hubble	R. V. Burrowes

In starting this history of the Boat Club it must always be remembered that no other College except Selwyn has ever been founded in memory of a Rowing Blue.

George Augustus Selwyn, Eton and LMBC, Bishop of New Zealand and later of Lichfield, rowed for Cambridge in the very first Boat Race of all, in 1829.

The College was opened early in 1882 and for the first year it merely consisted of the Gateway and A and B staircases. Temporary buildings did duty as Chapel, Hall and kitchens. The Master lodged at the top of A staircase. There was nothing else—no court, no garden, nothing. In personnel, too, the new College was tiny and consisted only of the Master, the Hon. and Rev. Arthur Lyttleton, the Tutor, Rev. G. H. Sing, the Bursar, a visiting non-resident lecturer and 28 undergraduates!

But, even before it was formed, two factors made the success of the Boat Club likely. Both the Master and the Tutor were former rowing men and both, especially the latter, coached the crews, and from the very start there was an enormous esprit de corps amongst everyone in the young

College and a firm determination that we would not only be like every other College but better than them! Such a spirit was very much present forty years later when we at last lost the hated title of Public Hostel. I and my contemporaries certainly felt this and that we were still making Selwyn and its history, an experience altogether denied to the present generations who arrive to find almost everything made for them in the past.

No time was lost in forming the Boat Club. A few days only after Opening Day a general meeting of the whole College was held on October 24th 1882, with the Rev. G. H. Sing in the Chair, and the Boat Club was voted unanimously into being. What made the future success absolutely certain was the character and rowing ability of our first Captain, C. E. C. de Coetlogon, elected on that occasion with H. Last as Secretary. The Rev. G. H. Sing agreed to coach the crews.

De Coetlogon was quite an outstanding man in every way. Nearly 6' 4" in height, and well over 12 stones in weight, he was the only man to have done any serious rowing amongst that first gathering of the Club. What he did for us when he was up will be detailed later, but, even when he went down, he continued his interest in the Club until the day of his death in 1927. His gifts to the Club were numerous, he presented our first flag and a sculling Challenge Cup for Freshmen. Together with others he gave the Honours Boards and the Captains Board that were in the Victoria Bridge Boat House until we moved from there in 1969. And in his will he left the Permanent Henley Fund a sum of £100. Soon after his ordination he went to India and his advice, encouragement and help were temporarily lost to the Club. But when, many years later, he returned, he at once came back to us and helped with coaching. He last tubbed Freshmen in 1921 and, as will be told later, he came to Henley at my invitation in 1925 and saw us race in the Final of the Wyfolds. He was a legendary figure and I feel deeply honoured to have met and known him, our very first Boat Captain, always known as "The Skipper".

Harry Last was our Secretary and a magnificent one he was. The Boat Club Minutes Book was started by him and was kept up year by year until slackness on the part of Club Officials caused a temporary break about 1966. Last was a non-rowing man and hence had more time for his duties than someone who rows as well. One wonders whether it might not be good practice to have such a man nowadays when the Club needs such a great deal of administration and men have so much less time to give to it.

The colours of the new College were maroon and old gold, previously chosen by the first Master's wife from the colours of her favourite flower, wallflowers.

For the first two years the Club operated from a room hired from Logan's, the boat builders, forerunners of Banham's. Then, in 1884, Jesus moved into their present Boathouse and we took over their old premises, adjacent to Victoria Bridge. The lock above the boathouse is called Jesus Lock since when it was built the Jesus Boathouse was the nearest to it. This old boathouse of ours, gradually getting more and more decrepit, continued to be used by us for the next 85 years!

With this boathouse we also acquired Bill Phillips as our first Boatman. He continued to work devotedly for us right up to my time and until his death in 1925.

And now it is time to find out not only how our Club fared in those early years, but how they did it. And for this we actually have an eye-witness account. Ten years after the formation of the Club, de Coetlogon wrote an account of those famous first three years of Selwyn's rowing history.

Let us then read it in his own words :—

THE FIRST BOATS, 1883, 1884, 1885

The record of the Selwyn College Boat Club for the first three years of its existence was one of unbroken success. It was not until Lent, 1883, that the Club was represented for the first time in the University Races, and yet in May, 1885, the Selwyn crew were rowing in a lightship, bumping a First Division boat at Ditton Corner.

The Boat Club, which is the oldest of all the College Athletic Clubs, was founded in October, 1882. A general meeting of the whole College, which consisted only of some 26 or 27 members, was held under the Presidency of the Rev. G. H. Sing, Senior Tutor, at which it was unanimously agreed that the Club should be formed, Mr. de Coetlogon being elected Captain, and Mr. Last Hon. Sec. The Club colours were decided on either at this meeting or during the course of the term.

The programme for the first term of the Club's existence was very unambitious, but thoroughly sound. It consisted of regular tubbing every day, to be followed, at the end of term, by trial fours and perhaps by tub pairs. For this purpose two tubs were hired from Mr. Logan. The bulk of the coaching of necessity fell to the lot of the Rev. G. H. Sing, and to him and to his careful teaching may be traced much of the success which followed.

As the Club did not yet, of course, possess a boat house of its own, quarters were found for the members in a room adjoining Mr. Logan's workshops. This room, confined and cramped though it was, was occupied by the Club until the Jesus men built their new boat house, when Selwyn at once took possession of their old quarters at a terminal rent.

The great care and constant attention bestowed upon the tubbing during the October Term of 1882 bore fruit in the shape of two very fair trial fours, which formed the nucleus of the crew for 1883. Curiously enough when these trial fours were rowed, Mr. D. R. P. Stephens, who so long occupied the premier thwart in the College eight, was now found to be rowing at No. 2. The crews were stroked by Mr. H. W. Stephens and by Mr. Darbyshire. Mr. de Coetlogon stood out in order to help with the coaching. The race shewed that the men were, at all events, a strong and hard-working lot, very willing but very rough. The term closed with tub pairs, in which Mr. D. R. P. Stephens inaugurated his long series of successes as a stroke, and then, for the first time in the annals of

the Club, an eight was launched and went for a short paddle, shaping fairly well and giving satisfaction to the coach.

The following term saw things far more settled, and regular work began at once. Tubbing, dull work though it be, was always insisted upon almost up to the very day of the race, and it is worthy of mention that the crew always went into training rather earlier than did the crews of other clubs.

Early in February the crew launched the new ship built by Mr. Logan, and paddled her on her trial trip to Jesus Lock. This was the famous *Southern Cross*, and opinions as to her merits were unanimous. Mr. Logan never turned out a finer craft from his yard. She travelled beautifully between the strokes, fitted the men admirably, and withal was most comfortable.

During practice for the Lent Races, at which the Club was to make its *début*, the usual routine prevailed, and after much hard work, careful training and coaching, the Selwyn crew paddled down to row the Non-Coll. boat for the 45th place on the river. Not a little curiosity was evinced among rowing men as to how the new Club would shape. There was no doubt that they were strong, there was equally no doubt that they were terribly rough, but, what was of most importance, it was noticed that an enormous amount of water was always cleared. The race was a time-race with starting posts 100 yards apart, and was rowed over the usual course. The whole Club, numbering about 20! was there to run with the boat, besides many who had come to look on from curiosity. Of the spectators not the least enthusiastic were the Master and Mrs. Lytton. Indeed it is said,—“but that is another story”. The Non-Colls. had the first station, and the race needs but little description. Mr. D. R. P. Stephens went off with a long swinging stroke well pulled through, and was backed up splendidly. At Grassy the Club had actually gained about 80 yards, at Ditton they had to easy, and from thence they paddled quietly in, winners by about 90 yards. The result shewed that Selwyn could travel, and good hopes of success during the next four nights’ racing were entertained.

Nor was there cause for disappointment. Starting behind Corpus 2, the Club gained steadily all the way, literally rowing them down inch by inch. The enthusiasm all up the Long Reach, as the crowds which had followed the different boats merged into one, was tremendous. The new-comers were actually going to make a bump on the first night! They were overlapping! Now or never was the time. Under the Railway Bridge Mr. Collison, who was as cool as though his men were merely rowing a course, made his shot, but Corpus did not acknowledge, and both crews rowed on to the winning post. On appeal the bump was allowed at once, the Umpire coming to see the bow of the “*Southern Cross*,” which was deeply scratched for some five or six feet from contact with the Corpus stern. On the following night Emmanuel 2 was bumped very early in the race, and on the last two nights Clare 2 and Christ’s 2 were caught at the same spot just round Grassy.

Thus ended a most successful Lent. The following are the names and weights of Selwyn's first crew:—

	st. lb.		st. lb.
H. E. Brian (<i>bow</i>)	10 1	6 H. W. Stephens	11 6
2 D. Ellison	10 8	7 C. E. de Coetlogon	12 0
3 W. G. Melville	10 7	D. R. P. Stephens (<i>str.</i>) ...	11 10
4 F. D. Darbyshire	13 1	F. T. Collison (<i>cox.</i>)	7 3
5 H. S. Sanders	12 3		

The weights and heights of the crew are worthy of notice, especially when it is borne in mind that choice was very limited. The average weight, excluding the coxswain, was 11st. 6½lb. Nos. 3, 5, 6 and stroke were all 6ft. and No. 7 stood 6ft. 3½in.

At the beginning of the May Term of 1883 some fears were expressed that the Club would not be represented in the May Races.

In those days the First and Second Division rowed in May, and the Second and Third in Lent. Selwyn being in the Third Division had no right to row. However, the President of the C.U.B.C., Mr. C. W. Moore, took the case up, and after some opposition it was decided most kindly to allow the crew to start behind the last boat of the Second Division. This necessitated an extra post close to the lock gates. On the day of the race a barge waiting to enter the lock drifted almost on to the stroke side oars as the last gun went. However, "all's well that ends well," no harm was done, and in the course of the four nights' racing Jesus 3, Sidney 1, First Trinity 4, and L.M.B.C. 3 were bumped. On the second night Sidney overlapped the crew in front, and Selwyn overlapped Sidney. A great spurt by Mr. Stephens, and wonderful coolness on the part of Mr. Collison, gave Selwyn the bump at Ditton Corner.

The crew had undergone slight alterations since Lent; Mr. Brian and Mr. Melville being replaced by Mr. Manby and Mr. Horsly, Mr. Ellison changing from No. 2 to No. 3.

Thus ended the first year of the Club's existence. Nine races had been rowed, eight bumps had been made, and one time-race won.

It is interesting to note that the River Correspondent of the *Cambridge Review* hardly ever had a good word for the crew, and what is more remarkable the same style of criticism obtained term after term while the crew were making bumps night after night till they reached the First Division. Apart from this the S.C.B.C. was received on the river with much good will. Not only did the authorities allow the Club to try their luck in the Second Division in May, 1883, but also, on occasions, men came from other clubs to assist in the coaching; and whenever a bump was made the crew received their full share of applause from the Cambridge rowing world.

The October term of 1883 brought a new set of freshmen. From a rowing point of view, with the exception of Mr. Langley, who afterwards succeeded to the captaincy, and stroked the boat in May, 1886, they were a very disappointing lot, small and without a single heavy weight. At the same time, those of the old hands who were in residence improved rapidly, and, though not quite so successful as in the previous year, the boat went up three places in Lent and three more in May. Of these six

places, it is satisfactory to note that five were gained over Club first boats, viz., Emmanuel, King's, Queens', Cavendish and St. Catharine's.

By the end of the May Term of 1884 the record stood as follows: 16 bumping races rowed, and 14 bumps made.

The succeeding term, October, 1884, brought a large number of freshmen, several of whom were a decided acquisition, notably Mr. H. L. F. Sculthorpe, who had, in the previous July, stroked the winners of the Public School Fours at Henley.

The "trials" too were most satisfactory, and things looked very promising.

At the end of this term Mr. D. R. P. Stephens was unanimously elected First Captain in the place of Mr. de Coetlogon, resigned. Mr. Last also resigned the Hon. Secretaryship at the same time. He had managed the affairs of the Club with infinite tact and wonderful patience during a period of great difficulty and under circumstances more trying than the present generation of Selwyn men can possibly imagine. It would be a grave omission were this record of the first Selwyn boats to be written without mention being made of the debt that the Club and Selwyn men in general owe to their first Hon. Secretary.

The crew which represented Selwyn in Lent, 1885, was one of the best, if not the very best that the Club has ever turned out. Mr. Sculthorpe came in at No. 6, Mr. Darbyshire went to No. 4 and Mr. Langley to No. 2. The latter had been overplaced in the previous races and was far more at home higher up the boat.

In the races the crew gained four places, bumping three first boats and one second, viz., Magdalene, Corpus, Downing and Caius 2. The record at the end of the week being: 20 bumping races rowed, and 18 bumps made.

In the May Term, for the first time, luck was rather against the Club. Half way through training Mr. Sanders so injured his hand in the sash of a window as to utterly preclude all chances of his rowing. Mr. Collison was reading hard and was unable to find time to steer. Mr. Langley suffered during the races from sore hands poisoned by Cam water, and Mr. A. G. Copeman was also unwell.

Grave fears were at one time entertained whether the boat would do more than just retain its place.

As it was, Mr. Couran, weighing under 10 stone, moved up from No. 3 to No. 5, where he was much overplaced, and Mr. A. G. Copeman, a freshman, who afterwards proved to be a most useful man, came in at No. 3, and the crew set to work in earnest. Matters were by no means simplified from the fact that it was necessary to practice a good deal in a light ship, on the chance of having to row in the First Division. Changing from boat to boat in very rough weather unsettled the men a good deal, and the more so since great difficulty was experienced in getting a suitable lightship. However, Mr. Logan eventually supplied one which carried the crew fairly, and it was determined to row in her if necessary.

Both coach and crew found this a most trying time. They fully recognised the enormous advantage it would be to college rowing to

have a boat in the First Division, the more so since the majority of the crew were going down at the end of the term. With a boat in the First Division, plenty of opportunity would thus be afforded to get together a good second boat, coached by men who would not be called upon to row until May; thus it would be possible to fill the vacant thwarts in the first boat.

Much anxiety was also felt as to how the new coxswain, Mr. A. F. Asher, would acquit himself, but all doubts as to his capabilities were speedily set at rest, and a really good crew came to the post in May, 1885.

On the first night Peterhouse succumbed at Ditton, and 1st Trinity 3 on Thursday: this gained a place for Selwyn as Sandwich boat in the First Division! On the same evening the crew paddled over last, taking things easily and reserving their efforts for Friday. On that day the boat rowed over Head of the Second Division, and then came the crucial test. Instead of starting almost at First Post corner the crew had to begin again for the third time in three years right down at Baitsbite Lock. A good start was effected, and not a man but did all he knew, and a trifle more! Mr. Langley was suffering intensely from his hands, which had been lanced that morning, so that he could barely hold an oar; the hard work, too, of Wednesday and Thursday had told upon No. 5, and No. 3 was far from well. As it was Mr. Stephens set a good long lively stroke, giving the men behind him plenty of time to finish it out. The boat, travelling on an even keel, and beautifully steered, began to gain slowly but surely on Lady Margaret 2; by the little bridge Selwyn had gained half a length, at Post Corner they were about a length away; pounding steadily along, only a third of a length separated the two crews as they rounded Ditton Corner, when, for some unexplained reason, Lady Margaret drew on to one side, and Selwyn coming up with a rush rowed past and gained the place.

*On the three remaining nights Selwyn rowed over, on untrained substitute taking the place of Mr. Copeman, who was suffering from the oarsman's usual complaint.

Thus it was that Selwyn rose from the bottom of the Third Division to fourteenth in the First Division.

During the three years, eighteen men, including coxswains, occupied a seat at one time or another in the first boat, but only three rowed in every crew: these three were Messrs. D. Stephens, Darbyshire, and de Coetlogon.

Four times the crew gained their oars, viz., in Lent and May, 1883 and 1885.

In all, 29 races were rowed, of which one was a time race against the Non-Colls., 21 bumps were made, and once the crew rowed over Head, a record of which the Club may well be proud. It is given to few crews to say that they started and made their bump in three years from every post in the river.

The above account is necessarily but a bare outline of the fortunes of the first boats during the years 1833-4-5. Space will not admit of

*At that time there were four days racing in the Lents, but six days in the Mays. Only in 1887 did the May Races become limited to four days.

a more detailed description. It is, however, hoped that what has been written will suffice to shew to present and future generations of Selwyn men that those who had, during those early years, the privilege of representing the College on the river, rowed hard and well for the honour of the Selwyn College Boat Club.

C. E. C. DE COETLOGON

POSITION ON THE RIVER DURING THESE FIRST THREE YEARS

In the Lent Races of 1883 we started at the 45th position and, making four bumps ended up in the 41st.

At that time, in 1883, only the 1st and 2nd Divisions in the Lents were allowed to row in the following May Races. Any boats below that were reckoned to be too bad to row in such exalted company! Hence Selwyn, being in the 3rd Division, were not entitled to row. However, largely due to the efforts of our Secretary. Last, we were given permission to start below the bottom boat of the 2nd Division in our first May Races. We more than justified this and another four bumps landed us in the 27th position.

Positions in the Lent and May Races were then reckoned together and so, having made another three bumps next Lents, we rose to 24th and after another three in the Mays we were 21st. Next Lents they again made four bumps to 17th and three more in the next Mays made them 14th, the last position in the 1st Division.

From then onwards the rules were changed and the positions in Lents and Mays were reckoned separately for each race.

These wonderful first three years must not be allowed to pass without a few comments.

From Getting on the River to the 1st Division all in three years! Even the fact that in those days the Lent and May Races were continuous, i.e. the position gained or lost in the Lents was the position you started in the following Mays, does not make Selwyn's performance any less astonishing. And all done with a College of 28 men in the first year, another 20 next year and a further 48 in the third year, when C and D staircases were built. When they got into the 1st Division they did so by rowing, still on fixed seats, against crews rowing on slides!

Since the feeling throughout was that they must succeed, those Selwyn crews probably trained harder and were on the river longer than other colleges and this certainly produced results. A run the whole length of Grange Road before breakfast, gargantuan meals, no smoking or drinking alcohol and early to bed were rigidly enforced. Fines were imposed and collected for unpunctuality, and Mr. Sing allowed no slackness when he coached the crew from horseback.

In their third year, the two great friends, de Coetlogon and Stephens, the stroke, entered for the University Pairs. But here, even de Coetlogon met his match in the person of the great Steve Fairbairn, who was paired with Hutchinson, both of Jesus. Steve it was, of course, who was entirely responsible for teaching us the method of rowing forty years later that led to all our successes in between the two Wars.

Besides de Coetlogon, I knew two others of those first gallant crews. The heavyweight, Darbyshire, when I met him many years later, had shrunk to being quite a small man. He had been a schoolmaster all his life and had had a serious accident early in his career when he fell off a pennyfarthing bicycle. This led to gradual paralysis and deformity of his hands and he had to end his days in the Royal Hospital at Putney, where I met him. The other was the Rev. A. F. Asher, the former cox. He had now grown into an enormous man when I met him in his parish in the East End of London. From him I learnt a great deal about those early days.

One last word about the man who stroked all these crews, Stephens. When he died, in 1900, de Coetlogon wrote of him:

“He was a very powerful oar with an immense reach and length in the water, and he got a lot of work out of the men behind him. His pluck was enormous and he was a man to be relied upon in a pinch.”

The crews of those three years were as follows:

1883

1ST LENT	
Bow	H. E. Brian
2	D. Ellison
3	W. G. Melville
4	F. D. Darbyshire
5	H. S. Sanders
6	H. W. Stephens
7	C. E. C. de Coetlogon
Stroke	D. R. P. Stephens
Cox	F. T. Collison
Position on river: 11, in 3rd Div.	

1ST MAY	
Bow	C. Manley
2	M. R. Hurley
3	D. Ellison
4	F. D. Darbyshire
5	H. S. Sanders
6	H. W. Stephens
7	C. E. C. de Coetlogon
Stroke	D. R. P. Stephens
Cox	F. T. Collison
Position on river: 13, in 2nd Div.	

1884

1ST LENT	
Bow	W. G. Melville
2	D. Ellison
3	M. W. T. Couran
4	W. W. White
5	H. S. Sanders
6	F. D. Darbyshire
7	C. E. C. de Coetlogon
Stroke	D. R. P. Stephens
Cox	F. T. Collison
Position on river: 10, in 2nd Div.	

1ST MAY	
Bow	W. G. Melville
2	W. J. H. Chambers
3	M. W. T. Couran
4	E. Langley
5	H. S. Sanders
6	F. D. Darbyshire
7	C. E. C. de Coetlogon
Stroke	D. R. P. Stephens
Cox	F. T. Collison
Position on river: 7, in 2nd Div.	

1885

1ST LENT	
Bow	W. G. Melville
2	E. Langley
3	M. W. T. Couran
4	F. D. Darbyshire
5	H. S. Sanders
6	H. L. F. Sculthorpe
7	C. E. C. de Coetlogon
Stroke	D. R. P. Stephens
Cox	F. T. Collison
Position on river: 3, in 2nd Div.	

1ST MAY	
Bow	W. G. Melville
2	E. Langley
3	{ A. G. Copeman
	{ W. J. H. Chambers
4	F. D. Darbyshire
5	M. W. T. Couran
6	H. L. F. Sculthorpe
7	C. E. C. de Coetlogon
Stroke	D. R. P. Stephens
Cox	A. F. Asher
Position on river: 14, in 1st Div.	

1885-1886

De Coetlogon had been very worried about this season, when so many of the famous first crews would have gone down, but he tried in advance to make such arrangements as he could. There were three men who had rowed with him still up. Langley, who was made Captain, had rowed in his crews for the past two years. Sculthorpe, a most promising freshman last year, was now 2nd Captain, and there was also Copeman, who had to drop out of the previous May crew during the Races owing to boils on his buttocks. And affairs really did not go too badly.

In the Michaelmas Term, Langley got together three Trial Eights, one of them entirely composed of Rugger men, who coached themselves. The other two crews were coached by Langley and Sculthorpe.

In addition Sculthorpe entered for the Colquhoun Sculls but was beaten by "Jumps" (so called because he so frequently jumped the Starter's signal) Gardner of Emmanuel, who later twice won the Diamond Sculls at Henley.

Perhaps, in the Lent Term 1886, it was fortunate that with such inexperienced material we did not have to row in the Lent Races. This we could not do as with the regulations as they then were, being in the 1st Division in the Mays, our crew was excluded. However, we tried with two second crews to get on the river but although one of them came within two feet of doing so, both failed.

Later, on March 8th, the first Selwyn crew ever went out on sliding seats. It was a memorable outing, very unsteady, despite being coached by Bishop John Selwyn, on horseback. He continued to coach the crew for some time and one day took them up to Clayhithe. This outing seems to have given them the mastery of using slides properly.

When the May Term 1886 started, the crew were filled with fierce determination to uphold the traditions of the past. Already by now we find names of men rowing, whose sons were later to win such fame as Selwyn oarsmen, such as Devereux whose son and grandson in their time both put Selwyn back into the 1st Division. And, as first constituted, the 1886 crew had in it Boothby and Griffith, whose sons rowed with me in the fast crew of 1924. But later in this May Term the crew were not going well, there was a lack of drive and purpose and de Coetlogon was persuaded to come back from his theological college and row for us. This of course made all the difference but poor Griffith was displaced from his position at Bow and Blackett, who had been rowing at No. 7, went there instead.

And so into the Races with four of the crew never having rowed in a bumping race before. There were still six nights of racing and on the first three we rowed over quite safely, gaining experience. But on the fourth night disaster struck us. Cox started the race with his rudder lines crossed and naturally took an overland route at once. De Coetlogon alone kept his head, got the lines uncrossed and pushed out again with Emmanuel almost overlapping. A magnificent race then took place with our crew gradually pulling away but again, at Grassy, cox lost his head, steered into the corner and this time it was all over. Emmanuel, stroked by "Jumps" Gardner, made their bump.

The deepest possible gloom now settled over not only the crew but also the whole College at this, the first time Selwyn had been bumped. However, the cox was sacked. Asher, who had coxed the crew the year before, was persuaded to come back. Langley and, in particular, de Coetlogon addressed the crew and morale improved. Next night we rowed over well and on the last, with a supreme effort, made our bump and so finished in the position at which we had started. The "Skipper" was satisfied.

The crew was:

Bow	C. E. Blackett
2	A. G. Copeman
3	W. R. J. Boothby
4	A. Rust
5	E. Prescott
6	H. L. F. Sculthorpe
7	C. E. C. de Coetlogon
Stroke	E. Langley
Cox	A. F. Asher
Position on river: 14	

1886-1887

Looking back through the mists of time, it is very difficult to explain why the May crew this season did so badly. For when the year opened all of the last year's crew, except de Coetlogon, were available and there was such a wealth of material from the Freshmen and others, that four Trial crews were raced. Sculthorpe was now Captain and everything seemed to be going well. At the end of the Michaelmas Term, a provisional May crew rowed on slides to Ely to see the University Trial Eights race. They then rowed back in the dark of a late November evening, reaching the Boathouse "with God's help and the aid of a bicycle lamp in the bows!"

In the Lent Term, by a new rule of the C.U.B.C., all colleges could have a crew in both Lents and Mays and hence we could now once again row in the Lent Races. What is not made clear is at what position we started. However our crew made a bump on Christ's and then failed to get 1st Trinity 5 ahead. It would appear that no former 1st May colours were allowed to row. The crew was:

Bow	R. A. Waddilove
2	T. F. Griffith
3	A. C. N. Lukin
4	L. F. Ward
5	J. G. Lambert
6	C. E. Oliver
7	C. E. F. Copeman
Stroke	H. E. Selwyn
Cox	A. R. S. Phillips

In the May Term there was a shock. Langley, who was to have stroked the crew again, had gone down and much time was spent trying to find a suitable substitute. These experiments delayed the development of the crew and perhaps even then the right man was not chosen. Hence the crew entered the Races without a proper confidence in themselves

and, after rowing over on the first night, they were bumped on each of the following nights, thus losing our position in the 1st Division and ending 17th on the river. This crew was :

Bow R. A. Waddilove
2 L. F. Ward
3 J. G. Lambert
4 A. G. Copeman
5 H. L. F. Sculthorpe
6 A. Rust
7 C. E. Blackett
Stroke T. F. Griffith
Cox A. S. Phillips
Position on river: 17

1887-1888

There were quite a number of experienced oarsmen up this season and among the Freshmen was a slight young man who turned out to be one of Selwyn's outstanding strokes. Lewis Hutchings never weighed more than 9st 2 or 3lbs., yet he led Selwyn crews for the next three years, often with the greatest success.

In the Michaelmas Term we entered the University Clinker Fours Race for the first time. We got together a good crew and could well have won it but at the last moment bow went ill and we had to row an untrained substitute, losing in the first round.

Another change in C.U.B.C. rules meant that crews in the second division could now row on sliding seats in the May Races and we had not got a sliding-seated, clinker boat. And we had recently taken so much money from the Central Sports Fund of the College that they could only afford part of the cost of a new boat. However the money was found somehow by private subscription.

In the Lent Term we got together quite a good crew, stroked by H. E. Selwyn, who had stroked the previous Lent crew so well. Unfortunately he was never available in the summer, as for some quite inexplicable reason he wanted to play cricket!

When the Races came along, they were a mixture of the comic and extremely tragic. At last we were allowed to have a 2nd boat on the river but they were made to take a starting position below the last non-representative boat. That meant that they would start four places above our 1st eight! On the opening night Selwyn 2 were bumped by Clare and our 1st crew bumped Sidney. Next night Selwyn 2 again went down and our 1st rowed over and so on the third night our 1st chased our 2nd and, by previous arrangement, made a grandstand bump on them at Ditton. The same night No. 4 in the Clare boat was struck by the bows of the crew behind them and was killed almost instantaneously. It was decided that no bumps should be counted in that Division, the 1st, and that the Races should be discontinued. As a result of that accident, all boats were made to carry rubber balls on their bows in bumping races. In my time a similar accident occurred but owing to this safety precaution there was no fatality.

This 1st Lent crew was :

Bow A. C. Larkin
2 R. G. Ley
3 F. H. Kitchen
4 Claud Severn
5 A. F. Palmer
6 J. T. Harrison
7 C. E. F. Copeman
Stroke H. E. Selwyn
Cox H. A. N. Lovell

When the 1st May crew was finally selected, it included two people from the 2nd Lent boat, although the latter had not done at all well. One was N. Devereux, uncle of A. C. E., who rowed for us so well later; the other was L. Hutchings, whom we have already discussed. Also in the crew was Claud Severn, who came into prominence with us later (see 1926).

The crew were unfortunate as they were unable to get regular coaching, but de Coetlogon did forego part of his holiday to come up and look after them for a fortnight. In the Races, despite some alarms and claims for a bump, they rowed over quite easily every night. The crew were :

Bow N. Devereux
2 C. Severn
3 C. E. Blakett
4 J. G. Lambert
5 C. E. F. Copeman
6 A. Rust
7 T. F. Griffith
Stroke L. Hutchings
Cox H. A. N. Lovell
Position on river: 17

It will be noted that Griffith now occupied his proper position at no. 7 and not stroke, as last year. Thirty-six years later, his son also proved a magnificent no. 7 for Selwyn.

1888-1889

This was a very successful year and almost everything went right for us. In the Michaelmas Term we again entered for the 'Varsity Clinker Fours and this time we won them! We were stroked by Hutchings, now Secretary to the Club and weighing as usual 9st. 2lbs! This Clinker Four was :

Bow F. H. Kitchen
2 Claud Severn
3 C. E. F. Copeman
Stroke L. Hutchings
Cox F. E. Trotman

LENT TERM

Here we had one great disappointment. Our 2nd eight was bumped off the River by Emmanuel 2. But when the Races proper came along the 1st crew had their revenge by catching and almost sinking Emmanuel

1. This we did after having caught three other crews, so winning our oars and finishing 8th in the 2nd Division.

The 1st Lent crew was:

Bow	H. C. Wilkinson
2	J. L. Hill
3	C. E. Warner
4	H. B. Shephard
5	A. F. Palmer
6	J. F. Harrison
7	R. A. Waddilove
Stroke	E. N. Rankin
Cox	F. E. Trotman

MAY TERM, 1889

In the May Term the crew were coached throughout by a member of L.M.B.C. and very well he did them. On the night before the Races started there was one of the heaviest thunderstorms Cambridge had ever known and no-one got much sleep. However this did not deter our men in the Races. On the first night they made a bump quite easily. On the second they again made a bump to become Head of the 2nd Division. They then transferred to a light-ship they had borrowed from Pembroke and in which they had had only two practice outings and in consequence found it very hard to sit level. Even so, they rowed a good race but had the mortification of being only a few feet away from L.M.B.C. 2 when they made their bump. Next night after an easy row over Head of the 2nd Division we made our bump and were once again in the 1st Division. On the last night, L.M.B.C. again escaped us by inches by bumping the crew ahead. So, with the bump we made on the first night, we had made three instead of the five we might have had if we had been a little faster at the start and got L.M.B.C. 2 on the second night, in which case we would have gone higher than we had ever been to date.

Before leaving these Races it is interesting to wonder why the crew decided to change into a light-ship they knew very little about instead of continuing to race in their clinker boat as we did in 1924 in similar circumstances. But I think the answer is that the clinker boats of that period had not reached the lightness and speed that they did later. This 1st May crew was:

Bow	N. Devereux
2	T. W. Cockell
3	C. E. Warner
4	J. H. Harrison
5	A. F. Palmer
6	C. E. F. Copeman
7	R. A. Waddilove
Stroke	L. Hutchings
Cox	F. E. Trotman

Position on river: 14

1889-1890

M. M. Macnaughton of 3rd Trinity coached the crews throughout this season.

In the Michaelmas Term the S.C.B.C. made another stride forward by entering for the Varsity Light Fours for the first time. We had what was probably the lightest crew ever to enter for these races, namely:

		st. lbs.
Bow	T. W. Cockell	10 4
2	H. B. Shephard	10 10
3 and steers	C. E. Warner	10 7
Stroke	Lewis Hutchings	9 4

Yet by good rowing aided by some misfortune in their opponent's crew they won a splendid race with 1st Trinity, equal in time all over of course and, by a typical Hutchings' spurt at the finish, managed to get past the winning post first by a second. This effort by such a light crew tired them so much that by next day they had hardly recovered and they lost to a much heavier Pembroke crew.

We had four College Trial Eights this Term and at the end of it a provisional May crew rowed to Ely again.

In the Lent Term we once again made a valiant attempt to get our 2nd crew on the river, but, after winning the "Getting-on" Races, they failed by a few feet to bump the bottom boat on the river.

But the 1st eight again covered themselves with glory, getting a bump every night, only rowing past 1st Post Corner on the last night and so winning their oars and ending 4th in the 2nd Division. The crew was as follows:

Bow	J. L. Cubitt
2	H. C. Wilkinson
3	J. H. Orpen
4	Claud Severn
5	E. H. Montauban
6	H. P. B. Chubb
7	H. B. Stephens
Stroke	S. W. Goldsmith
Cox	A. V. Clements

It was after these Races that the customary cheering in Hall of any crew that had made a bump that night was discussed with the Master. This cheering had been done ever since, and probably because of, the first bump ever made by the College on the first night we ever raced. The Master would have preferred to have the cheering done before Hall and the entry of the Senior Table, as was done later and until it was stopped in 1922. However at the time it seemed impracticable and it was left where it was, i.e. when everyone had assembled.

The May crew this year had a large amount of experience, but it was very light. Practice progressed satisfactorily and on the first night we made our bump after a hard race towards the end of the course. Again this seems to have tired out this light crew and although they rowed over the next night they were bumped on the third and scrambled

over safely on the last, thus ending where they had started, last but one in the 1st Division. This 1st May crew was as follows:

Bow N. Devereux
 2 S. W. Goldsmith
 3 F. W. Cockell
 4 H. B. Shephard
 5 A. F. Palmer
 6 H. P. B. Chubb
 7 C. E. Warner
 Stroke L. Hutchings
 Cox A. V. Clements
 Position on river: 14

1890–1891

This year was the start of the first of the Dark Ages for Selwyn rowing, and for ten years hardly any success came to us and a great deal of disaster and disgrace.

In the Michaelmas Term we entered neither of the University Fours Races and only had two College Trial eights.

In the Lent Term we again failed to get a 2nd boat on the river. As regards our 1st boat, on the first night all stopwatches except our own seemed to have failed and when the final gun went, crews were still being pushed out. Disgusted by such undigified conduct, we set off at such a slow and deliberate pace that we entirely failed to seize such a golden opportunity. With no loss of breath or demeanour we rowed over. But that was the last time we were allowed to do so. For the next three nights watches were right and our pontifical progress was rudely interrupted each race. Down to 7th in the 2nd Division!

Wauchope, of Trinity Hall, coached us throughout the May Term. He was to win great fame as a C.U.B.C. coach in the 1920's but, now, even he could not make anything of us. Again in the Races we were involved on the first night in a dispute when Corpus preferred to bump the bank rather than our crew, but in the re-row we were soon bumped, as we were three more times. Down four; and worse still—out of the 1st Division! We were not to regain this until 1900 when there was a happy combination of a first-class coach and a first-class stroke. And so Lewis Hutchings had the doubtful fame of being the only Selwyn stroke to have taken our May crew into and out of the 1st Division! The crews this year were:

1ST LENT
 Bow H. B. Young
 2 L. S. Currey
 3 C. E. C. Browne
 4 R. B. Hill
 5 A. J. Collis
 6 W. A. Macleod
 7 C. E. Michael
 Stroke E. C. Friend
 Cox C. H. M. Ainslie

1ST MAY
 Bow L. Neville
 2 E. C. Friend
 3 L. S. Currey
 4 C. E. Michael
 5 C. E. C. Browne
 6 C. E. Warner
 7 S. W. Goldsmith
 Stroke L. Hutchings
 Cox A. V. Clements
 Position on river: 18

1891-1892

Many of the possible reasons for the poor state of the Boat Club became obvious this season. For some time the remainder of the College had been jealous of the vast prestige of the Boat Club, quite unjustified they believed, since the start of the College. Moreover they resented what to them seemed the undue proportion of finance and manpower taken by our Club.

What is more, the other Clubs were now doing well, particularly the Rugger Club, and they tended to attract all the heavy men, leaving only the lighter men to row.

There was also dissension in the Club. A meeting of the Committee passed a motion that they would tolerate no interference from outsiders, and the Boat Captain this season resigned after two terms following a dispute with his committee and never rowed again. Then, in consequence of a report in the Cambridge Review, which told of dissatisfaction with the Boat Club officials, the latter resigned en bloc and had themselves re-elected by the College Central Sports Committee as a mark of confidence. It was not a happy Club.

But one good deed at least was done this year. Bill Phillips, the Boatman, said that he had never seen the Varsity Boat Race, whereupon a whip round raised not only his fare to London but enough also for "beer money"!

In the Michaelmas Term there were two Trial eights with no-one in them over 10½st.

In the Lent Term, again, a second crew failed to win the Getting-on Races, and the 1st Lent boat, although it was only three days before the actual races, threw out two of the crew because they would not train and included two of that 2nd crew. Yet in the races they did well enough to make a bump on the first night and then row over for the next three.

A 1st Trinity man coached the 1st May crew which had only two old May colours in it. They were again a very light crew but, worse, had no heart for hard racing. After tamely giving in and being bumped for the first three nights, there was a general shuffle round in order. Stroke went to bow, No 7 to stroke and bow to 7. This did make them row a little better but even so they were bumped again for the fourth time.

The names and weights of the Lent and May crews are given, with the May crew as they rowed on the first three nights.

LENT CREW			MAY CREW		
		st. lbs.			st. lbs.
Bow	J. V. Hammond	9 9	Bow	L. Neville	9 3
2	H. W. F. Fagan	10 3	2	A. T. Stiff	10 5
3	J. C. Morris	10 9	3	E. M. Cowie	10 10
4	A. T. Stiff	10 5	4	J. G. Morris	10 0
5	C. L. G. Price	11 5	5	C. L. G. Price	10 12
6	A. G. Bates	10 11	6	H. W. F. Fagan	10 13
7	E. M. Cowie	10 11	7	E. C. Friend	10 2
Stroke	A. G. Evans	10 2	Stroke	J. V. Hammond	9 4
Cox	E. H. M. Ainslie	8 2	Cox	A. V. Clements	7 9
			Position on river:	22	

1892-1893

L. Neville was now Boat Captain and he was determined to get the Club better respected amongst the remainder of the College. He was helped in this as he was himself a member of the strong Association Football team.

In the Michaelmas Term he aimed for quality rather than quantity and only rowed two Trial Eights composed of the best of the Freshmen and others. Amongst those competing for the de Coetlogon Freshmen Sculls this year was Tovey, whose son rowed so well in 1924/25.

In the Lent Races we had a slightly heavier crew, with one man, Blackwall, over 13st.! When the crew came to race they were bumped on the first night, rowed over on the second, made a bump on the third and rowed over again on the last night.

Corpus men coached our May crew this season and they were going quite well when they had the misfortune to lose one of their best oarsmen, Prince, with ill health, just before the Races. To say that they rowed over all four nights does not really do them justice, for on three of them they only missed their bump by inches.

At the end of the season it was possible to say that some keenness had returned to the Club and that neither Lent nor May crews had lost any places. The crews were:

LENT		MAY	
Bow	F. W. Strong	Bow	W. L. Weldon
2	A. O. Daniel	2	A. T. Stiff
3	H. R. Cooper	3	C. W. Collins
4	C. E. Bulwer	4	J. L. Brack
5	J. E. Blackwall	5	A. O. Daniel
6	A. G. Bates	6	C. E. Bulwer
7	C. W. Collins	7	L. Neville
Stroke	B. S. Batty	Stroke	B. S. Batty
Cox	H. H. Hirst	Cox	A. V. Clements
			Position on river: 22

1893-1894

Once again the elected Captain, C. L. G. Prince, had to give up his office owing to illness in the May Term, and although at the start of the year we had five old May colours left, we badly missed C. W. Collins, who had gone down unexpectedly to join the Army, thus robbing us of a first-class no. 7, a position that was never adequately filled in the May crew.

The Master, the Right Rev. J. R. Selwyn, was elected President of the Boat Club, vice the Hon. and Rev. J. Appleton, resigned, and he was of great help to the Club, tubbing, coaching and generally helping from the towpath.

In the Michaelmas Term, we attempted to raise a crew for the Varsity Clinker Fours but eventually had to abandon the idea. But three good Trial Eights were raced and there seemed plenty of material with even some men of real weight.

The Lent Eight was however not good and, although dogged with bad luck due to illness and accidents to its members, never really had the

morale to race hard. Moreover they were stupidly weighted. Blackwall now weighed over 14st. and no one else in the crew was over 10st. 5lbs. Veritably, a whale amongst minnows!

In the Races on the first night we were bumped, and on the second our morale went to pieces. All the crew seemed more interested in the crew behind than the one ahead, a fatal attitude. So of course, like the rabbit and the stoat, we were bumped again. A 1st Trinity man had been coaching the crew and, disgusted with their performance, he told them exactly what he thought of their efforts and for the next two nights they rowed far better and on the last evening came within a few feet of making a bump.

And with an enforced change of Boat Captain, far more dedication was shown. The May crew together with two spare men, came up a week before Term started to get in extra practice, and we had an excellent team of coaches from L.M.B.C., King's and Corpus. All this paid off, for when the Races came along, only bad luck prevented us making four bumps. On the first night they only missed going up because the boat ahead was behind so bad a crew that they were able to escape us by bumping them. On the next day we made our bump within the first 100 yards. On the third night we were overlapping and cox was poised to shoot when no. 2's slide broke under him and he and bow were rendered helpless and our quarry escaped. However on the last night, with the slide mended, we made no mistake and got the bump, thus ending up two places higher on the river. The crews were:

LENT			MAY		
		st. lbs.			st. lbs.
Bow	G. L. Hankey	9 10	Bow	W. L. Weldon	10 0
2	R. C. Herbert	10 1	2	H. R. Wright	10 5
3	R. Cooper	10 1	3	R. F. Orton	10 7
4	W. F. Shaw	10 4	4	J. L. Brack	11 12
5	J. E. Blackwall	14 0	5	J. E. Blackwall	14 3
6	F. W. Strong	10 10	6	C. E. Bulmer	11 7
7	R. F. Orton	10 6	7	A. O. Daniel	11 5
Stroke	H. R. Wright	10 3	Stroke	B. S. Batty	12 2
Cox	A. J. M. Bacon	7 8	Cox	A. J. M. Bacon	7 12
				Position on river: 20	

1894-1895

At the beginning of this season there were no less than six former 1st May colours still up, but once again the Boat Captain was not available to row in the May Term as he had to go down, although he did manage to coach the crew for a time.

In the Michaelmas Term we practised in a Clinker Four and it was going well when, a few days before the Races, the Boat Captain became so ill that he had to give up and as no substitute had been kept in training, the crew had to scratch.

There were however three good college Trial Eights and in consequence we had a good Lent crew practising when at the end of January the whole Cam froze over and no rowing was possible. Our crew stayed in training

but the thaw did not come until the day the Races were due to start and a C.U.B.C. meeting of College representatives voted by 24 to 22 to cancel the Races altogether rather than postpone them, much to our annoyance as we considered that our crew was good enough to go up several places. The Boat Captain had coached the crew throughout.

When the May Term started, it was found that after all only three old May colours were available to row, and constant changes had to be made in the crew. However they were well coached by an Emmanuel man, who in the end produced quite a good crew. De Coetlogon came up for the Races and ran with the crew every night. On the first they missed their bump by inches but on the next made no mistake and ran into them quite early on. But on the next two nights they merely rowed over, several of the crew not being really fit. However once again we were up one place. The crew was :

Bow	R. Cooper
2	H. R. Wright
3	R. F. Orton
4	J. E. Blackwall
5	C. A. Weeks
6	W. G. Harrison
7	C. Wilkinson
Stroke	W. F. Shaw
Cox	A. J. M. Bacon
Position on river:	19

1895-1896

Undoubtedly the seeds of the lack of success of the Club in the next two years were sown this season. There were indeed some triumphs in 1896 but no firm foundations were laid for future years and I have always maintained that a Boat Captain's merits must be judged not so much on what happens in his year of office but what happens in the year after he has gone down.

This season too many people seemed to give up rowing to "do other things", a phrase all too familiar fifty or more years later. And extraordinary illnesses seem to have struck men rowing at this time. This season two men were medically forced to give up rowing because rowing is said to have caused "valvular disease of the heart". This, of course, just does not occur. Rowing has never damaged anyone's heart. Nowadays, when oarsmen do far longer and harder spells of work, nothing is ever heard about heart damage. The amazing illness of the stroke of the Lent boat will be mentioned later.

Lastly the Club this season seems to have been utterly obsessed by the paramount importance of correct rowing technique, and when that happens the overriding need to move the boat faster than one's opponents tends to be forgotten. As Steve Fairbairn said, "No prizes are given for body form that does not get the crew past the winning post first."

When the College assembled in the Michaelmas Term there were only four men who had ever raced before, because of course the previous Lent Races had been cancelled owing to ice. And of that four one was

promptly forbidden to row because of his heart, and another was lost to us because he went down.

However three Trial Eights were got together and diligently practised correct rowing technique, with little regard for the times they did over various distances.

One nostalgic note may be recorded for future generations. Nine pewter one pint mugs with double handles and glass bottoms were bought for presentation to the winners of the College Trial Eights for the total price of 3 guineas!

In the Lent Term of 1896 one sees amongst the names of that crew that of C. C. Lanchester, still alive and well when this history was commenced. He only died in 1970.

A new boat was purchased for this crew and for their first outing they were coxed by the Master, Rt. Rev. Bishop J. R. Selwyn, but it is reported that "the anxiety caused by the presence of such an important coxswain so overpowered the crew that they allowed the boat to roll about in a most disgraceful manner!"

The crew were coached throughout by the Boat Captain and turned out to be quite fast and indeed might have made four bumps but for the unfortunate illness of their stroke on the third night when they had already made two bumps. He is said to have developed a neuralgic headache (? migraine) on the evening after the 2nd bump, and next day could not row more than 28 after the Red Grind when they were only a length away from the opponents ahead. This complaint persisted next day but he was allowed to row, when exactly the same thing happened and they rowed over again at a funereal pace. He appears to have been a difficult character, as on at least one occasion when rowing in the May crew he entirely failed to turn up for a practice outing without giving any warning. However, the Lent crew had gone up for the first time for several years.

In the May Term the Boat Captain stroked the crew who were coached by an Emmanuel man.

The C.U.B.C. this year altered the days of Racing from Friday, Saturday, Monday and Tuesday to Wednesday to Saturday, and these days have been kept ever since. The reason for this was to give more practice time after the Races to Trinity Hall, the Holders of the Grand at Henley for their attempt to win the trophy again.

Just as our crew were beginning to do well in practice, another man was forbidden to row because of heart trouble. Fortunately, a cricketer was persuaded to leave dry land for the water and take his place, no doubt a very sensible decision on his part.

In the Races we again made one bump and rowed over three times. On two of these nights it is said that we would also have made bumps if the crew ahead had not escaped by themselves making a bump. But

of course that is always felt by every crew in a similar position. The crews were as follows:

LENT		MAY	
Bow	C. A. Kennedy	Bow	W. J. E. Stuttaford
2	C. C. Lanchester	2	A. T. S. Henry
3	J. T. Burns	3	S. R. Unwin
4	A. T. S. Henry	4	A. J. W. Dodds
5	A. J. S. Harker	5	C. Wilkinson
6	H. S. Crook	6	H. S. Crook
7	W. J. E. Stuttaford	7	J. T. Burns
Stroke	A. J. W. Dodds	Stroke	H. R. Wright
Cox	G. Brown	Cox	G. Brown
		Position on river:	18

1896-1897

As had been anticipated this season showed the Club to be in a very bad way indeed. Not only was their performance in the Lents and Mays abysmal but even worse were the reasons for these dreadful results. The Club had utterly lost confidence in itself and in consequence men trained or not as they liked, came into and left a crew when they liked and all discipline seemed utterly lacking.

In the Michaelmas Term, very few Freshmen agreed to join the Club and so the two Trial Eights that were formed were of poor quality and pace. This was forcibly pointed out to everyone concerned by a scratch football eight, that had never been out together until the day of the race, being only six seconds behind the winners!

When the College came together after Christmas it was with some difficulty that eight men and a cox were formed into a Lent crew. However this was done at last and they were coached by the Boat Captain from horseback, a form of transport that was paid for by the Central Sports' Fund! Progress was made, but ten days before the Races Wetherall who was stroking them was told he must not race as there was something wrong with his heart. The only experienced man, C. C. Lanchester, then went to stroke and a very light man, so light that he weighed little more than the cox, came into the bows. This change of stroke utterly demoralised the crew and they came nervously to the start of the Races, far more concerned with the crew behind than the one ahead. Luckily on the first night the former were bumped and we were able to row over. But after that we rowed worse and worse every night and were bumped every time, on the last night falling to 1st Trinity 4 in the first 100 yards.

This extremely poor showing in the Lents appears to have set off a chain reaction of negativism in the Club. The Boat Captain promptly resigned and, although agreeing to go on rowing, refused to hold any office. After various people had been asked to take his place and all had refused, C. A. Weeks agreed, although it was known that he could not row himself because of a bad heart.

Crook, who had given up cricket to row last year now perhaps understandably insisted on returning to dry land, and a heavyweight from the Lent crew said that he would row but refused to tub! He was rejected

as was another man who again said he would row but refused to train. So there were very few people left to choose from, but Wetherall who had been swimming for the University, gallantly gave this up and came back to stroke the crew. His heart had presumably recovered!

So at last a crew got going but half-way through training no. 5 developed a strained knee and had to drop out of the crew permanently. A substitute was found from somewhere but any morale the crew might have had was by now quite gone and they only wanted to get the Races over. This at least they did manage, going down every night without much struggle. The crews were:

LENT	
Bow	B. J. Dudley
2	T. L. Faunce
3	W. W. Jeudwine
4	A. J. Bull
5	H. H. F. W. Tyler
6	E. F. Tallents
7	A. C. Miller
Stroke	C. C. Lanchester
Cox	F. J. A. Mackworth

MAY	
Bow	B. J. Dudley
2	C. C. Lanchester
3	W. W. Jeudwine
4	E. F. Tallents
5	W. J. E. Stuttaford
6	A. T. S. Henry
7	C. Wilkinson
Stroke	W. J. Wetherall
Cox	G. Brown
Position on river: 22	

1897-1898

After the previous year the Club's affairs had to improve or else complete disintegration would have occurred. But at first the omens were black, for when the Club reassembled it was found that they were without a Boat Captain at all! Stuttaford who was to have filled that position had not come up again, so the 2nd Captain held the fort for that Term and at the end of it C. C. Lanchester was elected Captain.

In the Michaelmas Term there were two trial eights coached by Brown and Lanchester. The football eight again competed in the Race but did not do so well this year.

The Master found an excellent 3rd Trinity man to coach the Lent crew and we had also a second crew practising, which provided reserves when necessary. The value of this was found at once when a regular member of the crew had to give up with a bad back.

In the Races we were bumped only once and that was due to incompetent coxing that also cost us a bump on the last night when we were only a foot away from the crew ahead. So: down one and rowed over three times.

A new boat was needed for the May crew and it was decided to break up the first Southern Cross in which the famous first crews of the College had rowed. The various thwarts were offered to the men who had then rowed in them and de Coetlogon had his made into a chair and presented it to the Captain's room where it is to this day.

This Term the C.U.B.C. College Representative made three very important and far reaching decisions,

1. 1st May colours who were Freshmen when they won these honours might now row in the following Lent Races. This rule remained

in force until the middle '60s when the Lents were made open to all.

2. The distance between the crews in the Lent and May Races was now reduced to 150ft. I am unable to find out what they were before. Now it is loosely called $1\frac{1}{2}$ lengths.
3. A 3rd Division would next season be added to the Races and every College could now have a 2nd crew who had not already got one to help make it up.

In the May Term our crew when it was at last got together was coached by a Lady Margaret man, but as usual there was great difficulty in collecting eight men and a cox. The latter anyway had to be changed after his bad showing in the Lents. Wetherall, who last year had given up swimming for the University to stroke the May boat, this time refused to give up a Half Blue again, so Lanchester took his place at stroke. Unwin, who had hurt his knee when rowing in last year's crew, found it would not stand the strain this season again and had to leave the crew. And the promising stroke of the Lent crew, whom it had been hoped to include in the May crew, did not come up this Term.

However a crew did keep going and at the end of the Races did indeed justify themselves.

On the first two nights they were bumped through sheer lack of confidence in themselves and memories of disasters of the immediate past. But on the third night they suddenly remembered that they were after all a Selwyn crew and, although overlapped by the crew behind at 1st Post Corner, spurred repeatedly, drew away and rowed over safely. This put new heart into the crew and in their last race they covered themselves in glory. Again they were overlapped, this time in the Gut, somehow they got round Grassy and then in the Plough spurred hard and drew away again. In the Long Reach they settled down and slowly began to gain on the crew ahead. A final spurt, and we made our bump under the Railway Bridge!

Lanchester had as Captain and stroke put new life into the Club and undoubtedly the successes that were to come owed a great deal to him. He had started with a demoralised Club and ended with one looking forward to a new season with quiet confidence. The crews were:

LENT	
Bow	F. J. A. Mackworth
2	F. H. Gray
3	E. A. Wright
4	A. J. Bull
5	N. G. Mumford
6	H. F. M. Taylor
7	G. R. Ellwood
Stroke	N. G. Davies
Cox	A. P. C. Phillips

MAY	
Bow	E. A. Wright
2	B. J. Dudley
3	N. G. Mumford
4	A. J. Bull
5	G. R. Ellwood
6	H. H. F. M. Tyler
7	W. W. Jeuwine
Stroke	C. C. Lanchester
Cox	H. M. Williams
Position on river: 23	

1898-1899

There was now in the College a man whose name was to become to many generations of Selwyn oarsmen as famous as that of de Coetlogon. But whereas the latter was known chiefly as an oarsman, the former, to

Selwyn men at any rate, was a coach—the Rev. W. L. E. Parsons. But before we let him stride about the pages of this History, something must be said about him.

He had just joined the Senior Combination Room as Theological Lecturer and had been appointed Junior Dean. He was a former Pembroke College man who had rowed bow in their first crew and was as dedicated to rowing as the writer of this history, who in his time must have exchanged hundreds of letters with him about Selwyn men and Selwyn rowing. He was only a member of the College until Christmas 1906, but his interest in Selwyn rowing continued until his death in the '50's, and, year after year, he would take his annual holiday coaching Selwyn crews. He once told me that the happiest moments of his life were when he got off the train at Cambridge and made his way down to our boathouse to start coaching one of our crews. He had an unhappy domestic life and these breaks meant everything to him. He knew and met de Coetlogon frequently and last coached with him in 1922. He coached me in the 2nd May crew of that year and coached for the last time in 1938.

Parsons was a great believer in correct rowing technique and did not believe that a boat could be moved fast until this had been learnt first. It is all the more remarkable that, when in 1923 we adopted the Fairbairn method of rowing which held that hard work came first and technique would come naturally from that, Parsons was not dismayed. He came up and watched, realised the speed and ease that this new method was giving our crews, learnt what was needed and then coached for this. Selwyn rowing gives him a place on honour with de Coetlogon and Rev. A. C. (Peter) Blyth.

Let us now, accompanied by the busy figure of Parsons, see how this season gets on.

It was a good one and the spirit of keenness and dedication given to the Club last year by Lanchester blossomed out.

MICHAELMAS TERM 1898

Hardly had the Term started when Parsons offered his services to the Boat Captain and this was gratefully accepted. Parsons coached one of the Trial Eights, helped with the others, coached the 2nd Lent crew and helped with the 1st, and coached the May crew. He could hardly have done more! At the end of the Term he was elected a member of the Committee of the Club and given permission to wear May colours.

The Freshmen were a numerous and keen lot, so it was possible to train and race three eights as well as the Football crew. The crews raced on a handicap basis and the winners only got home by a bare second.

LENT TERM 1899

It will be remembered that the previous year, by a C.U.B.C. rule, all Colleges were to be allowed a 2nd crew on the river in the newly formed 3rd Division in the Lent Races. We determined to make full use of this and a 2nd eight began practising directly Term started. This

was thought so important that Parsons was asked and agreed to coach them throughout. Let us tell their story first.

“Much to our disappointment, we found that, instead of being given a place automatically, we had to race for it. However the crew practised hard and in the Getting-on Races won two heats and then a hard-fought final. Next day we had to row a bumping race against the bottom boat. We gained on them all the way over but the final last effort needed to bump them was absent and they escaped by a few feet. Our men seemed tired, especially A. C. Rudd, the stroke, who hitherto had done so well.”

Meanwhile the 1st Eight had been going very well and fast, coached by a 3rd Trinity man. So much had the stroke of the 2nd eight impressed that, when their races were over, at the last moment he was brought into the first crew at no. 2, bow side hitherto having been pulled round by stroke side.

In the Races, we had the happiest time. On the first night we went off with such zeal that we not only bumped our old rivals, Emmanuel 2, but sank them! On the second night, to Parsons' mixed joy, we bumped Pembroke 3 just before they could bump Jesus 2, and next night bumped the latter just as they were about to get their own crew. And so on the last night we had an easy row, and our 4th bump and our oars.

A laconic note in the Club Minute Book says: “The Bump Supper was as all Bump Suppers, only more so.”

It was felt by the Club officials that for some years the weeks after the Lent Races had been largely wasted and so when an attempt to row and race a Clinker Four had come to nothing, owing to two of its members getting the prevailing influenza, a new experiment was made. Two Trial eights, rowing in clinker boats but on slides, were got together and raced at the end of Term. Mr. Rankin Ford, a member of the College Council, provided prizes for the winning crew and they were coached, one by Parsons and one by a Jesus man. Parsons' crew won and the experiment was judged to have been a great success, as it provided plenty of men from whom to choose the May crew next Term.

But when it came to form this crew it was found that two of the chosen men were not available, Lascelles, the no. 7, because he had had an accident and Ellwood, the stroke, who entirely lost his form for some reason. However, Carr adequately filled 7's thwart and Rudd, the excellent stroke of the 2nd Lent crew, stroked them very well. When they had settled down they trained very hard and at one point seemed likely to go stale. However a long weekend at Hunstanton put new life into them.

In the Races we had a fast crew ahead of us, Jesus 2, but alas they never seemed to make a bump when they should! On the first night we drew well up on them but we and they rowed over. Next night we really seemed likely to bump them when they saved themselves by making their bump. This enabled us to go up on the third night, but, on the last night, Jesus again got their bump and robbed us.

However, another place had been gained towards our goal of the 1st Division. The crews were:

LENT		MAY	
Bow	W. G. Hodges	Bow	E. A. Wright
2	R. C. Rudd	2	C. W. Scott
3	B. A. Carr	3	W. W. Jeuwine
4	R. A. Ford	4	R. A. Ford
5	C. E. Borton	5	C. E. Borton
6	G. R. M. Ellwood	6	H. H. F. M. Tyler
7	W. R. Lascelles	7	B. A. Carr
Stroke	N. G. Davies	Stroke	R. C. Rudd
Cox	H. W. King	Cox	H. W. King

Position on river: 21

1899-1900

This was the season when one of Selwyn's greatest strokes arrived straight from the Radley College 1st Eight. George Trench, during the time he was up, put the seal on the success of Selwyn rowing.

But it was a peculiar year, success when we only expected modified victories and partial success when we had expected far more.

Expect for Trench, the Freshmen, although numerous, were all light and only two Trial Eights could be got together as well as the football crew. They were coached by Parsons and the Boat Captain and the winning boat had Trench rowing no. 7, with no less than six men under 10st.!

Again this season three men were stopped from rowing because of "heart trouble". One wonders at the then state of medical knowledge!

In the Lent Term a Pembroke man coached the 1st Eight, whilst Parsons took on the all important task of getting the 2nd boat on the river. This time he succeeded, much to his pleasure and that of the Club. The Rugby Football Club, having finished their principal matches the previous Term, gave invaluable support to the Boat Club, several of their members rowing in both Lent crews. It was as well that they did, for five men gave up rowing, temporarily or permanently, this Term, including one with a heart. However N. G. Davies, who had stroked the Lent crew the year before, agreed to come back and he rowed well at no. 7, behind Trench at stroke.

Both crews, when they had settled their order, soon got together and the spirit of both was splendid. They rowed and raced against each other repeatedly and on three occasions raced back from Clayhithe with only the necessary stop at Baitsbite Lock.

In the Races, the 2nd crew having won the Getting-on Races, both crews surpassed everyone's expectations, except perhaps their own! Each quite easily made 4 bumps, a record that was not excelled until 1926. These two crews were:

1ST LENT		2ND LENT	
Bow	F. M. Sykes	Bow	F. Etheridge
2	C. W. Scott	2	A. Leslie
3	G. W. Saunders	3	G. M. Standish
4	G. R. M. Ellwood	4	G. G. T. Gilbert
5	C. E. Borton	5	S. Humphry
6	B. A. Carr	6	R. C. Gordon
7	H. G. Davies	7	I. G. Cameron
Stroke	G. F. Trench	Stroke	A. J. D. Denne
Cox	H. W. King	Cox	C. C. Dobson

When the Races were over a Clinker Four was got together and they seemed to be going quite well with Trench to stroke them, but in the Races they had the bad luck to meet a St. Catharine's Four in the first heat and, as they were no less than 5st. heavier than we were, it was no surprise when we lost.

When the May Term started, Parsons was given complete charge of the selection and coaching of the May crew. Never had our prospects seemed brighter with two Lent crews to choose from, both of which had made 4 bumps, as well as three old May colours from the previous year. But once again people fell by the wayside for various reasons, e.g. heart trouble, going down unexpectedly, and pressure of work. However, nothing daunted when one man went, Parsons got another at least as good and the crew progressed. With Trench at stroke his chief problem was at no. 7, a position that Parsons once told me he thought was the most important in any crew. Davies of the Lents was one of those not available, so C. W. Scott was promptly changed over from no. 2 and made into a no. 7. In practice the crew equalled the college record for the full course and beat that for the half-course, so they entered the Races with their tails well up. But for some reason on the first night Trench rowed the only bad race he was ever to do for Selwyn and although overlapping the crew ahead the final spurt was absent and they rowed over. They rowed better the next day but the crew in front made a bump and so we again rowed over. However on the last two nights we did make two bumps and four of the men would be there next year to try and do better and even perhaps join the 1st Division again. The crew were:

Bow	F. M. Sykes
2	E. A. Wright
3	J. Prankard
4	G. G. T. Gilbert
5	G. R. M. Ellwood
6	B. A. Carr
7	C. W. Scott
Stroke	G. F. Trench
Cox	H. W. King
Position on river:	19

1900-1901

The College this year had an intake of only 18 Freshmen, but, of these, no less than 15 said that they would like to row, and amongst them was one who was to be Selwyn's first Trial Cap and another who turned himself into a first-class college heavyweight. Indeed now for the first time, crews were to be of about the same weights as they are nowadays.

But it was from the Football Clubs that we got most help. In the College Trials we could only raise one eight rowing regularly, one rowing two or three times a week and the Football Eight, and the latter,

although relatively untrained held the other two very well and provided later four men for the 1st Lent Eight and two for the 2nd.

Parsons this year insisted on the undoubted value of rowing in small boats, sculls and pairs, and himself paid for the hire of three light pairs for the College race, the John Selwyn Pairs, in which three crews competed.

Parsons again coached the 1st Lent crew and a Pembroke man the 2nd. Had the 1st crew been able to do fast starts they would have undoubtedly have equalled the record of the 1926 crew. As it was they had to row over on the first night because they were not off the mark quickly enough to catch the crew ahead before they made their bump. On the second night, however, they made two bumps into the 1st Division and another on the third night. On the last night they again started too slowly and so lost their victim. But it was three bumps and the 1st Division for the first time in Selwyn's history in the Lents. The 2nd crew, almost unheralded and unnoticed, made 4 bumps once again with the greatest ease. These crews were :

1ST LENT			2ND LENT		
		st. lbs.			st. lbs.
Bow	I. G. Cameron	9 7	Bow	F. G. Cartwright	8 9
2	A. Leslie	10 2	2	G. S. Carruthers	10 2
3	G. G. T. Gilbert	11 1	3	G. W. Saunders	11 5
4	A. J. D. Denne	11 9	4	A. J. E. Swinney	11 0
5	G. C. Danvers	13 0	5	F. S. Scurby	14 4
6	R. F. Williams	11 0	6	E. A. Priestland	11 12
7	H. H. F. M. Tyler	13 2	7	G. N. Standish	9 12
Stroke	G. F. Trench	11 11	Stroke	R. G. Gordon	10 10
Cox	C. C. Dobson	8 7	Cox	F. W. Wadeley	8 3
Coach	Rev. W. L. E. Parsons		Coach	C. C. Chase (Pembroke College)	

Again after the Races we tried to raise a Clinker Four and indeed a very good one did start practising but alas the heavyweight, Tyler, developed the prevalent complaint, a "heart", had to give up rowing altogether and the crew was disbanded.

Once again casualties developed in the May Term. In addition to Tyler, two other men were unable to row, one because of a damaged knee and the other got measles late in practice without, surprisingly enough, anyone else getting it. (In the late '20's I remember coming up for the last day of a Lent Races and finding one of the 1st crew, who was rowing in a key position, feeling very ill. When I examined him he undoubtedly had measles, but, as the crew had already made three bumps, he agreed that it would be a great pity to spoil so good a record, so he rowed again and the crew made the extra bump. He was certainly alive very many years after!)

However despite these casualties in 1901 a good and quite heavy crew was got together. Only no. 6 seems to have been too light and the huge heavy weight from the 2nd Lent boat was tried there. But he had to be dispensed with, as his elbows dipped into the water when he swung back at the finish! At least, that was Parsons' story when he was describing this crew to me twenty-five years after! He greatly enjoyed

coaching them and they did some very fast times in practice so he was quite confident about them. It was obviously a very fast crew and only bad luck on the second night prevented them making the 5 bumps that would have put them back into the 1st Division. However, that had to be left for another year. On the first night, with a long slow stroke, they rowed down the crew ahead but in the second day's racing, no. 6's slide broke just when they were preparing to make the final spurt to get their bump; 5 as well as 6 was thrown into confusion and when they had recovered the crew ahead was well away. But so hard did we row, with 5 and 6 rowing virtually on fixed seats, that we caught them up again but could not quite make the last effort. However on the next night we made no doubt about bumping them and on the last night caught Clare 1. It was a splendid crew.

		st.	lbs.
Bow	C. W. Scott	10	2
2	E. A. Priestland	11	12
3	J. Prankard	12	0
4	A. J. D. Denne	11	8
5	G. C. Danvers	12	6
6	R. G. Gordan	10	9
7	B. A. Carr	11	12
Stroke	G. F. Trench	11	3
Cox	C. C. Dobson	8	9
Position on river: 16			

1901-1902

Trench was now Boat Captain and when it was found that the College Central Sports Fund was so depleted that it could not pay out even reasonable grants to the various Clubs, Trench at once suggested that an Appeal be made to all former rowing men for funds and that the result should be divided out amongst all, not only the Boat Club. This plan was at once adopted and Trench acted as Treasurer.

In the Michaelmas Term the Freshmen enthusiastically supported the Club but again they were a light-weight lot and no less than three men in the winning College Trial Eight weighed 8st. and a few pounds.

Consequently, when the Lent crews came to be selected, only the two men from the previous year. Danvers and Priestland, had any weight and the 1st Eight necessarily had to be selected regardless of the 2nd. Even so bow was not 9st. and 2 and stroke were under 10st. Parsons, of course, coached the 1st boat and a Pembroke man the 2nd. This year there was a very prolonged frost and everyone's training was curtailed, which affected us more than most, as we had so many inexperienced Freshmen. And this was reflected in the Races. The 1st crew made a bump on the first night then rowed over for the next two but lost a place on the last to a very fast L.M.B.C. crew who got into the 1st Division and made 5 bumps. So we stopped where we were. The 2nd

crew rowed very pluckily and only lost one place. This 1st Lent crew was as follows :

		st. lbs.
Bow	E. P. W. Shepheard	8 13
2	F. R. Baldock	9 13
3	R. E. Freeman	11 5
4	E. L. N. Rhodes	11 8
5	G. C. Danvers	13 0
6	B. J. Gedge	11 2
7	E. A. Priestland	12 7
Stroke	G. R. Tadman	9 13
Cox	F. W. Wadeley	8 2

After the Races a great deal of rowing and racing was done in small boats, much to the benefit of the subsequent May crew.

The crew this year had a good chance of getting into the 1st Division and so extra care was taken in training and coaching them. They came up a few days early, when Parsons tubbed them hard trying to eradicate individual faults, a practice too often neglected. They would be using a lightship if they succeeded in getting into the 1st Division, and so practice in the clinker boat had to be alternated with time in the best boat. Parsons coached them and they got extra advice from Mr. Howard of London Rowing Club, for whom Trench was to row after he had gone down.

When the Races came along the crew were very fit and so were able to make the necessary two bumps on the first night to get into the 1st Division. Next night a bump was made ahead and robbed us of going up again immediately, but we subsequently made two more bumps, thus not only getting into the 1st Division but ending up higher than Selwyn had ever been before. The crew was :

		st. lbs.
Bow	G. R. Tadman	9 8
2	E. G. P. Carr	10 5
3	E. L. N. Rhodes	11 10
4	R. G. Gordan	11 10
5	G. C. Danvers	13 2
6	B. J. Gedge	11 3
7	E. A. Priestland	12 0
Stroke	G. F. Trench	11 10
Cox	A. E. Couldrey	9 1

Position on river: 12

Trench now went down, but before he disappears we must summarise the successes he had. Having had the advantage of rowing before he came up, he stroked the 1st Lent and 1st May crews from his first year, and got both 1st Lent and 1st May crews into the 1st Division. Out of a possible 20 bumps he made 16 and was never bumped himself. Truly he deserves to rate with Teddy Richardson and Stan Laurie as Selwyn's outstanding strokes.

1902-1903

With the exception of the Lent Races, where our results were disastrous, Selwyn this season set up two new records of success. We

gained our first Trial Cap, E. A. Priestland, and we ended up higher in the May Races than we were to be for another 24 years.

But the Freshmen, although keen and numerous, were once again very light and inexperienced. There were four eights in the College Trials, two regular crews and one each from the Association and Rugby Clubs. One of the regular eights won and in it there was one 8st. man and the heaviest only weighed 11st.

Weather conditions in the Lent Term were very bad, frost and ice at first delayed practice and then there were constant head winds which gravely handicapped our light crews. Indeed the 2nd eight was the lightest crew in the Lent Races and although they lost three places they rowed a magnificent race on the third night when, although overlapped at Grassy, they kept their heads and kept going. They gradually drew away and got home safely.

The 1st Eight had four men from Trench's extremely successful May crew of the previous year, together with a good and heavy Freshman, W. F. Rhodes, brother of E. L. N. of last year, whose son was to row for Selwyn just before the 2nd World War. Despite these men, this crew was a bad one, went down four places and were once more out of the 1st Division. Their names were:

		st. lbs.
Bow	G. R. Tadman	10 1
2	B. J. Gedge	11 6
3	W. R. Lawson	10 12
4	F. G. P. Carr	10 9
5	E. L. N. Rhodes	11 11
6	W. F. Rhodes	12 4
7	F. R. Baldock	9 12
Stroke	A. H. Murrey	11 0
Cox	A. E. Couldrey	8 13

Thoroughly shaken by the results of the Lent Races, the May crew came up early and were coached for this period by Trench. He and Parsons had the greatest difficulty in finding the right man to stroke them. Both coaches had always felt that every man must be able to row on either side of the boat and so when both the 1st and 2nd Lent strokes had been tried and found wanting, they put no. 3 of the 1st Lent crew, a Freshman, to lead the crew, and very well he did it. He was primarily a bumping race stroke since he could take off the crew very fast but was apt to lose his form over the last part of the course.

The crew obeyed one of Steve Fairbairn's famous maxims, "Mileage makes Champions" and visited Clayhithe so often that it almost became their second home! Parsons again coached them throughout except for one day when he had to be away and then the Master, Rev. A. F. Kirkpatrick took them. When talking to me, Parsons never had a very high opinion of this crew, as he said that they never rowed two consecutive strokes together, but at least their record could not be faulted. I also asked him what his feelings were when on the second day we bumped his old College Pembroke, 1st boat, and his reply that, "It was the happiest bump I ever saw a Selwyn crew make," showed how utterly he had identified himself with us!

In the Races, on the first night we caught 1st Trinity 2 on Grassy and next day Pembroke in the Gut. On the third night cox tried to cut Grassy too close and nos. 2 and 4 oars hit the bank and this delayed our catching King's 1 until the spurt after Ditton. On the last night we caught Emmanuel 1 in the Gut. We thus ended up 8th on the river. The crew were as follows :

		st. lbs.
Bow	G. R. Tadman	10 1
2	F. G. P. Carr	10 6
3	B. J. Gedge	11 7
4	H. H. Morrison	11 3
5	G. C. Danvers	12 12
6	W. F. Rhodes	12 5
7	E. A. Priestland	11 12
Stroke	W. R. Lawson	11 0
Cox	A. E. Couldrey	8 13
Position on river: 8		

1903-1904

It was the second crews that took the limelight this season. An enthusiastic and successful 2nd Lent crew insisted upon going on rowing in the summer and, as 2nd May boat, won their way on to the River, the first 2nd May boat Selwyn had ever had. But this imposed responsibilities for the future for such a crew means that at least three Lent boats are necessary to ensure its future, and we had as yet neither the men nor the money for this. The 1st crew did not have a successful year but in the Mays we nearly caught Jesus 1, the only crew that, up to the time of writing, we have never bumped in the May Races.

In the Michaelmas Term again many Freshmen wanted to row but they were all very light and there were none who had rowed before. In the College Trial Eights we had five eights racing, two Regular, two from the Rugger Club and one from the Soccer Club. The most promising man from these was H. M. Morrison who stroked the winning eight, but alas, he then had to give up rowing, once again due to a "damaged heart".

Parsons again coached the 1st Lent boat which, in the absence of Morrison, was stroked by Lawson of the previous May crew. Lawson believed in getting off very fast at the start but he then never seemed to be able to settle down his crew and in the Lent Races he quite overdid the rate.

They rowed over on the first and second nights, but, on the latter, the crew had been gradually going up and, at the Pike and Eel, were almost overlapping and about to start the final spurt, when owing to the wash, men in the bows caught crabs and we lost the bump. Next night Lawson determined to make the bump early and went off at so fast a rate of striking that no one could follow him and we were ourselves bumped quite early. On the last night he did go off more reasonably but we were gradually rowed down and bumped under the Railway Bridge.

The 2nd crew were a very enthusiastic lot and made two bumps, losing one on the first night owing to the crew ahead bumping unreasonably early. These crews were:

1ST LENT		2ND LENT	
Bow	L. A. Exham	Bow	H. E. Tilson
2	J. A. Horrocks	2	H. L. Bradley
3	P. MacQueen	3	H. B. Adamson
4	A. C. Swainson	4	R. H. Maddocks
5	W. F. Rhodes	5	E. L. Rhodes
6	P. K. Gilroy	6	N. C. Woods
7	C. S. M. Williams	7	G. H. Coleridge
Stroke	W. R. Lawson	Stroke	C. Langdon
Cox	R. L. Phillips	Cox	P. R. Tomlinson

When the May Term started the successful 2nd Lent crew organised themselves and announced that they wanted to row in the Mays. They were an exceptionally happy lot and when one of the number was wanted for the 1st crew he almost refused to leave them until his undoubted duty was pointed out to him! The Boat Captain and stroke of the 1st Eight, Tadman, coached them and they went from strength to strength. They won the Getting-on races, then bumped the bottom boat on the River and so had their ambition of rowing in the Mays. In these they made bumps on the first and last nights and so were firmly established on the River.

Meanwhile the 1st crew seemed to be going quite well. Parsons was coaching them except for a few days when he had to go away and a Pembroke man took them. But although the same eight men rowed almost unchanged throughout they never seemed to be able to get together properly, so unlike the 2nd crew.

A dreadful accident happened in the first race. We were chasing Jesus 1 whose Club was going through a bad patch as their famous oarsman and coach, Steve Fairbairn, had for a time gone back to Australia. In the race we quickly began to gain on them and by the Ditch were actually overlapping when no. 6's shorts caught in his slide and the middle of the boat was thrown into complete confusion. Not only did Jesus escape, but Emmanuel, coming up from behind, bumped us. This disaster seemed to demoralise the crew, for although on the second night we did row over, that was only because King's ran aground at Grassy. Next night they bumped us quite easily. And we lost another place on the last night. In personnel this year, it seems to have been quite an experienced crew and they were perhaps better than their fate. The crews were as follows:

1ST MAY		2ND MAY	
Bow	C. S. M. Williams	Bow	H. L. Bradley
2	F. G. P. Carr	2	J. A. Horrocks
3	E. L. N. Rhodes	3	H. B. Adamson
4	P. K. Gilroy	4	R. H. Maddocks
5	B. J. Gedge	5	A. C. Swainson
6	W. F. Rhodes	6	N. C. Woods
7	W. R. Lawson	7	H. E. Tilson
Stroke	G. R. Tadman	Stroke	C. Langdon
Cox	A. E. Couldry	Cox	G. W. U. Maude
Position on river: 11			

1904-1905

It was unfortunate that in this last year that Parsons was to be with us there should have been a sort of general malaise throughout the Club with everyone not caring very much and during which our crews went down—indeed one of them suffered as bad a defeat as was ever inflicted on a Selwyn crew. But a coach, however good, can never make the spirit in a Club. That has to come from within the Club itself.

In the Michaelmas Term an entry was made into the University Light Fours Race and Parsons himself paid for the hire of the boat in which the crew practised. It was not a very good crew and when we drew *3rd Trinity in the first round they beat us in a paddle. The crew was:

Bow and
steers G. S. W. Williams
2 P. K. Gidney
3 E. L. N. Rhodes
Stroke W. R. Lawson

In the College Trial Eights there were four crews; two Regulars, one Soccer and one Rigger. The latter only lost to one of the Regulars by a short margin.

There seemed to be no keenness to start rowing in the Lent Term and several days were lost. Even Parsons could not make the 1st crew lose their lethargy.

In the Races for the first and, we hope, the only time in Selwyn's history we were overbumped. Corpus did this to us under the Railway Bridge and this insult must never be forgotten. Next night we were overlapping the crew ahead towards the end of the course but failed to make the final spurt and they escaped us. At the start of the third night no. 7's oar jumped out of the rowlock (we were of course rowing with fixed rowlocks in those days) and we went down another place at once. In the last night's racing we appear never to have tried at all. The crew went off at a paddle and were soon bumped and the Races were thankfully over. The 2nd crew at least managed to lose only two places.

When the May Term started Parsons was helped with the coaching by H. L. Sculthorpe, the successful Selwyn Boat Captain of 1887. But neither of them could make much of the crew, despite the presence of the two Rhodes brothers. In the Races they were rather lucky only to lose one place. The 2nd crew also lost one place. These crews were:

* Trinity College owing to its numbers at one time had three Boat Clubs. 3rd Trinity was comprised solely of ex-Eton and Westminster School oarsmen, whilst 2nd Trinity, which existed only to the late 1880's, was for those who wished to combine rowing with reading! 1st and 3rd Trinity remained as separate Clubs until after the 2nd World War and rowing was restarted in 1946.

1ST LENT	
Bow	S. J. Hughes
2	R. E. H. Healey
3	J. F. E. Priestland
4	N. C. Woods
5	T. S. B. F. de Chaumont
6	P. K. Gilroy
7	P. H. Unwin
Stroke	C. S. M. Williams
Cox	P. K. Tomlinson

1ST MAY	
Bow	P. H. Unwin
2	R. H. Maddocks
3	E. L. Rhodes
4	P. K. Gilroy
5	W. R. Lawson
6	W. F. Rhodes
7	C. S. W. Williams
Stroke	R. E. H. Healey
Cox	P. K. Tomlinson
Position on river: 12	

1905-1906

This season Parsons left the College and the Boat Club to undertake other duties and he was not seen there again until after the First World War. He had done an enormous job as a rowing coach for us, for he had got both 1st Lent and 1st May crews into the 1st Division, the 1st May boat higher than it had ever been, the 2nd May boat on the River and we had had our 1st Trial Cap. But his style of coaching depended so much on good technique of rowing that unless it was learnt fast our crews were not always successful. On his departure the whole Club, past and present made him a presentation and a new boat was named after him.

The Club then turned to Jesus College for coaches and the Fairbairn style of rowing, poles apart from what Parsons had taught. And although results in the Lents were excellent, those in the Mays certainly were not and at the end of the year the experiment was given up for the time being.

In the Michaelmas Term we again had four Trial Eights, of which it is reported that the Soccer Eight did manage to finish the Race before lunch! At the end of Term the 1st Lent crew went out with their new Jesus coach, and when the Lent Term started he worked them very hard. Once every week at least they paddled down to Bottisham and back to Clayhithe for tea and so home. And each Saturday they rowed a Lock to Lock, Jesus Lock to Baitsbite Lock. The 2nd eight often accompanied them and both crews became very fit, at least for those days. In addition a 3rd eight went out several times to provide reserves.

In the Races, the 2nd Eight started 8th in the 3rd Division and on the first night, just as they were about to bump Downing on Grassy, our cox steered wide, missed them and Downing went on to make a bump themselves. Maddened by this piece of typical idiocy on the part of one who (traditionally) does nothing to move the boat forward, the crew set off again at such a rate that they made an overbump under the Railway Bridge. In no way grateful to cox for the action that made this possible, on arrival back at the boathouse they promptly cast him, clothes and all, into the icy waters of the Cam! It is nice to be able to report that not only did he survive but that two years later he coxed our 1st May crew! On every other night this splendid crew made a bump, that on the third night being especially good when in a spurt after Grassy they struck 44. Having thus made six bumps they ended 2nd in the Division.

The 1st Eight did well if not quite so spectacularly. Starting 10th in the 2nd Division, they bumped Queens' on the first night and Peterhouse on the second. But on the last two nights they were hindered by bumps ahead and could not quite catch Emmanuel 2 on either occasion. The crews were:

1ST LENT		2ND LENT	
Bow	S. J. Hughes	Bow	D. L. Spence
2	J. F. E. Priestland	2	G. L. Bourdillon
3	R. H. Johnson	3	H. S. G. Beard
4	N. C. Woods	4	E. J. Strover
5	T. S. B. F. de Chaumont	5	D. D. B. Jay
6	P. H. Unwin	6	R. F. Pyman
7	R. E. Freeth	7	F. Barnes
Stroke	R. E. H. Healey	Stroke	H. L. Bradley
Cox	S. Milson	Cox	R. B. Luard-Selby

During practice in the May Term the 1st Eight could never get the balance of their boat properly, they rolled about from side to side and no-one seemed to be able to cure it, not even their Jesus coach who had them the whole term. The 2nd eight were even more extraordinary. With five men from the excellent 2nd Lent boat their spirits should have been enormous. But they never troubled to train properly and being left bottom of the River last year they had to row against the winning "Getting-on" crew. We were bumped by them almost at once and so lost our place on the River so hardly won so shortly before.

The 1st Eight seemed too frightened of rolling to be able to spurt properly and this prevented them from escaping being bumped on the second night. On all the other races we rowed over safely, but dully. The crew was as follows:

MAY 1906	
Bow	C. S. W. Williams
2	J. F. E. Priestland
3	S. J. Hughes
4	P. H. Unwin
5	D. D. B. Jay
6	P. K. Gilroy
7	R. E. Freeth
Stroke	R. E. H. Healey
Cox	S. Milson
Position on the river: 13	

1906-1907

This season was notable for only two things—we got our second Trial Cap, and the 2nd Lent crew continued its successes. The Jesus style was given up and a return made to what the Club hoped Parsons would have liked.

In the Michaelmas Term there were only a few Freshmen who wanted to row and only three Trial Eights were raced. An uneventful Term ended with R. E. Freeth winning his Trial Cap.

Last year's Boat Captain, P. K. Gilroy coached the 1st Lent crew and the present Captain the 2nd. As regards the latter it will be remembered that the previous year this crew had made no less than

6 bumps up to 2nd in the 3rd Division. This year's crew in the Races at once made a bump and went Head of the Division. They could not make a further bump then or the following day, as bumps were made ahead. However on the third night they got firmly into the 2nd Division by bumping King's 2 and went up a further place on the last night by getting Peterhouse 1. This was the first time a Selwyn 2nd Lent crew had ever been in the 2nd Division.

The 1st crew had to make a change almost at the last moment owing to illness and so paddled down to the start trying hard to get together and hoping for the best. As it happened they had their best row that day and came almost within bumping distance of Clare 2, but had to row over. Next night they were sent down by an excellent Queens' 1 and this so demoralised them that they lost another two places on the other two nights, ending 11th in the 2nd Division, not so very far from the 2nd crew! These crews were:

1ST LENT		2ND LENT	
Bow	C. A. P. Porter	Bow	G. H. Barnicoat
2	H. S. G. Beard	2	E. J. Strover
3	C. A. G. Moore	3	T. L. Hardy
4	H. M. McM. Piercy	4	J. F. McMichael
5	R. E. Freeth	5	A. J. F. Hybart
6	J. W. B. Moore	6	F. Barnes
7	R. D. Weller	7	A. C. Millard
Stroke	G. L. Bourdillon	Stroke	J. E. Chew
Cox	S. Milson	Cox	R. B. Luard-Selby

The 1st May crew were coached by a King's man and in addition we tried to get a 2nd crew on the River again but they were beaten in the Getting-on Races by Queens' 2.

Again just before the Races we had the misfortune to lose an experienced oarsman. P. H. Unwin got a blistered hand and this became so infected that he was totally unable to row. But on the first night they had their best row and came within a short distance of making a bump at First Post Corner but then delayed their spurt and only clinched the matter after Ditton. Next night they failed to bump King's 1 and this was fatal, for the last two nights they went down each time. It is noteworthy that Freeth, who had previously rowed no. 5 or 7, now stroked the crew and that it was a very light one.

MAY CREW 1907

		st. lbs.
Bow	C. A. P. Porter	9 3
2	H. S. G. Beard	10 4
3	A. C. Millard	10 5
4	H. M. Piercy	10 12
5	D. D. B. Jay	12 1
6	R. E. H. Healey	11 3
7	J. F. E. Priestland	10 7
Stroke	R. E. Freeth	11 5
Cox	S. Milson	8 6
Position on river:		14

1907-1908

Our College was now 25 years old and completely full for the first time. Moreover the first son of a former Selwyn man had appeared at the College as an undergraduate.

In the Michaelmas Term the College Trial eights were above the average and so great hopes were held for the Lent Races. For these the Boat Captain, Freeth, coached the 1st Eight from a horse which he is said to have managed to ride "part ways, most outings"! The 2nd Captain, Jay, coached the 2nd. In the Races the 1st Eight were unfortunate in having a very fast crew, Magdalene, behind them on the first day. They caught us without much difficulty early on, and so as our 2nd eight had made a bump that night we started the second night with the 2nd eight directly behind us, and as the two crews ahead both made bumps we rowed over, as did the 2nd eight. On the third night we did make a bump on Pembroke 3, but it was disputed owing to a hold-up ahead and we had to re-row next morning when we gradually wore them down and made our bump under the Railway Bridge. But this morning race told heavily on no. 7, who had not properly recovered from influenza and in the last race, although we got within feet of Corpus, we had not quite got the stamina to bump them. Meanwhile, the 2nd eight had lost two places on the last two nights to finish bottom of the 2nd Division.

1ST LENT CREW 1908

Bow G. H. Barnicoat
2 H. N. Nevins
3 C. E. Howlett
4 J. F. Macmichael
5 J. R. Anderson
6 H. M. Piercy
7 R. D. Weller
Stroke J. E. Chew
Cox R. B. Luard Selby

The same King's man who had taken the crew last year again coached our 1st May eight. We had a 2nd eight going all the Term but at the last moment it was decided that they were not really good enough to put into the Getting-on Races. The only casualty this year was our splendid cox, Milsom, who, a few days before the Races, had an accident and could not steer us. His place was taken by Luard Selby who was badly handicapped by having to steer a light-ship after only a few days' practice.

In the Races on the first night we were chased by the Head boat of the 2nd Division and were not worried. Moreover Jesus 2 ahead made their bump early and so we rowed over. Next night we did bump King's I. On the 3rd day we overlapped Corpus but could not quite make the final effort and rowed over, as we did the last night, this time not getting near Corpus before they made their bump.

1ST MAY 1908

Bow H. N. Nevins
2 G. L. Bourdillon
3 C. E. Howlett
4 G. G. Moore
5 D. D. B. Jay
6 J. R. Anderson
7 R. E. Freeth
Stroke H. M. Piercy
Cox R. B. Luard Selby
Position on river: 13

1908-1909

In reviewing the events of these years it seems extraordinary that the May crews did so well each year in hanging on, even if rather precariously, to their position in the 1st Division, when we consider how poorly the 1st Lent crews had been doing, almost at the bottom of the 2nd Division. Even more significant was the fact that these Lent crews rowed in a clinker boat on fixed seats and the May crews had only about 20 or so outings in which to learn how to row in a best boat on slides! At least in the '20s we slid on our fixed seats and so got a modicum of experience of slides!

The Club seems to have been much keener this season, although whether the fact that they had a Jesus coach for the first two terms was cause or effect we cannot tell! Anyhow in the Michaelmas Term they had four good College Trial eights and at the end of term the 1st Lent crew went out with their Jesus coach. In addition, a scratch May crew rowed in a clinker boat with sliding seats to Ely and back the same day, the only college crew that year to do the double journey. The only frightened person in the darkness of the late December evening was the unfortunate cox! They had all however been fortified during the journey with a lunch and two teas(!) and there was at least an oil lamp in the bows coming home.

In the Lent Term the Jesus coach worked the crew very hard. When they went into training, one Sunday afternoon both crews walked to Clayhithe and back and when they came to the Races they were at least very fit. But their technique left so much to be desired that Bill, the boatman, feared for his boats; it all seemed "brute force and bloody ignorance".

On the first night the 1st eight forced themselves up a place but then having a fast St. Catharine's crew in front of them, they could not go up any further and rowed over for the other three nights.

On the first night the 2nd eight went down to the Head of the 3rd Division and then completed six more courses safely, although on the third night one of the crew collapsed at the end and a substitute had to be rowed on the last night.

1ST LENT CREW 1909

Bow	H. N. Nevins
2	C. E. Howlett
3	H. H. Kettlewell
4	T. H. Hudson
5	M. H. Knowles
6	G. G. Moore
7	R. D. Weller
Stroke	G. H. Barnicoat
Cox	S. P. Poole

Freeth, last year's Captain, now in his fourth year, had hoped to row in the May boat again, but he had to be away doing a course, prior to his emigrating to New Zealand, at a crucial period of training, so he coached the crew instead, with someone else substituting for him whilst he was away. The crew did some fast times in practice and were hopeful of doing really well in the Races but after some most exciting rows when

they were on occasions only feet away both from the crew ahead and the one behind, they rowed over every night.

A 2nd May crew had been on the river practising the whole Term and were entered for the "Getting-on Races". In these they did well beating every crew, but when it came to bumping the bottom boat on the River they failed by a few feet.

1ST MAY 1909

Bow R. D. Weller
2 G. H. Barnicoat
3 V. T. S. Jagg
4 T. H. Hudson
5 G. G. Moore
6 J. R. Anderson
7 D. D. B. Jay
Stroke H. M. Piercy
Cox S. P. Poole
Position on river: 13

1909-1910

There is little to say about this season save that no good results were obtained. We did, however, get one good Freshman, R. H. Lapage, who rowed in a College Trial eight with H. V. Nicoll-Griffith. Both men later had sons, who also rowed for Selwyn at about the same time. The story of Lapage's famous younger son will be told in due course.

The Michaelmas Term passed without incident and was spent as usual sorting out the Freshmen, all of whom were very light except for Lapage, who at the end of Term won the de Coetlogon Freshmen Sculls Race.

The weather in the Lent Term was atrocious, snow storms alternating with gales of wind and driving rain that made the river so high that no fast practice times were possible. The 1st Eight was largely coached by the Boat Captain, helped at times by King's and 1st Trinity men. The 2nd eight was looked after by the 2nd Captain and they received a bad setback after two or three weeks of practice when their stroke suddenly and without any given reason refused to go on rowing. This of course quite unjustifiably penalised the other eight people in the crew and they became so demoralised that when the Races began they were bumped every night.

The 1st Eight rowed over on the first night and then made a bump on the second. Then two members of the crew developed temperatures but pluckily continued to row without medical advice, and after a very hard race on the third night, when they rowed over, they could not keep up the pressure on the fourth and were bumped. The crew was:

Bow A. J. W. Pym
2 M. G. Truman
3 D. G. Tomlings
4 R. H. Lapage
5 M. H. Knowles
6 T. H. Hudson
7 H. H. Kettlewell
Stroke H. N. Nevins
Cox S. P. Poole

The May crew were coached throughout by a 1st Trinity man. A 2nd eight practised for part of the Term but was then pronounced unlikely to do any good in the Getting-on Races and was disbanded.

The 1st Eight did not improve until they were given a long and hard outing to Clayhithe when they suddenly got together. But they were always an unsure and scrappy crew. On the first night of the Races they did manage to escape a fast crew from Magdalene but could not do so a second time. On the third night they were overlapped twice by King's but by superb coxing, escaped both times, while on the last night they had their best row and were not troubled by King's from start to finish. The crew was:

Bow H. N. Nevins
2 R. H. Lapage
3 D. G. Tomlings
4 T. H. Hudson
5 M. H. Knowles
6 G. G. Moore
7 H. H. Kettlewell
Stroke A. J. W. Pym
Cox S. P. Poole
Position on river: 14

1910-1911

This was an extraordinary season. After the first two Terms when almost everything seemed to go wrong, the May crew turned out to be a good one, so much so that we made a further great advance in Selwyn's rowing history by sending our first crew to compete at Henley Royal Regatta.

In the Michaelmas Term no outstanding freshmen wanted to row and of the few that did, all were very light. In the College Races the two Football eights beat the purely rowing crew, the Rugger eight winning by a narrow margin from the Soccer crew.

At the end of Term we managed to purchase a second-hand light four for £16!

When the Lent Term started it was decided to try and get a 3rd eight on the river but, although they were keen and trained hard, they were beaten in the first round of the Getting-on Races by L.M.B.C. 5.

Meanwhile the 1st Eight was being coached by the Boat Captain whilst the 2nd Captain took the 2nd crew. An outstanding feature of this Term was the mild and calm weather throughout, but despite this both crews did extremely badly in the Races. A possible partial explanation is that, owing to illness, Bow and 3 of the 1st eight had to be replaced from the 2nd eight only seven days before the Races. And in these the 1st eight went down every night, on the last to King's 2 at 1st Post Corner. And the 2nd eight lost 3 places. The 1st Eight was:

Bow R. E. Tempest
2 C. S. Little
3 S. T. Burfield
4 J. M. Phillipott
5 J. W. Hood
6 R. H. Lapage
7 P. Gedge
Stroke W. J. Hopkins
Cox W. R. R. Brown

After these disasters no time was lost in getting out the May crew and they practised for the last two weeks of Term with a Caius College coach.

In the May Term the crew continued with this coach and except for a temporary setback when no. 6 cut his hand badly and had to be out of the boat for ten days, all went well. A 2nd eight practised, but did not enter for the Getting-on Races. Again, through the Term, the weather was excellent.

In the Races, had we been a little faster off the start we should have made 4 bumps. As it was Magdalene bumped Corpus in the Gut before we could catch them on the first night. But, after bumping Corpus and Christ's, we did catch them on the last night after a really excellent row, bumping them first at Grassy and then, because they would not acknowledge this, again at the Railway Bridge, when we sank them!

Three bumps and a good crew. All the year the Boat Captain had been thinking of an entry at Henley, and at first had thought only of a four for the Wyfolds; hence the purchase last December. But when the May crew did so well it was obvious that this eight should go. Subscriptions came in freely, as of course in those days there was no Permanent Henley Fund, and we entered for the Thames Cup.

The crew had ten days training at Henley and were coached by "Chunky" Willis and "Guts" Woodgate, both of whom were still coaching in my time. Our crew improved under them even on their May form but unfortunately they never learned a proper, fast start. Consequently, when we raced Emmanuel in the first round, we went off at the absurdly slow rate of 37 to their 41, and so were a length down at the first signal and a further $\frac{1}{2}$ length at the Barrier. Then we spurted well and overlapped at Fawley, but, in the final run-in, Emmanuel won by $1\frac{1}{4}$ lengths.

So we lost in the first round, but our entry undoubtedly paved the way for our success in 1914, and a Club almost never does well on its first appearance at Henley. Our May and Henley Crew was:

		st. lbs.
Bow	F. W. V. Ehlers	10 1
2	R. H. Lapage	11 3
3	G. H. Mercer	11 7
4	P. Gedge	12 2
5	D. G. Tomlings	11 4
6	T. H. Hudson	11 3
7	J. W. Hood	12 3
Stroke	A. J. W. Pym	9 11
Cox	S. P. Poole	9 1
Position on river:		11

1911-1912

This was a bad season for Selwyn rowing, since although the 1st Lent crew made a partial recovery against second-rate opposition, the 1st May crew did very badly, losing all the ground gained the previous year. This was all the more extraordinary as there were no less than five members of the good 1911 May crew still rowing, with good replacements for the other places. But the reasons for this failure are now obvious even if

they were not at the time. An extraordinary "gimmick" was tried out in the Lent Term. The stretchers were moved right forward so that the oarsman could not straighten his knees at any part of the stroke. Fortunately this was later given up. Also, the May crew seemed obsessed against doing too much work. Days off were frequent, the crew being "half stale" or "to relieve the monotony of rowing". Surely, nothing is worth doing if it is monotonous! What a reflection on crew and coach!

But let the story be told.

The intake of Freshmen was adequate, including two who were to be the mainstay of the 1914 crew, Hubble, the Captain, and Gidney, the stroke. And the College Trial Eights were at least no worse than usual. At the end of Term, a scratch eight rowed to Ely and back, taking a picnic lunch in the boat and having tea on the way back at the pub, "Five Miles From Anywhere". They arrived home with the aid of a full moon and an acetylene lamp in the bows to yet another meal in the Captain's room.

In the Lent Term the 1st and 2nd Captains coached the first and second crews respectively. Once the stretcher idea had been abandoned, both crews enjoyed their rowing and in the Races, the 1st Eight went up three places against King's 2, Emmanuel 2 and L.M.B.C. 3. But the 2nd eight went down three places, although they might not have done so if they had bumped Trinity Hall 3 when within a foot of them on the first night. But they allowed them to escape and were themselves bumped quite soon afterwards. Trinity Hall were then overbumped. Practice for the Races had been curtailed for all crews due to the floating ice, always worse on Mondays when the river had been undisturbed during the Sunday. The 1st Lent crew was:

Bow	S. T. Burfield
2	J. B. Harris
3	L. W. Bridges
4	J. M. Philpott
5	L. Stokes
6	G. H. Mercer
7	M. G. Truman
Stroke	E. G. F. Prynne
Cox	W. R. R. Brown

At the end of Term the May crew got out and had several outings to Clayhithe. But when the May Term practice started the 1st Trinity and, later, 3rd Trinity coaches they had, continually curtailed the work for the reasons previously mentioned, and when towards the end of Term the rating had to be raised, the crew complained of excessive tiredness. They were of course not fit. Beef steaks at training meals were also given up as being too tough!

A 2nd crew rowed part of the Term but again were thought not good enough to enter the Getting-on Races.

So the May crew entered the Races unfit and consequently unsure of themselves. A crab on the first night enabled them to be caught at First Post Corner, and no. 4 coming off his slide made them go down at the same place next day. They did row over on the third night but on the last were again bumped at First Post Corner.

An extraordinary record for five Henley oarsmen and three good men from the Lent crews, including the Freshman Hubble. This crew was:

Bow E. G. F. Prynne
2 G. H. Mercer
3 L. Stokes
4 P. Gedge
5 H. R. Hubble
6 R. H. Lapage
7 J. W. Hood
Stroke F. W. V. Elvers
Cox W. R. R. Brown
Position on river: 14

The Captain of this crew was particularly scathing about the way their training had been curtailed, when he talked to me in later years. He said it was mainly due to men worrying unduly about their reading. Nothing ever changes!

1912-1913

This was the year of preparation for the splendid season that came next and there seems no reason to doubt that, if the 1st World War had not then tragically occurred, Selwyn would have started the spectacular surge upwards on the River that was then to be delayed for ten years.

Mercer was now Captain, but he was unable in the Michaelmas Term to take much part in running the Club as he was busy playing Rugger for the College. However there was a splendid spirit of keenness in the Club with an abnormal number of good Freshmen. Consequently four unusually fast College Trial eights were got together and raced, and at the end of Term the two Lent crews were got out under the Captain and 2nd Captain.

It had been decided to seek the help of Jesus coaches this season. The rowing of that College was now in a very healthy and successful state and they considered that they were rowing "correct orthodoxy" and despised the ultra correct movements that had crept into Cambridge rowing generally, i.e. the poker-straight back and the slow drag of the oar through the water, all of which recent Selwyn crews had been guilty of doing. Consequently we had to learn new ideas. Crew coaching rather than individual coaching was now stressed, something very different from the successful Parsons' crews of the beginning of the century. But these new methods were not to be learnt until the summer as the Jesus coach who was to have taken the Lent crew could not coach at the last minute. So the Lent crews were taken by the Captain and 2nd Captain.

Progress went well until an influenza epidemic hit the Town and University and we were particularly handicapped in that through it we lost the services of two excellent Freshmen, Irving and Balshaw.

In the Races on the first night both crews lost bumps through accidents. In the 1st crew, one of the reserves caught a crab at Grassy just as we were about to shoot for our bump, and, on the fourth stroke, the 2nd crew for some reason hit the bank. However despite all this both crews rowed over safely. Next day the 1st boat rowed over again, whilst

the 2nd made their bump. On the third day, the 1st crew shot and claimed a bump but no Umpire was present and it was disallowed. The 2nd boat again made a bump. On the last night the 1st crew were "fagged out by their previous three rows" and were bumped. This is, of course, no excuse; all crews should be able to row eight courses in the four days at full pressure. The 2nd crew got right up on Pembroke 5 and shot at them, missed and they escaped. This crew was superbly stroked by Gidney, who was to do so well next year. The 1st Lent crew was:

Bow	L. F. W. Dickenson
2	B. M. Blakeston
3	H. D. Gowne
4	E. H. Arnold
5	A. Furze
6	C. A. C. May
7	H. R. Hubble
Stroke	J. B. Harris
Cox	F. L. Tempest

After these Lents, the College Pairs were raced and then two May crews got out at once for practice.

When the May Term started, both crews were coached by Jesus men and the 1st crew were considerably surprised but not dismayed when for their very first outing they were taken to Clayhithe and back with only the necessary stop at Baitsbite Lock! The object of the coaching was to get almost all the hard work done early on so that when Tripos and other exams. started, the work could be eased off, and this paid off well. But on the last Saturday before the Races a practice bumping race was held on the Clayhithe reaches with ourselves and the Jesus crews, something done very often later when Steve Fairbairn coached the two Colleges.

The 2nd crew were going very well and entered the Getting-on Race and won all their heats until they got to the Final where they were narrowly beaten. Again this crew was well stroked by Gidney.

The 1st Eight this year got delivery of our first centre-seated boat, and the crew found difficulty sitting her level, and in fact never really succeeded in doing this properly. In the Races on the first night they were within a few feet of bumping Pembroke 2 when they escaped by bumping Clare. Next night we got a tremendous start and caught Clare very quickly, but then had to be satisfied with rowing over for the last two races, nearly catching 1st Trinity 2 on both occasions. This 1st May crew was:

Bow	R. V. Burrowes
2	G. H. Mercer
3	L. Stokes
4	E. O'N. Hogben
5	N. K. Balshaw
6	T. H. Hudson
7	H. R. Hubble
Stroke	E. G. F. Prynne
Cox	W. R. R. Brown
Position on river: 13	

1913-1914

With the old established world about to collapse, never to return, in the holocaust of the First World War, the College and the Boat Club were in a more healthy state than ever before. The College had a bigger intake of Freshmen than they had ever had and every room was filled, while the Boat Club had one of the most successful seasons of its career. And when the year ended for the Club in a blaze of glory there was every confidence that with all the stern four, bow and cox of the May crew still to be up next year, continued success was almost assured. But, alas, it was not to be.

Hubble, who had rowed in every 1st May crew since he was a Freshman, was now Captain, and he wisely decided to continue with the Jesus coaches and methods learnt the previous year.

In the Michaelmas Term there were three College Trial Eights and the Rugger Eight, strengthened with Boat Colours men, won. The usual Smoking Concert was held after the Races but it was invaded by "drunks" from other Clubs and a meeting later of all the Boat Club voted unanimously to restrict entry in future to members of the Boat Club only. But there never were to be any more.

Later two Lent crews began to practice and the 1st Eight was coached this Term and next by the Jesus man who had taken the previous May crew. A scratch eight rowed to Ely and back the same day, or night, with the Jesus coach rowing in the crew on the way home.

Up until now Freshmen in their first Term had not been allowed to change in the Boathouse, but did so in College and then came down. This rule was now changed, much to everyone's satisfaction.

Three crews practised in the Lent Term, the 3rd for reserves for the other two only. The 1st crew went to Clayhithe twice in the first week and practice for all crews went smoothly.

When the Races came, on the first night the 1st crew went up just after the Ditch and the 2nd crew at Ditton Corner. Next day the 1st crew again bumped at First Post Corner, but the 2nd boat, who never seemed able to start fast, lost their quarry to a bump ahead and had to row over. On the third night, the 1st Eight were too confident, did not start hard enough and they, too, lost Caius 2 when they bumped Trinity Hall 2, and we rowed over. But we got the latter on the last night and the 2nd eight, although rowing very well and pluckily, could not quite make their bump.

So, with 3 bumps, the 1st Lent boat ended 9th in the 2nd Division and the 2nd crew 7th in the 3rd Division.

Bow	L. A. F. W. Dickenson
2	H. R. B. Betton
3	E. O'N. Hogben
4	C. A. C. May
5	W. R. Irving
6	R. V. Burrowes
7	D. J. Wardley
Stroke	F. Gidney
Cox	F. L. Tempest

Very soon after these Races had finished two provisional May crews began practice, with long rows at a slow stroke.

In the May Term two Jesus coaches again took our two crews. Unfortunately, the 2nd crew were badly handicapped, for half-way through training their good stroke from the 2nd Lent boat, Arnold, had to give up rowing altogether owing to illness, and, the day before the Getting-on Race, Beanland so badly scalded his hand that he could not continue and an untrained substitute had to take his place. But despite this they only narrowly lost to the ultimate winners who then succeeded in getting on the river.

Meanwhile the 1st crew continued to improve each day. The weather was glorious, one cloudless day succeeded another and our crew got very brown and fit. The same idea as last year was adopted of getting all the hard work done before the examinations started, and when these were on, only short, hard outings, with plenty of starts, were attempted.

When the Races started the crew were utterly dedicated and determined and on the first night got a very fast start at 41, Gidney's favourite rate, and caught Pembroke 2 before either crew had to take a corner. Unfortunately the bump damaged the bows of our boat but this was repaired before the next race when we had a splendid row against 1st Trinity 2. We were about to shoot just after Grassy but they spurted and got away and we had to row almost to the Railway Bridge before, with a tremendous spurt, we got them.

When they paddled up to the start on the third night, the crew still felt stiff after this hard row but they were just beginning to loosen up nicely when a punt ran into us by Ditton Meadows and made a leak in the side of the boat. Bill, the boatman, managed to control this temporarily with soft soap, but the crew then were unsettled and rowed badly, barely getting within their distance of King's 1. Disgusted with this performance, on the last night they were grimly determined to make no mistake. But it was a very hard race indeed and we made little impression on them until after Ditton, when we began to draw up. Suddenly, at the Glasshouses, Gidney began to spurt, although still a length away, and although this rating lasted longer than most of them liked, King's were bumped and sank under the Railway Bridge.

So the crew ended 10th and only once before had a Selwyn boat been higher, and it was obvious that such a crew must go on to compete at Henley.

Time was short this year so the crew arrived at Henley on the Tuesday after the Mays and stayed at the same place as the 1911 crew and for the same price. Jesus coaches still looked after us, and we did a lot of work with the Jesus Grand crew, pacing them, 1st Trinity and the Winnipeg crew. And we did so well with these that, just before the Races started, we were regarded as favourites for the Thames Cup. Another week of training and we would surely have been fast enough to fulfill this regard.

In the first round, we met and disposed of Twickenham with no difficulty at all. Next day we really created a sensation when we beat the Belgian crew, for we were that day the only English crew to beat foreign

opposition. And the Belgians at that time were the premier rowing country on the Continent. The Belgians were lighter than our men but we went off like a bat out of Hell and were actually a length up at the first signal, having struck 12, 22 and 41 off the start. We continued to gain distance steadily and, although our opponents spurred gamely after Fawley and decreased the distance a little, we won comfortably in a good time.

In all our races we had Berks station, normally an advantage, especially at the end of the course. But in the semi-final against Caius the wind changed and favoured the Bucks station. However once again Gidney took us off very fast and we had gained $\frac{1}{2}$ length up the Island. This we had increased to $\frac{1}{2}$ length at the Barrier but we were always rowing the faster stroke. We still led by a canvas at Fawley, but both crews were level at the Mile Post. Here Gidney made a magnificent spurt and gained $\frac{1}{2}$ length, but Caius replied and drew level again at the bottom of the Enclosures. Both crews spurred for home, Caius just winning by $\frac{1}{4}$ length and both were utterly rowed out, our bow oarsman collapsing over his oar on the last few strokes. Our time to Fawley was 3.30 and Caius won in 7.15. Undoubtedly Gidney's stroking had been first-class throughout and his name will always be remembered for the many good races he stroked for us. Caius later went on to win the event a great deal more easily than the semi-final. This May and Henley crew was:

		st. lbs.
Bow	T. H. Irving	10 11
2	H. R. B. Betton	11 0
3	H. R. Hubble	11 11
4	R. H. Murrey	12 3
5	N. K. Balshaw	12 5
6	R. V. Burrowes	11 6
7	W. R. Irving	12 0
Stroke	F. Gidney	11 4
Cox	F. L. Tempest	8 8

This was undoubtedly one of Selwyn's great crews, not only for their rowing record, but even more for the sort of men they were. They were, too, the first Selwyn crew with which I had any real connection. For, as an awed preparatory schoolboy, I saw their spectacular race against Caius in the semi-final of the Thames Cup and watched their bow oarsman being swept past the winning post collapsed over his oar. Little did I think that 10 years later I would be stroking the same College in the same event!

And at various times I met and talked to three of the crew, Burrows, the Secretary, Gidney, the stroke, and Tempest, the cox. The abiding impression I got was the devotion they all had one to another and in addition, their great patriotism, that now almost outdated word. For when War broke out, four weeks after their happy time at Henley, telegrams flew between them all, not "Will you join up?" but "What mob are you joining?" And eight out of nine of them, whether 1st, 2nd or 3rd year, enlisted at once, neglecting their degrees, and as far as possible, joined up with each other. The Irving brothers, Hubble, the

Captain, and Murray joined the Liverpool Regiment; Burrowes, Tempest and Betton the Suffolk Regiment; Gidney, the technician, joined the Signals. T. H. Irving was the first to be killed; ten days later his brother was severely wounded. Then Hubble and Murray were killed and Betton, too, was wounded. Tempest was awarded an M.C., while Burrowes was wounded no less than three times and also won an M.C.

It was a tremendous record. Let us remember them.

S.C.B.C. OFFICIALS

1919 to 1939

Date	Captain of Boats	2nd Captain	Hon. Secretary
1918/19	R. V. Burrowes		A. H. Brown
1919/20	L. E. de Ridder		A. H. Brown
1920/21	A. H. Brown		R. Newsam
1921/22	R. Newsam		K. R. E. Taylor
1922/23	K. R. E. Taylor	O. E. R. Alexander	A. P. McEldowney
1923/24	A. P. McEldowney	T. Ll. Griffith	D. C. E. Tovey
1924/25	D. C. E. Tovey	B. F. Boothby	A. C. E. Devereux
	A. P. McEldowney } E. E. Rich	A. C. E. Devereux	B. F. Wood
1925/26	E. E. Rich	B. F. Wood	N. M. Aldous
1926/27	D. J. L. Richardson	W. J. Ll. Jones	C. W. Woolley
1927/28	N. M. Aldous	A. S. Reeve	M. L. Meade King
1928/29	C. W. Woolley	A. H. Lance	C. B. Pynsent
1929/30	M. L. Meade King	C. B. Pynsent	R. J. Porter
1930/31	E. J. Jordan	A. L. Skinner	R. L. S. Bennett
1931/32	R. J. Porter	A. L. S. Bennett	E. A. Edmonds
1932/33	J. C. Wansey	E. A. Edmonds	J. M. Howe Browne
1933/34	I. W. Greville	C. J. Rickard	K. J. Morgan
1934/35	J. M. Howe Browne	K. J. Knight	A. J. Stephens
1935/36	J. D. Burroughs	Alan Campbell	O. S. Hare
1936/37	A. J. Stephens	C. W. C. Hughes	P. R. Lapage
1937/38	E. M. Hall	E. A. Bushell	W. J. Milne
1938/39	A. T. Tillott		

During the First World War, except for the first year, there was no organised rowing in the University. This was quite contrary to what happened in the Second War, when University life, of a sort, continued throughout and rowing on a reduced scale never completely ceased and College records were kept.

But if rowing ceased from 1914 to 1919, Bill Phillips, our Boatman from the start of the Club, continued faithfully to look after the boats and the Boathouse. And when, in 1919, rowing restarted and men assembled, they found everything in apple-pie order, even to the sweaters and rowing clothes of those who had left in 1914, clean laundered and hanging on their rightful pegs! Alas, all too few came back to claim them.

1919

Amongst those who did come back was R. V. Burrowes who had rowed in the famous Henley crew of 1914 and who had been elected Captain for 1914/15. He was now at once elected Captain for 1919/20 and set about reorganising the Club. But it was not easy. The College

was now full mainly of men who had returned on a War Grant and who, now the War was over, were determined either to work hard to make up for time lost, or were just out for a good time. And no-one was very amenable to discipline.

However, a crew was got together and inter-college races were organised. These were held in the Lent Term on a time basis and we did not do too badly. Our crew was short but had a very hard beginning, a legacy, probably, of the Jesus coaching Burrowes had had before the War.

In the May Term Burrowes put himself at stroke and it was perhaps surprising that he did not have a Jesus coach but one from 3rd Trinity.

In the Races our crew were bumped on the second night but made one themselves on the last, thus finishing where they had ended in 1914.

Alas, this bump was our last major success for five years.

A 2nd crew trained but failed to win the Getting-on Races.

This May crew was:

Bow	A. H. Brown
2	A. R. Allen
3	V. B. Pye
4	L. E. de Ridder
5	E. A. Goodwin
6	J. N. H. Bacon
7	A. R. Vidler
Stroke	R. V. Burrowes
Cox	N. de Langdale
Position on river:	10

1919-1920

In the Michaelmas Term three Crock Eights were got together but no definite talent was discovered.

In the Lent Term three eights were got together somehow, but in the Races we did badly. The 1st crew, having lost their stroke shortly before the Races, went down two places and the 3rd crew went down three places. However, the 2nd boat, composed entirely of ex-Naval Officers, light-heartedly went up two places.

After the Races a Dinner was held, perhaps significantly called a "Thank God it's over dinner!"

In the May Term the 1st Eight again had a 3rd Trinity coach and Rev. W. L. E. Parsons came up for a fortnight to help. But it was never a good crew and in the Races they went down two places to 12th. The second crew had been able to compete because an extra Division was put on but they deservedly dropped every night. These crews were:

	1ST LENT
Bow	H. W. Parker
2	A. R. Godfrey
3	P. V. Everitt
4	L. B. Bele
5	R. Newsam
6	R. D. S. Crosse
7	E. A. Goodwin
Stroke	A. G. Cowham
Cox	D. Cahill
Position on river:	26

	1ST MAY
Bow	F. L. Tomlinson
2	H. C. Baxter
3	A. R. Vidler
4	R. Newsam
5	G. N. Carrott
6	F. B. Carslake
7	L. E. de Ridder
Stroke	A. G. Cowham
Cox	N. de Langdale
Position on river:	12

1920-1921

Despite eight 1st May colours still being up, only four agreed to row and these were the lightest men.

In the Michaelmas Term, four Crock eights were got out and raced well, so the prospects for the year did not seem too bad.

In the Lent Term we raised three crews for the Races and the 1st crew, although not seemingly making any progress until just before they were due to race, made a bump on the first night and then overlapped Caius 2 for three nights without being able to raise the final bumping effort. The 2nd crew, of whom great things had been expected, went down three places and the 3rd crew down four.

In the May Term the 1st crew were coached by Jimmy Hamilton of Caius, who later stroked the English Olympic Eight in 1928 which was coxed by our Jimmy Sulley. W. L. E. Parsons also coached the May crew again this year, but, despite all the efforts of these coaches, they were an unreliable crew and when they had been bumped on the first three nights they were only saved from dropping out of the 1st Division by superb coxing.

We also had a 2nd crew in these races but they dropped two places down to the bottom of the River. Our 1st crews this season were:

1ST LENT	
Bow	H. N. R. Moore
2	H. C. Baxter
3	C. LL. Price
4	E. J. G. Barnett
5	A. R. Godfrey
6	M. L. Harrison
7	F. L. Tomlinson
Stroke	E. F. Woodward
Cox	C. T. F. Gibbs

1ST MAY	
Bow	F. L. Tomlinson
2	E. F. Woodward
3	K. R. E. Taylor
4	O. E. R. Alexander
5	E. J. G. Barnett
6	R. Newsam
7	A. H. Brown
Stroke	A. R. Godfrey
Cox	C. T. F. Gibbs

1921-1922

This year the Club really reached the depths and after this the revival was to start. This latter was now shown by the intake of keen Freshmen, but it was hardly borne out in the Crock Eights, where no less than three men were lost overboard by enormous crabs, despite the fact that de Coetlogon and Parsons helped with their coaching.

LENT TERM 1922

All three crews were coached from within the Club but all except the 2nd met with disaster in the Races. The 1st Eight went down another two places despite the fact that the boat ahead of them on the second night, owing to an accident, was broadside to the River at the start and still we could not catch them. We were now almost at the bottom of the 2nd Division. The 3rd eight were bumped off the River by the winning Getting-on crew. But the 2nd eight did make a bump on the first night and this and the subsequent row-overs were significant in that they convinced me, who was rowing in it, that Rowing was the one thing that I had been looking for all my life so far! I lost my heart to the

sport then and have never regained it. And when we were "spooned" into Hall that night, that was the crowning glory!

This spooning was an adjunct to the cheering of a bumping crew first mentioned in 1889/90, and which had taken place ever since the College was first formed. But this misuse of the college spoons now brought the whole practice to a stop. For the spoons were so flattened that they had to be reblocked each time!

MAY TERM

Both crews had now to defend their positions, the 1st to remain in the 1st Division and the 2nd to remain on the River. Both failed, but at least I enjoyed rowing in the 2nd crew enormously. We were coached by Parsons who as usual gave up his holiday to do so and he made us tremendously keen, but he decided that I would never be any good in better class rowing as my ankles were too stiff! Thankfully, he proved wrong.

The 1st Eight seemed keen, but certain members were suspect as was found out late in training when one member blatantly went on smoking. He was promptly removed from the crew but when, on the eve of the Races, the Captain himself developed such a big boil that he could not go on rowing the culprit was brought back. This is wrong, once out, out for good, particularly as there were keen men in the 2nd crew who could have rowed now they were no longer on the River. So with very poor morale they raced and were promptly bumped twice and out of the 1st Division, where we had been for the past 20 years. The crews were:

	1ST LENT
Bow	P. B. Colthurst
2	L. Shillito
3	O. E. R. Alexander
4	J. H. Oxe
5	A. H. Gray
6	J. T. Templer
7	K. R. E. Taylor
Stroke	H. E. Corbell
Cox	C. E. Birks

	1ST MAY
Bow	O. E. R. Alexander
2	H. E. Corbell
3	T. Ll. Griffith
4	A. H. Gray
5	K. R. E. Taylor
6	E. J. G. Barnett
7	F. L. Tomlinson
Stroke	A. R. Godfrey
Cox	C. T. F. Gibbs
	Position on river: 17

1922-1923

It was most certainly with no feelings of despondency that we assembled this year. We were utterly determined to put things right with the Club. To me, as the new Secretary, the fact that the crew had dropped out of the 1st Division last year was not to be borne and I determined to get it back there before I went down. I did not realise how difficult it would be.

The Boat Captain, K. R. E. Taylor, made the first enormous step forward by getting Jesus coaches for our crews. In most of our good periods in the past we had had Jesus coaches and we hoped they would help us now. Our connection with them was to last until about 1952 when their own rowing began to deteriorate and nearly all our success was due to their help.

MICHAELMAS TERM 1922

Freshmen were recruited and three good Crock Eights were got out. I was put to row 6 in one, but it seemed to be going so slowly that I put myself to stroke it and, to me at least, it seemed to go a lot faster! Anyway, we won the Crocks Race quite easily.

LENT TERM 1923

This Term our Jesus coach took us on and we learnt the Jesus/Fairbairn method of rowing.

At this time and for several years after, the Lent Races were, of course, rowed on fixed seats. These were then of unlimited length and our Jesus coach made us slide over them to the front edge and then spring back as hard as we possibly could, the sliding to be done with the aid of powder on the seats and reinforced rowing shorts. All this we enthusiastically did, getting very sore bottoms but a very fast boat. The idea was, of course, not new. It had been done, even at Henley Regatta, as long ago as 1881 by Bedford Grammar School, when they won the Public Schools Race for Fours. Then, as later here, the width of the seats was promptly and drastically reduced by the authorities!

With this coaching, rowing was most enjoyable. I was very strong but very clumsy and heretofore, whenever I had put every bit of energy I had into forcing the oar through the water, the effort seemed so often to be frustrated by coach, who decreed that I must move some part of my anatomy in such and such a way. Now I seemed to be able to do as I liked and it all seemed so much easier than it had been before.

In the crew there were three men whose fathers had rowed at Selwyn when they were up, Griffith, Boothby and Tovey. The keenness of this crew was enormous and no-one in it was in the least surprised when a bump was made each night without our having to trouble cox to steer round a corner. The point of the new method of rowing was driven home even more, when the 2nd crew, coaching in the old methods, went down four places.

MAY TERM 1923

The 1st May crew had the same coach as in the Lents but at the time and indeed to this day it has seemed a mistake to have included, in our very successful Lent crew, two of the unlucky May crew of last year. Our morale was so tremendously high that it seems likely that we could have forced our way back to our rightful home in the 1st Division if we had been left alone. But perhaps we were as yet too inexperienced. We certainly did not enjoy our rowing so much now. And then just as the Races were starting, misfortune really struck the crew. No. 6 developed an enormous boil on his bottom and although he had bits cut out of his seat to accommodate him, he was a complete passenger, pluckily as he tried. Whenever I tried to spurt it felt as if I had the whole boat on my shoulders and I could do nothing. To cut a wretched story short we rowed over on the first night, were bumped on the second, put an untrained man in at 6 on the third, but were bumped

again on the last night. At least those who bumped us were all college 1st crews, Corpus, St. Catharine's and Clare.

Despite all this, our morale was not shaken and we felt that next season we would make up for it all.

In the Long Vac., we had a scratch Clinker Four and raced at Bedford Regatta and won the event, and waited impatiently for next year. The crews were:

1ST LENT	
Bow	D. C. E. Tovey
2	T. H. Rivers
3	N. T. Hyland
4	L. Shillito
5	B. F. Boothby
6	J. T. Templer
7	T. Ll. Griffith
Stroke	A. P. McEldowney
Cox	T. M. Backhouse

1ST MAY	
Bow	N. T. Hyland
2	L. Shillito
3	K. R. E. Taylor
4	J. T. Templer
5	B. F. Boothby
6	A. H. Gray & E. J. G. Barnett
7	T. Ll. Griffith
Stroke	A. P. McEldowney
Cox	T. M. Backhouse
Position on river: 20	

1923-1924

The next vital step in improving the College rowing was taken this Term. Towards the end of the Michaelmas Term we managed to persuade Steve Fairbairn to coach us. It is not too much to say that Steve was the most inspiring coach there has ever been, and he did far more than anyone else to set us on the road to success. His first outing with us will never be forgotten by those who were lucky enough to be in the crew. We never looked back after that.

We also decided to change the pattern of the colours on our oar blades. Previously and since the inception of the Club the design had been blades with a ribbon pattern of maroon and old gold 1in. wide two inches from the end of the blade. This I felt was too similar to those of other Colleges at the time, notably Clare and Pembroke, so we changed to a maroon blade with a 1in. stripe of old gold, two inches from the end. With this oar design, we slowly climbed up the River until we were, for several years, 3rd on the River and an attempt to change it was not made until 40 years later.

In the Michaelmas Term, the College Trial eights revealed some good, if inexperienced, Freshmen and at the end of Term we revived an old custom of rowing a crew to Ely to see the 'Varsity Trial Race.

LENT TERM 1924

Steve secured a first-class Jesus coach for the 1st Crew and they trained very hard, often in company with the Jesus crews themselves. The Boat Captain took the 2nd crew.

In the Races on the first night the 1st crew showed the improved morale of the Club when, although overlapped by the crew behind all the way from First Post Corner to Ditton, they kept their heads and, down the Long Reach, rowed away and actually made a bump themselves under the Railway Bridge. On the next two nights they made more bumps and only a too slow start on the last night robbed them of their oars, through a bump ahead.

The 2nd boat, too, should have won their oars but on the first night their oars were still on the bank when the final gun went and they were bumped before they could get going. However, they rowed over quite safely next night and then made bumps on the last two days' racing.

After the Lents, a strong Clinker Four was got together and they raced very hard but were beaten in the semi-final by the eventual winners by two seconds.

The 1ST LENT CREW was:

Bow R. A. Maynard
 2 E. F. Bishop
 3 W. E. Cawthorne
 4 T. H. Rivers
 5 B. F. Boothby
 6 G. M. Brown
 7 D. C. E. Tovey
 Stroke P. B. Colthurst
 Cox T. M. Backhouse
 Position on river: 20

The CLINKER FOUR was:

Bow D. C. E. Tovey
 2 L. Shillito
 3 T. Ll. Griffith
 Stroke A. P. McEldowney
 Cox T. M. Backhouse

Another innovation now occurred. Steve Fairbairn persuaded us to go to Putney in the vac. and row on the Tideway with the two Jesus crews to be coached by himself. We gladly accepted the offer and we were the only College crews there, for the Head of the Tideway had not yet been started by him. We had a very happy, if hard-working, time, rowing to Mortlake from Putney with the Jesus crews at least once a day. We were there for a week and used swivel rowlocks for the first time. No other crews at either Oxford or Cambridge used them at this time, although they were almost universal on the Tideway. We got on well with them, so well indeed that Steve offered to give us a set of swivel oars and rowlocks if we would use them in the Mays. Again we accepted his offer with gratitude.

When we started again in the May Term, there was never any doubt about the composition of the 1st crew. I felt very proud to have in this crew Don Tovey, bow, "Bass" Boothby, no. 5, and Tommy Griffith, no. 7, all sons of fathers who had rowed for Selwyn in their time. And in addition, we had two magnificent Freshmen, one of whom had never rowed before and the other only slightly.

As regards our equipment, we had a new, very light and fast clinker boat and decided to use it throughout, even when we rowed in the 1st Division, as we were certainly determined to do. And the swivel rowlocks and oars that Steve had given us suited us magnificently in the perfect weather conditions we had that summer with its calm water and hot, cloudless days. Jesus and ourselves were the only two crews using them in Cambridge and so we were the object of great interest.

Our coaching, too, could not have been bettered. Steve gave us a splendid Jesus man, rowing bow in their 1st crew, to coach us and he himself took us at least once a week. And on three occasions we had "bumping races" on the Clayhithe reaches between Jesus, Caius and our two crews.

In these, and Lock to Lock Races, we proved ourselves about equal in pace with the Jesus 1st crew which that year went Head. But we had

a shock, when, late in training, Jesus decided not after all to use swivel rowlocks, with the implication that we, too, ought to give them up. However we liked them so much that we continued to use them and so were the first crew to do so in the May Races. They gave us great ease of movement and the boat seemed to run very fast between strokes.

Meanwhile we had a splendid 2nd crew going. Coached by another Jesus man and stroked and nursed by the 1st Lent stroke, they went from strength to strength. They won all three heats of the Getting-on Races and then bumped the bottom boat on the River. This 2nd May boat was never again to come off the River and slowly and steadily went up the River until at last for a brief period they, too, were in the 1st Division.

And so at last the Races arrived.

On the Wednesday the 2nd boat had an early bump made in front of them and so rowed over. The 1st crew with a tremendous spurt in the Plough bumped Clare, including the Secretary of the C.U.B.C.

Next night the 2nd eight were slow in making their bump owing to some indifferent coxing, whilst the 1st eight had their hardest row. Having survived an attempted rush bump by Clare, we rowed away from them in Plough Reach and then wore down and bumped "Cats" at the Glasshouses. On Friday, the 2nd eight again had a long row before they made their bump and the 1st Crew, with a Plough spurt, bumped Corpus and so avenged themselves on the three crews who had bumped us last year. When we were paddling down to the start on the last night we heard that the 2nd eight, although they had bumped Queens' 2 were to be denied this as Queens said that they had been obstructed earlier and the Umpire had given a re-row. In this our crew, who had now been racing for more than a week, could not get nearer than $\frac{1}{4}$ length.

As for the 1st boat, our first row was easy. One good spurt in the Plough again and we had caught Caius. And so we had at least one foot in the 1st Division again. We paddled down for our second row, now right down at the last station, a very lonely spot. We started off too slowly and did not really get going until after First Post Corner. Then, and particularly in Plough Reach, we came right up on Emmanuel. We shot a shade too early and missed, came up again and bumped them but they too had hit the boat ahead and the Umpire gave the bump to them. Still, 4 bumps (and a half), in the 1st Division and a 2nd boat well on the River — a good year's work!

After all this, Henley was a "must". But there was then no Permanent Henley Fund; that was started by "Nick" Rich and myself two years later. But subscriptions came in well from past and present members of the Club and the Senior Combination Room. We competed first in the Thames Cup at Marlow Regatta, won our heats and got into the Final. Here we had a grand race. With the worst station, we lost ground at first but caught up by the Enclosures, losing to Thames by $\frac{1}{2}$ length. But that was the last good row that crew ever had. For when we got to Henley, Steve worked us far too hard in the hot weather we had that year. Day after day we paced the Thames Grand crew, which later won the Grand and was stroked by Ian Fairbairn, Steve's son. We went dead

stale and the boat always felt heavy as lead. And on the day of our first race, as we were getting changed, I got a shock. No. 6, the only married man in the crew, who had said he could not come to Henley unless his wife came too, now told me that, unless we could provide more money, he would have to leave Henley whether we won or not that day. He had already agreed to pay for his wife himself. We raced Twickenham, with whom we had deadheaded in the Final at Marlow, but this time they rowed away from us and I could not get a spurt out of the crew anywhere. and we lost by $1\frac{1}{2}$ lengths. Strangely enough, we never had the slightest trouble in sitting our light-ship, into which we had of course changed after the Mays.

The 1ST MAY & HENLEY CREW

		st.	lbs.
Bow	D. C. E. Tovey	10	12
2	Lance Shillito	12	0
3	W. E. Cawthorne	12	3
4	G. M. Brown	12	0
5	B. F. Boothby	13	3
6	J. T. Templer	12	7
7	T. Ll. Griffith	11	0
Stroke	A. P. McEldowney	11	10
Cox	T. M. Backhouse	9	0

Position on river: 16

2ND MAY CREW

Bow	A. E. Cook
2	E. F. Bishop
3	R. A. Maynard
4	G. Herbert
5	E. E. Rich
6	D. E. Sparshott
7	A. C. E. Devereux
Stroke	P. B. Colthurst
Cox	G. N. Gamble

A slight apology may perhaps be made here. The account of this year may seem over long, but apart from slight nostalgia on the writer's part it was a vitally important year. For in it were sown all the seeds of the greatest sustained period of success that Selwyn rowing has yet had.

THE JESUS/FAIRBAIRN METHOD OF ROWING

Perhaps it might be interesting to insert here a little about this "style" of rowing that we had now adopted.

It is quite impossible for anyone who did not row in the 20's and 30's to realise the intense rivalry at this time between the Orthodox method and the Fairbairn method. The former was that formulated and rowed at Eton and maintained that the correct technique of rowing must be learnt before attempting much hard work. Moreover this technique was often hard to acquire and foreign to a great number of oarsmen who had not started their rowing at school.

Fairbairn, on the other hand, maintained that by hard work and moving a boat fast, correct technique would come naturally, all awkward movements being smoothed out as the oarsman got tired.

The end result of both methods would be similar, but the Fairbairn oarsmen would certainly win more races sooner than those rowing in the Orthodox way.

And, writing some 50 years later, I must say that the crews of today resemble Fairbairn crews very much more than Orthodox ones.

1924-1925

I had failed my examinations and so was now able to come up for another year. I cannot pretend I was sorry about this.

Again we had a most successful year. The Lent crew went up another three places and we later got into the Final of the Clinker Fours. The May crew got firmly into the 1st Division and, going on to Henley, a very inexperienced Light Four got into the Final of the Wyfolds. Moreover we had our first Trial Cap since R. E. Freeth in 1906. Our well loved, but strong-minded cox, Tommy Backhouse got it and would certainly have coxed the Varsity if the cox of the previous two years had not been still up.

I might here perhaps relate two stories about Tommy. Once, when I, at stroke, had an argument with him about his coxing, he steered the boat into the bank and, without a word, walked home, leaving us stranded. On another occasion we had all had a good lunch with plenty of beer at Richmond and were going to row straight home to Putney without a stop. With this in mind we had all relieved ourselves before setting out except Tommy. Half way through the row Tommy pleaded to be allowed to stop the row for a certain purpose. When I refused firmly, Tommy merely added to the water already in the boat!

MICHAELMAS TERM

A good intake of Freshmen did a hard Term's work on the River and at the end of it a provisional crew rowed down to Ely to see Tommy cox the Trial Eights.

LENT TERM

Two crews came up a week early for extra practice. The 1st eight had a Jesus coach again. Any other coaching was by now unthinkable, but they never developed into anything but an extremely plucky but uninspired crew. This was probably because, unknown to us at the time, we had left the most inspiring stroke Selwyn ever had in the 2nd crew. E. E. Rich said about this crew: "It was partly due to our having a set of oars that we called the Barge Poles. They were very heavy and stiff and badly balanced and too long inboard for the boat so that we all swung badly out of true. We always said that Donald Tovey, the Secretary had ordered them from Aylings by guess work!"

In the Races on Wednesday the 1st crew got off far too slowly and a bump was made ahead. Next night they slept so deeply on the start that the crew behind had actually shot at us but fortunately missed. Stung by this indignity the crew woke up, rowed away and made a bump themselves. On Friday we sleepily made another bump at the end of the course and on the final day, having survived an almost successful rush bump, we gained another place. An astonishing crew.

The 2nd crew were unfortunate. In the middle of training no. 7 had to give up rowing altogether. In the Races, having rowed over on the first night, they made a bump on the second. But on the Friday, going down to the start a heavy gust of wind blew them into the bank at the

Pike and Eel so heavily that they smashed up their boat and after borrowing another they were bumped. Next night they rowed over.

The 1st Lent crew were:

Bow E. F. Bishop
2 R. A. Maynard
3 E. E. Rich
4 W. E. Cawthorne
5 D. E. Sparshott
6 G. M. Brown
7 A. C. E. Devereux
Stroke A. E. Cooke
Cox N. W. Newell
Position on river: 17

After only two days rest the two May crews went out, as well as a Clinker Four. The latter was coached by a Jesus man and went well from the start. In the Races we won through easily to the Final, but in this the wind that had hitherto been following down the Long Reach and which suited us with our run on the boat but lack of finish, now turned right round. We got a thoroughly bad start, as we were drifting back when the Umpire started us and we were well down at First Post Corner. From here we rowed well and were one second up at Ditton. Then, round the Corner, we met the full force of the wind and, although we spurted with everything we had got, we lost by one second to 1st Trinity. I never minded losing a race so much. This Clinker Four was:

Bow D. C. E. Tovey
2 G. M. Brown
3 B. F. Boothby
Stroke A. P. McEldowney
Cox N. W. Newell

In the Vac., we took the May crew and four reserves down to the Tideway to get in extra practice. Steve Fairbairn had to go abroad for health reasons but we had an excellent Thames Rowing Club coach and we practised with the Jesus crews. And on two occasions we paddled up to Richmond, had lunch there and then raced back to Putney, all great fun. We borrowed a boat from Thames and used swivel rowlocks again.

When we got back to Cambridge for the May Term, to our joy we found that Steve was well again and had returned to coach us and Jesus. The difference his presence made to a crew was unbelievable, I never knew a bad outing when he was there and I think it was all due to his ability to make everyone completely relaxed and confident. As our crew this season was relatively inexperienced, on his advice we did not use swivels and continued with our fast clinker boat throughout. Practice this year was often difficult with all the weed floating about the river. The 2nd eight was never good but deserved a better fate than it got. On the first night of the Races it rowed over but got bumped by the good Getting-on boat next night. On Friday, when going well and rounding Grassy, cox's rudder lines broke and he ran onto the bank and smashed the boat so giving away a place. This was inexcusable of cox and boatman who should have seen that all the steering gear was in

order before the race, just as every oarsman must ensure the condition of his oar, rowlock, stretcher seat and runners. On the final night they borrowed a boat and rowed over.

The 1st boat on the Wednesday rowed over at the top of the 2nd Division very easily, but our victims at the bottom of the 1st Division made an early bump and so escaped us. Next night we again rowed over very easily and in the second race, suitably stimulated by no. 7, I spurted really hard and caught Emmanuel at First Post Corner. As we made the bump, my oar caught me under the chin and forced me out of the boat and into the water. "Peggy" Maynard, thinking that this was all part of the fun, jumped in too! On Friday, we had a very spiritless row, entirely my fault. I had been in the Examination Schools all day and felt stale and dead and we rowed over. But on Saturday we again had a lovely row, exactly like the one the year before. We bumped the crew ahead but lost the decision to the Umpire who said they had made contact first. Still we were now well and truly back in the 1st Division and my fourth year had been well worth while. This 1st May crew was:

Bow	D. C. E. Tovey
2	R. A. Maynard
3	E. E. Rich
4	G. M. Brown
5	B. F. Boothby
6	W. E. Cawthorne
7	A. C. E. Devereux
Stroke	A. P. McEldowney
Cox	T. M. Backhouse
Position on river:	15

HENLEY 1925

As two members of the May crew were no longer able to row, I decided to take three of the inexperienced men who would be up next year with me to Henley and enter for the Wyfolds, although none of us had ever been in a light four before. And we had the happiest time. We virtually coached ourselves with occasional help from Steve. We rowed and paddled miles and it was all the greatest fun. Of all the many crews in which I ever rowed I enjoyed rowing in this one by far the best.

In the Races we won and won until we got into the Final of the event. Here we met Thames who had in their crew three members of their Grand Eight, all of whom were to row for England in three years' time. It was a splendid race. We were level at the Barrier where I tried a spurt. It never came off because the steering went haywire. The trouble was that "Ram" Maynard, who was about the strongest man I have known at his weight, put in such "thick-uns" that poor "Nick" Rich, bow and steers, was whistled right off course almost into the booms before he could recover. This happened every time I tried to get on terms. It was all very difficult. However, we kept at them so hard that they had to equal the record for the event to win by $1\frac{1}{2}$ lengths.

Bow and steers		st. lbs.
	E. E. Rich	11 5
2	R. A. Maynard	11 5
3	W. E. Cawthorne	12 2
Stroke	A. P. McEldowney	11 10

Steve was at that time peeved at criticism that his crews cut their finishes. He borrowed a photo of this crew from us and put it in his book, "Rowing Notes", as an example of a good Fairbairn crew. He never returned the photo!

De Coetlogon, the first Captain Selwyn ever had, followed us in our races but was unable to bear the strain when we raced and beat Trinity Hall in our first race. He watched instead for the result on Henley Bridge! Here is what he wrote about it all at the time:

"The first thing that struck me was that, considering the short time the crew had been together in a light-ship, they were surprisingly good. They sat their boat well, kept her steady, and always allowed her to travel between the strokes on a level keel.

"In any ordinary year the crew were quite good enough to win the Wyfolds. This year, however, they ran up against a neat and good crew which, in beating us in the Final, equalled record time in the Race.

"The Selwyn Four rowed hard and with great pluck. The weak spot was, of course, the steering. Steering a Four, racing over a long straight course, is no easy job, and skill in steering is not learnt in ten days. The wonder is that Rich, who rowed bow and steers, did as well as he did. Stroke rowed very well. He kept it long and gave the men plenty of time to finish it out. He was, I think, quite the best of all the strokes in the Wyfolds this year.

"I saw the race in the semi-final from the Umpire's launch. We held the Broxbourne crew all the way. There was a nasty Berkshire wind blowing in gusts and at times one's heart was in one's mouth when we got out of our course, once quite close to the Broxbourne bowside blades. But Rich quickly straightened her out again and we eventually came in winners pretty easily.

"All the crew rowed well and hard. No. 3 backed up stroke capitally, no. 2 kept it long and bow, too, rowed well, hampered though he was by having to steer.

"This is the first time in the history of the Club that Selwyn has been in the Final at Henley. With a little more practice, I really think we should have won. It is no light task for a crew to go straight from a tub eight into a racing four, but the Selwyn crew did it with surprisingly good results. All did well, but stroke was very good. He had his men well in hand and well controlled through every race.

"I did not see the Race against Trinity Hall. The fact is that I couldn't face it. I never felt a trace of nerves when rowing in a Selwyn crew myself, but in this race I confess I watched for the Result from Henley Bridge!! Selwyn in the Finals at Henley! Our best congratulations, both to the Club and more especially to the Crew.

The Selwyn Wyfold Four was as follows:

(Signed) C. E. DE COETLOGON"

Bow and
steers E. E. Rich
2 R. A. Maynard
3 W. E. Cawthorne
Stroke A. P. McEldowney

BILL PHILLIPS

Our faithful old Boatman, Bill Phillips, who had been with the Club since we moved into our Boathouse, formerly the Jesus Boathouse, in 1885, died on Boxing Day 1925. He had thus given us 40 years of devoted service and all who knew him must assuredly feel the justice of Bill's remark that he knew he had been a good servant.

Although ill at the time, he insisted in pushing us out all four days of the May Races and rejoiced with us when we got back again firmly into the 1st Division.

He was succeeded by Jack Wilderspin who continued to serve us just as faithfully until three years before the Tom Page Boathouse was opened in 1969. He, too, by then had been with us for 40 years.

When Bill had retired in October 1925, there was no College, pension fund and no money available so E. E. Rich, the Boat Captain, wrote around to rowing men who gladly sent enough money for us to keep Bill in comfort for the rest of his days. The remaining cash was then handed over to the Amal-Clubs to start their own pension fund.

1925-1926

It is always interesting to speculate as to which was the most successful year Selwyn have ever had. Was it this one, with its almost unbroken run of spectacular successes both inside and outside Cambridge, or was it in 1930/31 when we were so much higher on the River and yet managed to get to 3rd on the River in both Lents and Mays, with the 2nd Lent crew making no less than seven bumps in the 2nd Division and the 2nd May boat making four bumps?

However it may be, let us first briefly recount the successes of this year. In the Lents, the 1st boat made five bumps and the 2nd four bumps. In the May Races the 1st crew made four bumps and the 2nd another four bumps. For all this we won the Mitchell Cup for being the most successful College Rowing Club on the Cam. And, to cap everything, we won the Thames Cup at Henley. These were everyone's successes, but there were two men to whom special credit is due, to Nick Rich for so stoutly Captaining the Club and to Teddy Richardson, one of the best strokes Selwyn ever had. But let's examine all this in a little more detail. It is worth it.

MICHAELMAS TERM 1925

With three of the very successful Wyfold Four of the previous season still up, we should have done well in the Light Fours Races for which we entered. But we still had not yet realised how valuable Teddy Richardson was as a stroke and at the last moment Cawthorne, probably the best oarsman in the Club, had to drop out owing to boils. What a handicap boils then were! No antibiotics in those days! The Four nevertheless raced well and was only beaten by 1st Trinity by two seconds. We also entered a Clinker Four but that too had no real stroke and lost in the first round.

At the end of Term the Cam was frozen over and we could not row to Ely. In the vacation a Clinker Four raced Bristol University at Bristol and beat them quite easily.

LENT TERM 1926

When the 1st crew got out this term there was rowing in it P. R. Wansey. There were to be four Wansey brothers rowing for Selwyn and one or another Wansey rowed for us until 1934! They were all enormously powerful men and had a very great deal to do with all our triumphs throughout this time.

Both Lent crews came up early to get more practice and Maynard, Shillito and I helped with the coaching at this time. They were then taken on by Jesus coaches.

By now, in the Lent Races, Jesus and Selwyn crews were hardening their bottoms with methylated spirit prior to sliding over their fixed seats. To try and stop us doing this the C.U.B.C. first made us have rubber pads on the seats, which we then chalked and still slid upon. They then narrowed the seats, still with no avail.

The result of these Lent Races has already been told. With their five bumps the 1st crew got into the 1st Division and all their bumps in this Division were made at or before the Ditch. By now we had realised the value of Teddy Richardson and he was stroking us. One of the 2nd boat's victims was Fitzwilliam 1. These crews were:

1ST LENT		2ND LENT	
Bow	E. de Ville	Bow	R. G. Lloyd
2	N. M. Aldous	2	F. Nuttall Smith
3	W. J. Ll. Jones	3	J. L. Mullins
4	P. R. Wansey	4	W. F. Jones
5	H. Hollinrake	5	S. Moorey
6	B. F. Wood	6	H. W. Stokes
7	R. J. C. Graham	7	A. P. Rossiter
Stroke	D. J. L. Richardson	Stroke	H. H. Jeffers
Cox	J. T. Agelasto	Cox	S. A. Walden
Position on river:	12		

PUTNEY 1926

Two crews went to row from Thames Rowing Club and were coached by one of their members and by Steve Fairbairn. Steve here made one of his rare mistakes. He was so taken with the natural rowing of one of the Freshmen in the 1st crew that he put him to stroke instead of Teddy Richardson. "Dusty" Aldous, the man in question, was one of the most stylish oarsmen Selwyn ever had and indeed later became our first rowing Blue, but he was never a stroke. He persevered with in that position when they got back to Cambridge and this delayed the development of

the crew. I was out constantly watching this crew and one day stroked the 2nd crew in a long row back from Richmond and, with the aid of a two-minute start, kept them in front of the 1st crew.

MAY TERM 1926

When they got back to Cambridge the 1st crew continued with their swivel rowlocks but then gave them up as they felt they were again too inexperienced to use them properly. I think they were right to do so. But, unable to believe that Steve could be wrong, they continued with "Dusty" Aldous at stroke, and with him made no progress at all. He could not give them the rhythm needed nor the life. However, the General Strike now occurred and for about two weeks no rowing for anyone was possible and when it was over the crew was reorganised. The services of one of the best oarsmen had to be dispensed with owing to temperament and Teddy Richardson at last was put in his proper place at stroke. The crew then never looked anything but really fast. I came up when they did their final course from the Little Bridge to the Railway Bridge in the then College record time of 7 min. 26 sec., and realised how good they were. By the standards of the '60's and '70's they were a light-weight lot but their speed is best described by the *Times* report of the time:

"Selwyn 1 are reputed to be the fastest crew on the River after Jesus 1. They row in the most exaggerated Jesus style, but they have the virtue of a poise and balance forward that he (the writer) has rarely if ever seen equalled, even amongst first-class Australian crews. It is this combined with their quickness onto the beginning, which gives them their unexpected pace."

Meanwhile, the 2nd crew had been having their troubles as well as their pleasures in practice. Late in training they lost their no. 6 and a light and untrained man took his place pluckily and well.

And a third crew was being trained by the Boat Captain, mainly to provide substitutes for the other two crews.

Again in the Races both crews exceeded even our best hopes. Even the fastest crews need a bit of luck to make four bumps, and this was given to both our crews on the first night when bumps next but one ahead were made early on, so enabling us to use all the course to make our bumps.

This the 2nd crew, in particular, needed, as they were always slow starters and never made any of the bumps before the Railings and often much later. But all were made by hard determined rowing.

The 1st Eight again made the Plough their favourite bumping ground and gained most of their advantage on their four victims there. On the second night they were held up and had to re-row and so have two races on the Friday. But nothing could stop that crew—they made the two

bumps that day and on Saturday had their best spurt of the Races after Grassy and caught King's at the Plough. These crews were as follows:

1ST MAY			2ND MAY		
Bow	R. J. C. Graham	st. lbs.	Bow	F. Nuttall Smith	
2	B. F. Wood	11 2	2	W. F. Jones	
3	E. E. Rich	11 7	3	E. de Ville	
4	N. M. Aldous	11 9	4	A. E. Cook	
5	W. E. Cawthorne	11 10	5	W. J. Ll. Jones	
6	R. A. Maynard	12 1	6	P. R. Wansey	
7	A. C. E. Devereux	11 9	7	A. P. Rossiter	
Stroke	D. J. L. Richardson	10 5	Stroke	H. H. Jeffers	
Cox	S. A. Walden	11 0	Cox	J. T. Agelasto	
		8 6			
Position on river: 11					

Both crews were coached as usual by Jesus and after the Races a hilarious Bump Supper was held, attended by a large number of "Old Men", and an old boat was burnt in the Court!

HENLEY 1926

Obviously this 1st crew had to compete here and subscriptions had already been collected. As last year, they stopped at the Greyhound at Wargrave and bicycled into Henley every day. They were coached by the same excellent Jesus coach that they had had in the Mays. There had to be one change from that crew. Graham, at bow, had to go to South Africa and Taffy Jones from the 2nd crew was able to take his place. My own abiding memory of this crew was their poise and balance forward and the way the boat ran between the strokes. It was uncanny. That and the confidence they had in themselves. They could let another crew lead them by a length and never worry. Teddy would get them up when he wanted!

When they first started racing on Wednesday their starts were still rather slow so it was perhaps just as well that their first two opponents were not too fast, Royal Engineers on Wednesday and Reading University on Thursday. But both were in the end beaten quite easily. On Friday we raced one of the crews we had coached at Cambridge, Peterhouse. By now our starts were reasonable and we went away at once and won by 1½ lengths, easing up.

And so we came to Saturday and two Races to win the Final. Up to now I had been able to watch our crew, but in these two races, although in the Umpire's launch, I was too overcome to see anything. I wanted us to win so dreadfully! So let the Boat Captain, "Nick" Rich, tell the story himself.

"We had our first race at 12.40. Having the Bucks station, we had all the disadvantages of a strong wind which, blowing mostly down the course, was also slightly from the towpath. Our opponents, Westminster Bank, were faster off the mark and led us by a canvas at the end of the Island, where the full force of the wind got us, whereas they kept in the comparative shelter of the towpath. They consequently increased their lead to a length at Fawley, which was reached in the fast time of 3.26. Notwithstanding that we were being led, we were rowing well, keeping all our poise, so that when Teddy went for the lead at the Mile Post the

stroke went up cleanly through the boat and slowly the Bank's rudder came into sight again. From there on we slowly wore them down and eventually won a classic race by $\frac{1}{2}$ length. The time was 7.6, equal to the record. The race had been splendidly judged by stroke and splendidly rowed by the crew, who showed none of the tendency of a crew which is being led to bucket forward and get the stroke up at all costs.

"Later, Sir Claud Severn, an old Selwyn man who had displayed the warmest interest in us, procured for us a mixed glass of champagne and stout which we took with our lunch. We then retired to cox's house to sleep and relax our muscles until 5.40, when we were to race Kingston who had beaten Thames.

In the Final, we had the Berks station, with its advantages. Once again we were led off the mark, Kingston striking one stroke a minute faster than ourselves. But we went for the lead sooner this time and they never got more than half a length's lead, which we, by good rowing and not by fast striking, had taken off them by Fawley. From Fawley in both crews kept abreast. Kingston began to take it in a little before we did and established a slight lead. This, however, we soon took off them with a unanimous ten and, after a neck to neck race up the Enclosures, we finished Winners of the Thames Cup by less than $\frac{1}{2}$ length."

Finally, let Sir Claud Severn, Selwyn 2nd Captain in 1888 and 1889 tell his story of it all:

"Those who are allowed to follow a race in the Umpire's launch have to suppress their emotions until after the race is over. As we passed under the Judges' box on that lovely July evening, where the Prime Minister and his wife watched the great finish, I could not help sympathising with McEldowney on having to keep silence whilst witnessing the crowning glory of his rowing career at Selwyn. For, though he was not in the boat, it was his spirit that animated the crew.

"When I arrived on the last day of Henley I was not much afraid of Westminster Bank but thought of Kingston with some misgiving. Times will tell but there is always a little more and how much it is; in this case the stroking of Richardson and his zealous crew.

"In the morning I sat in the launch with an old Oxford Blue. It is curious that, although almost a hundred yards behind the boats, it is possible to judge when a crew is gaining; and when the Bank's lead of a length was gradually reduced and finally overcome I got the impression that my neighbour had seldom seen an apparently beaten eight win its heat at Henley.

"In the afternoon, as the numbers for Berks and Bucks went up level at the signals, I wondered how far the crew would prove equal to a second hard race. I could not articulate properly, but I gasped as Walden let the blades get within three feet of the posts, or so it seemed to me. Then we all felt that the boat was in front. Richardson had again seized the moment for his spurt. 'The best stroke on the river' was an old blue's opinion of him.

"There is little more to tell. Selwyn has completed, or nearly completed, a lustrum of keen rowing, which has given great pleasure to all old members of the College. On their behalf I tender our

congratulations to Captain Rich and his oarsmen, and to Walden for his clever coxing.

“To McEldowney, the crew and all old Selwyn rowing men owe a great debt. We are also glad that a member of the first Selwyn boat was there in the person of F. D. Darbyshire.”

A few last words before we leave this famous year. The boat in which we won the Thames Cup was really a museum piece, a type not seen at Henley for years and never afterwards. A “stagger-seated” light-ship, heavy but supposedly easy to sit level.

“Nick” Rich had been a superb Captain, often in very difficult circumstances. Not only had the Club under him done better than it had ever done before but he left behind him an utterly united and happy body of men who were quietly confident that they could beat and bump any crew on the River. And he left, too, a superb stroke and also a man who was to be our first rowing Blue.

A. C. E. Devereux now went down. His father and uncle had both rowed for Selwyn and his son was to do so later. “Dev” himself was a very fine no. 7. He had not rowed at Westminster School before he came up, but he was a natural gymnast and he brilliantly served two such different strokes as myself and Teddy Richardson.

The winning Thames Cup Crew was :

Bow	W. J. Ll. Jones
2	Brian Wood
3	E. E. Rich
4	N. M. Aldous
5	W. E. Cawthorne
6	R. A. Maynard
7	A. C. E. Devereux
Stroke	D. J. L. Richardson
Cox	S. A. Walden

1926-1927

Despite the brilliance of the previous year, no-one, least of all myself, expected this season to be an anti-climax when we had, as Captain, such a vital and exciting man as Teddy Richardson, who was helped so ably throughout by his 2nd Captain “Chips” Wood. And we were right.

To win the 'Varsity Fours, to make three bumps with all our boats and to get into the semi-final for the Ladies' at Henley, and finally, as a reward for all this, to win the Michell Cup for the second year running is not entirely an anti-climax! And by the end of the year Selwyn had rushed violently into her proper place as a rowing college.

Yet, surprisingly enough, the races we did not win were perhaps more creditable even than those we did. The Lowe Double Sculls race, the 2nd boat's splendid attempt at an overbump on the first night of the May Races and our Henley Eight's race against 3rd Trinity in the Ladies' semi-final, all showed the tremendous determination now in the Club.

In the Michaelmas Term the main event was our win in the University Clinker Fours, only the 2nd time we had won the event. We had a very strong crew and Dusty Aldous stroked it with great length and

power, provided he did not try and spurt, when his rhythm went completely to pieces and the crew were thrown into confusion. They won all their races quite easily and the Final in a very fast time. The crew was:

Bow A. P. Rossiter
2 Brian Wood
3 W. J. Ll. Jones
Stroke N. M. Aldous
Cox Jerry Agelasto

At the end of Term a provisional May crew rowed to Ely on swivel rowlocks but at the end of the journey felt that they were still too inexperienced to use them in any races.

In the Lent Term, for some reason, I managed to go into residence again for a Term and so was able to help with the coaching of the crews. Both came up early to get extra practice and the 1st Eight was stroked by Nuttall Smith who, to my mind, was only second to Teddy Richardson in tactical stroking ability. In the Races on Wednesday, we were within a few feet of 3rd Trinity when they made their bump, but on the other three days we climbed up another three places.

The 2nd eight had a most exhilarating race on the first night, with some superb coxing by a Freshman, A. L. Sulley, about whom we shall be hearing for very many years to come. Owing to an obstruction ahead at Grassy he had to take the corner very wide, using both hands on one rudder line, but he got round so successfully that our crew were able to bump at Ditton! An alarming experience for a cox's first race! On Thursday and Friday we again made bumps but on the last night, owing to a too slow start, we missed our oars by a bump ahead.

The 1st Eight, too, had been superbly coxed by Jerry Agelasto, whose help to Selwyn rowing in the years ahead at least equalled Jimmy Sulley's. The 1st Lent crew was:

Bow C. W. Woolley
2 M. H. Banting
3 E. de Ville
4 J. L. Pilcher
5 P. R. Wansey
6 W. J. Ll. Jones
7 A. P. Rossiter
Stroke F. Nuttall Smith
Cox J. T. Agelasto
Position on river: 9

Before leaving this Term, mention must be made of a Dinner held on January 10th in Hall to celebrate the winning of the Michell Cup, the Clinker Fours and, above all, the Thames Cup. All prominent Old Selwyn rowing men had been invited and amongst those present were all the coaches, including Steve Fairbairn, the President of the C.U.B.C., the Captain of Jesus, Rev. Parsons and Rev. Trench, of 1900 fame, and Darbyshire from the first crew Selwyn ever had. Alas, Rev. C. E. C. de Coetlogon, our first Boat Captain, who would certainly have been present, had died the previous Term. After Dinner, a Meeting was held

that formally inaugurated the Permanent Henley Fund, a project suggested and started by Nick Rich and myself a few months beforehand.

Going on to the Tideway in the Easter Vacation to get extra practice had now become a regular feature of our training programme. This year we had there two almost complete May crews and I shared the coaching of the 1st boat with Steve Fairbairn. I was to go on coaching such crews at Putney for the next 40 years. The 1st Eight still refused to use swivel rowlocks and borrowed a fixed-pin boat from Westminster School. The 2nd eight, however, used swivel rowlocks, loved them and continued to use them to make three bumps in the May Races, the first College 2nd eight to do so. Somehow I still think the 1st Eight were wrong not to use swivels but Teddy himself, as well as Brian Wood and Taffy Jones, never really liked them. The 2nd eight was coached by the same Thames man who had coached the 1st Eight at Putney the year before.

When the May Term started, the two bow oarsmen from the 1st and 2nd crews were absent as they were training for the Lowe Double Sculls, our first entry. They were Chris Woolley, a Freshman, and "Tishy" Rossiter, stroke and steers. They raced a Christ's Pair that were $3\frac{1}{2}$ st. heavier and were stroked by a Cambridge Blue and the Colquhoun winner. Both pairs were level all over the course and we should have won if Tishy had not eased fractionally too soon, thinking that we were at the winning post. A lovely race. When it was over, the two May crews went into training in earnest. A word about the training then in vogue may be interesting to the present generation. We did no out of the boat or land work at all. That had as yet not been thought of. And no interval training on the river. Our gimmick was, I think, diet. We believed in protein for muscle and glucose for energy. When we were in training, the day started with a sharp walk at 7.30, followed by a huge breakfast of cereal or porridge, a steak followed by bacon and eggs and endless toast and marmalade and an apple with which to end. All crews sat together at a training table, as we believed in being a crew out of, as well as in, the boat. Lunch always contained at least one cooked dish and another steak when the work was going to be particularly heavy. Tea was held in one or other of the crew members' rooms and Dinner always had one extra course for the rowing men. Beer—one pint daily, no smoking and bed at 10.30, with the cox to see that you were there. I think we overdid the eating then! We were certainly not as fit as the crews 30 and 40 years later, but our rowing technique was probably better.

Both May crews this year had Jesus coaches and almost every weekend used to disappear up to Clayhithe with Steve and the Jesus crews and have bumping regattas with them. I used to come up and watch these and on one or two occasions stroked the crew so that Teddy could have a look at them himself. It always seemed to me that this crew lacked the confidence of last year's crew but it certainly had determination.

In the Races the 2nd eight won the honours when, on the first night, they did not make their bump! They had realised that the crew ahead was a very fast one and that it would be essential to make a fast start.

This we did and, by the Ditch, were almost within bumping distance, but our victims just managed to make their bump first, whereupon our crew set about making an overbump. And so well did they set about it, that they were only $\frac{1}{2}$ length away at the finish. And on the succeeding three nights they made three bumps. This crew was amazingly mature for a 2nd crew and rowed their swivel rowlocks with ease and certainty. I have always considered that this was probably the fastest 2nd May crew Selwyn ever produced.

The 1st Eight on the Wednesday, rowing rather badly, made their bump. On Thursday, they, too, realised that they must make an early bump on Christ's before they got Queens'. But when, quite early on, we saw a Queens' oar floating down the river we realised it was already too late! But we did make bumps on the other two nights. These crews were:

1ST MAY		2ND MAY	
Bow	A. P. Rossiter	Bow	C. W. Woolley
2	M. H. Banting	2	A. M. V. Panton
3	E. de Ville	3	S. Cumstey
4	N. M. Aldous	4	W. F. Jones
5	W. J. Ll. Jones	5	P. R. Wansey
6	B. F. Wood	6	J. L. Pilcher
7	R. J. C. Graham	7	A. S. Reeve
Stroke	D. J. L. Richardson	Stroke	F. Nuttall Smith
Cox	J. T. Agelasto	Cox	A. L. Sulley

Position on river: 8. We had as yet never been higher than this.

HENLEY REGATTA 1927

When the question of an entry at Henley this year was being considered both before and after the May Races, two decisions were made. We, having won the Thames Cup the previous year, would now enter for what was then considered a senior event, the Ladies' Plate. And secondly, some of the excellent people in the fast 2nd May crew this year must be included, particularly those who were to be up next year.

Consequently the crew was completely reshuffled and went there as:

Bow	M. H. Banting
2	J. L. Pilcher
3	W. J. Ll. Jones
4	N. M. Aldous
5	P. R. Wansey
6	Brian Wood
7	R. J. C. Graham
Stroke	D. J. L. Richardson
Cox	J. T. Agelasto

I was at that time rowing no. 6 for Thames R.C. in the Thames Cup but I wanted to have one more attempt at the Wyfolds with a Selwyn crew so the following were chosen for this:

Bow	M. H. Banting
2	N. M. Aldous
3 and	
steers	W. J. Ll. Jones
Stroke	A. P. McEldowney

But in our race the steering once again broke down and we ran into the booms early on and, although catching up a huge leeway, lost by $1\frac{1}{4}$ lengths.

The eight drew a bye on the Wednesday and were an enormous help to me when we, in the Thames R.C. crew, rowed a bitter race and they cheered us all over the course on bicycles. We were level all over the course and only by a desperate final spurt did we get in by a few feet. This was the only race in which I considered I was completely rowed out at the finish.

Next day Selwyn raced Eton in the Ladies. Eton that year were certainly the fastest school crew and led us comfortably off the start, but we kept at them, drew level, spurted and won easily by $1\frac{1}{2}$ lengths.

In the semi-final we met 3rd Trinity, then 3rd on the River. For those who may not now know, 3rd were composed of ex-Eton and Westminster schoolboys. They again got a good lead on us at the start and although we closed on them to $\frac{1}{4}$ length at the Mile, when Teddy always afterwards maintained he should have spurted and gone ahead, they managed to get home by $\frac{1}{2}$ length. It was an agonising race to watch, especially our last vain spurt at 44 along the Enclosures in an attempt to draw ahead.

1927-1928

This was again a quite outstanding year with our crews in the Finals of both the Light Fours and the Clinker Fours and at Henley in the Final of the Ladies. We had a Lent crew that was probably the fastest Lent crew the College has ever had and which could have gone Head if there had been enough nights' racing, and a 2nd May crew that was equally outstanding. These successes were mainly due to two outstanding strokes, alas both up together. Teddy Richardson and Nuttall Smith. And lastly we had our first members of the Cambridge crew, a cox, Jimmy Sulley and an oarsman, "Dusty" Aldous. The Sulleys became an outstanding Selwyn family. Jimmy himself, besides coxing many good Selwyn crews, also coxed the English Olympic crew in 1928. He had three sons, one of whom also coxed Cambridge, another was Captain of our Boat Club, whilst the third, avoiding the river altogether, got a croquet Blue. Lastly, Jimmy's wife coxed the first women's Cambridge crew in their race against Oxford! Dusty Aldous was a natural oarsman, and the son of an old Selwyn man. He had never rowed before he came up and so we were particularly pleased when one of our home-made products got his Blue!

MICHAELMAS TERM 1927

Two events made this Term outstanding. First and most important for the future, the Boat Club received a supporter in the Senior Common Room at least equal to the Parsons of the past. Now arrived Rev. A. C. Blyth, never known by any other name than Peter. He was a former Captain of Christ's College Boat Club, but at once transferred his loyalty to us and for all time. Peter and his wife were to be hosts and friends to many scores of Selwyn men, particularly rowing men, for many years to come.

Next was our success in both Light and Clinker Fours. The former came to Putney to be coached by me before Term started and they were certainly a very fast combination. When they came to race they won through to the semi-final where they met our friends and mentors, Jesus. But no quarter was given. Spurt followed spurt all over the course from both crews and a dead-heat resulted. But to this day I shall always maintain that I heard our gun go off first! Next day there were three crews in the Final, 3rd Trinity, Jesus and ourselves. But we rowed a tired race and came in last. In the Clinker Fours we did beat 3rd Trinity but lost in the Final to Christ's. These Fours were as follows:

LIGHT FOUR

Bow and
steers W. J. Ll. Jones
2 N. M. Aldous
3 P. R. Wansey
Stroke D. J. L. Richardson

CLINKER FOUR

Bow C. W. Woolley
2 M. H. Banting
3 J. L. Pilcher
Stroke F. Nuttall Smith
Cox J. T. Agelasto

At the end of Term two eights rowed to Ely to see the Trial Eights which included Jimmy and Dusty. We used swivel rowlocks and one was our Lent crew and the other a mixture of Selwyn and Jesus 1st May colours.

LENT TERM 1928

Two crews came up a week early to get two outings a day on an almost deserted river. And at this time we had another Dinner to celebrate our retaining the Michell Cup. This was attended by a large number of former Selwyn rowing men, and it was now that the idea of having an Annual Dinner of Old Selwyn rowing men was formed, and this was still going 40 years later.

The 1st Lent crew were coached by Teddy Richardson, myself and a Jesus man and by the time of the Races was about the fastest crew on the River. They had the great Nuttall Smith stroking them and two enormous Wansey brothers rowing in the centre of the boat.

In the Races they bumped four College 1st crews with almost contemptuous ease, Caius, Trinity Hall, L.M.B.C. and Christ's. We could have gone Head. In five years we had risen from almost the bottom of the 2nd Division to 5th on the River! The 2nd eight was not good, too light and inexperienced. They went down three places.

And now we had two Blues, the first we had ever had. On February 18th Jimmy Sulley was awarded his as cox and ten days later, Dusty Aldous got his at no. 2 in the crew. Needless to say, Cambridge won the race!

The 1st Lent crew 1928 was:

Bow C. W. Woolley
2 A. M. V. Panton
3 A. H. Lance
4 J. Wansey
5 P. R. Wansey
6 J. L. Pilcher
7 A. S. Reeve
Stroke F. Nuttall Smith
Cox R. B. Gough
Position on river: 5

LENT VACATION 1928

Two crews came to Putney this year and I coached the first and a Jesus man took the second. Both used swivel rowlocks and progressed with them so well that they decided to use them in the May Races.

MAY TERM 1928

We had a stroke of luck this Term. We managed to buy the 1924 Varsity boat. Having been built for a very light crew it suited us and, as it had hardly been used since, it was in excellent condition.

Both crews practised very hard this term. One summer day the 1st eight paddled up to Ely and back the same day with the Jesus crew, Steve Fairbairn coaching, so the miles felt nothing. Teddy Richardson had returned to stroke, so Nuttall Smith stroked the 2nd eight. Both crews used swivels in the May Races, the first time since 1924, but Teddy never really liked or could use them properly, whereas Nuttall Smith loved them.

In the Races the honours lay certainly with the 2nd crew. Stroked brilliantly as usual by Nuttall Smith they made their four bumps as easily as had his 1st Lent crew. The 1st Eight made a good start by bumping Trinity Hall on the first night and then rowed over for the next two. But on the last night the crew did not row with their usual heart and rounding First Post Corner a gust of wind caught us and before we could recover Trinity Hall caught us back again. So we ended where we had started, 8th. This May crew was :

Bow C. W. Woolley
2 A. H. Lance
3 W. J. Ll. Jones
4 N. M. Aldous
5 P. R. Wansey
6 J. L. Pilcher
7 A. S. Reeve
Stroke D. J. L. Richardson
Cox J. T. Agelasto
Position on river : 8

The outstanding 2nd May crew was as follows :

Bow G. M. Cholmeley
2 A. M. V. Panton
3 S. Cumstey
4 C. H. Bostock
5 J. Wansey
6 W. F. Jones
7 M. L. Meade-King
Stroke F. Nuttall Smith
Cox J. T. Agelasto

This year we had been able to purchase the Boathouse and the land round it from Jesus College from whom we had been renting it ever since they moved to their present premises in 1885. We were to go on using it, with it getting more and more derelict for the next 40 years. In all we occupied it for 84 years!

Our standard in those days was so high that we felt that we had failed in the May Races although they had stayed 8th on the River. So if they were to go on to Henley they must be changed and strengthened with some men from the excellent 2nd crew. And as Teddy did not like swivel rowlocks they changed back to fixed.

But when they got to Henley they did brilliantly.

Here is Teddy Richardson's account of it all which does clearly show what a magnificent tactical stroke he was.

"Henley 1928 was an adventure. The Permanent Henley Fund is arranged in such a way that it safeguards the subscribers from being robbed to send an indifferent crew to Henley. This should always be regarded as a reward for a good crew by Selwyn. Our position must first be consolidated in the Mays.

"Nevertheless people agreed that there were possibilities in this crew, so we went to Henley to realise them. Under these conditions, the effect of being eliminated in a preliminary heat would indeed have been disastrous. Therefore Henley 1928 was by no means a holiday but will long remain in the minds of the crew as being by no means a fruitless venture.

"Three things helped to improve us from our form in the Mays. We changed from swivel to fixed rowlocks as we felt that we were not clever enough to use the former. We changed our order of rowing to our advantage, and we obtained Ian Fairbairn as a coach. He added lengths to our pace, and it is probable that there is no better coach living, and few as good, except his father.

"Hard work, mileage and racing practice were done in plenty and on the Saturday we had to uphold the honour of the University in the eliminating heats against University College, Oxford.

"Owing to the brilliance of our coach we were able to formulate a hard and fast plan for all our races. Ian went off for half an hour to study Univ. and came back to report that they would gain half a length on the start but we could regain this just after the Island at a place where the Berks. station runs very near the bank, giving that crew the advantage of very still water. Once on terms, he did not anticipate a hard race. The unity of purpose which these plans gave us was the most prominent feature in the races.

Eliminating Heat against University College, Oxford

"The race started according to plan. Univ. gained their $\frac{1}{2}$ length up the Island. At the appointed place, Ian gave us our spurt in a way *that was a revelation to hear, even to a crew used to McEldowney's exhortations. We made up the half length and began to forge ahead. We reached Fawley with $\frac{3}{4}$ length in hand. Tinne, the Univ. stroke, was at this point brilliant and the race for the moment depended on our ability to spurt a second time within a very short space of time.

*In those days crews could be encouraged and coached from the tow-path.

“So we spurted at Fawley with an idea of shaking them off and getting daylight between the crews. We made it about a length but they answered with a very good spurt and brought us back to almost $\frac{1}{2}$ length.

“If we had been unable to raise a second spurt, the race might have remained much longer in doubt. As it was we spurted again, cleared them and spent the rest of the race trying to improve our timing of the grip of the water and the finish. This was not so successful as it should have been. The whole crew were very anxious and some of them thought that the stroke was being let down and started rushing and plunging. So the rest of the row combined the disadvantages of a rushed and rhythmless row with a punchless paddle. We won by $1\frac{3}{4}$ lengths.

Wednesday, v. Westminster School

“No particular plan was made for this race. We concentrated on trying to improve our rhythm and timing and outpaced them without difficulty. The rowing improved somewhat.

Thursday, v. L.M.B.C.

“L.M.B.C. had improved a lot since the Mays. They were expected in some quarters to win the Ladies. They were very fast off the mark and, as we had the Bucks. station, we would not be in a good position to overtake them until the Barrier. Here we decided to try and draw up. Our own opinion was that if we could keep within striking distance till the Mile Post we could pass them.

“We made an excellent start and L.M.B.C. only succeeded in drawing away about $\frac{1}{4}$ length down the Island. Our coach used to advise us not to split ourselves trying to force an early lead, but today we were going fairly hard to keep in touch. L.M.B.C. had not the advantage of a coach like ours and didn't make full use of the advantage of their station after the Island, though even so they increased their lead to $\frac{1}{2}$ length. But on nearing the Barrier, Ian demanded a spurt, in the same stimulating way that has to be heard to be believed. The consequence was that we came with such a dash that we made up the $\frac{1}{2}$ length and passed the Barrier level.

“From here we were confident of winning, though we admired and loathed the way they hung on, even though they had not established any considerable lead. At the Mile Post, we started galloping home and drew away fairly fast but soon found ourselves more tired than we had realised. At one time L.M.B.C. came up on us down the Enclosures, a piece they had been practising with care, and we scraped home, thankful for our $\frac{3}{4}$ length lead.

Friday, v. Christ's

“As events proved, those who forecast that Christ's were not so fast as L.M.B.C. at Henley were right, but some of us thought that to beat Tom Letchworth, their stroke, at Henley would take some doing. The race proved full of incident. As we drew up to our station, the wind caught us and blew us onto a pile, breaking a large piece from my oar.

We borrowed a 1st Trinity oar of roughly the same measurement and practised a start and got into position again. Harcourt Gold, the umpire, however, decided not to let us start. He said afterwards that he knew it was going to be too good a race to spoil, so he phoned up to the Boat Tents and Jack, our boatman, came down and mended the blade so that my actual oar could now be used.

“At length the race started and the usual tactics were adopted. As a matter of fact my slide now showed signs of jamming owing to my scarf being wedged in it. Mercifully it came out at Fawley and we were then about $\frac{1}{4}$ length down. From here to the Mile Post we watched them closely, answering spurt for spurt. At the Mile Post they called for a “ten” which we held without spurting. Nearly all of both crews saw this incident, which, in the enfeebled state of mind that one reaches at the Mile Post at Henley, had as bad an effect on Christ’s as it had a good one on us. To set the seal on it, Infant Sulley recounted the fact in a loud, clear voice that carried across the river from the towpath. The effect was amazing. We drew away from them very fast to win by a length. The Umpire described the race afterwards by saying that up to the Mile Post we looked like a tired crew holding on with difficulty and yet from there we looked like a fresh crew doing a rowing start.

Saturday, Final v. Jesus

“On Saturday the wind that had been more or less a headwind throughout the regatta, dropped. This was lucky for Jesus because our finish would have told in a headwind. Jesus had the Berks station. Indeed, the only time we enjoyed that station, with its undoubted advantage, was in the eliminating heat. Up to now we had been content to hold our opponents, letting them make the pace and struggle to increase their lead, while we lay close behind until came the strike. We then struck with such unity and good effect that there was no holding us.

“Today positions were reversed. Jesus started at 36 strokes to the minute which is a remarkably slow rate for a start and this forced us into a lead. We had consulted with Ian as regards the advisability of forcing a long lead of about a length early on, but he said that Jesus were too good for that and that we were better with $\frac{1}{2}$ length and play with that all over the course. The result was that we lost the unity that had characterised our other races. Some of the crew were sitting on our lead, whilst others were standing on their stretchers, straining to make it more. The consequence was that our spurt at the Mile Post did not have the complete backing of all eight men.

“Jesus began drawing up before the Mile Post and when they were level we started spurting too, but they, continuing to spurt, held us. From the Mile to the beginning of the Enclosures we fought for a lead. Their cox showed up as the better driver of pigs and their stroke managed to beat in the extra strokes, they started to go ahead and got in by $\frac{1}{2}$ length.”

Author's Notes

In these races Teddy was up against three strokes for whom he had a healthy respect. First, Tinne of University College of Oxford. He was the third generation of a famous rowing family and an Oxford Rowing Blue. He had stroked Eton, beaten by Selwyn the previous year. Next, Tom Letchworth of Christ's, stroke of the Cambridge crew. And lastly, Scobie Mackinnon of Jesus, stroke of the four that had deadheaded with Teddy last November.

The exhortations done so wonderfully by Ian and Infant Sulley were of course allowed in those days, as was coaching, until the advent of so many foreign crews at Henley put paid to so many of our pleasant national customs!

After innumerable conversations with Teddy, Taffy Jones, Stretton Reeve and others of that crew, we are now quite certain that we lost that race and the Ladies' through the advice given us by Ian Fairbairn. At any time up to Fawley we could have got an extra $\frac{1}{2}$ length which the crew would then never have surrendered to Jesus. Why Ian gave such bad advice I have never known, as the same day he gave the Thames crew I was rowing in advice that, without doubt, won us the Thames Cup again. We were up against a crew identical to us in pace and anyone could win. Ian advised us to have a "silent 20" after the Barrier. We did, and from being slightly down, we got a length's daylight and killed them.

1928 SELWYN HENLEY CREW

Bow	C. W. Woolley
2	J. L. Pilcher
3	A. S. Reeve
4	A. H. Lance
5	P. R. Wansey
6	N. M. Aldous
7	W. J. Ll. Jones
Stroke	D. J. L. Richardson
Cox	J. T. Agelasto

A. L. Sulley was coxing the Thames Grand crew, preparatory to their going to the Olympics.

MICHAELMAS TERM 1928

This year Selwyn were again successful. There were fewer bumps but we were now getting higher on the river.

Two recent members of the College returned this term and helped with the coaching. Don Tovey coached the Light Four and S. A. Walden from our winning Thames Cup crew, coxed and coached the Clinker Four. Both crews, although racing well, were beaten in the second round.

At the end of term two crews rowed to Ely.

LENT TERM 1929

The C.U.B.C. now yielded to pressure from colleges rowing Fairbairn style and allowed nine-inch slides instead of fixed seats.

Severe frost caused the Races to be postponed, and our crew, who were light and inexperienced, suffered badly from the short time they had

to practice, and the hazards formed by lumps of ice in the river. We had freshmen at stroke, 6 and 3 in the 1st boat.

In the Races our 1st eight bumped Jesus 2 on the first night and rowed over on the second. Next night they were bumped by Emmanuel but on the last rowed a truly magnificent race against Trinity Hall, who had already made 3 bumps. We got a fast start and actually gained on Emmanuel. But the Hall were coming up fast and a bad patch on our part in the Gut made things look desperate. But after Grassy, in the Plough, Selwyn's favourite stretch, we spurted and gained a little. Round Ditton and in the Long Reach and they were on us again, and at the Railings were actually overlapping. But we kept our heads and kept clear. All the way to the Railway Bridge we were locked together but, there, they had had enough and we rowed away and finished well away from them.

Actually, although riding with this race, I saw nothing of the end of it, for in my excitement I rode straight into the river and the last thing I heard as I sank with my bicycle was "Mac's in the river. Ride on, ride on!" Jerry Agelasto's account of this incident is colourful and may as far as I know be true.

"Mac was cycling fast into 1st Post Corner and, watching the crew, failed to take the corner. Going straight on, he collided with a man in a bowler hat, sitting on the bank. Mac hurtled, not only over the handlebars of the bicycle, but also over the unfortunate man taking his bowler hat with him as he did so. Surfacing in foam and oaths, Mac replaced the bowler hat and cycled off, muttering about people who got in the way!"

Nuttall Smith had not been too well this term so it was decided not to row him at stroke. The crew was as follows:

Bow	M. L. Meade-King
2	A. M. V. Panton
3	E. J. Jordan
4	F. Nuttall Smith
5	J. Wansey
6	F. S. R. Foster
7	S. Cumpsty
Stroke	G. B. Pynsent
Cox	R. B. Gough

The 2nd eight did not have the best of luck in the Races and lost two places.

After these Races we had entries in both the Bushe Fox sculls and the Foster Fairbairn Pairs. Both entries won their first heats but lost in the next round.

LENT VACATION

We took two crews to Putney this year to race in the Head of the Tideway Race but as one of the probable 1st crew could not come, I rowed and coached the crew from inside the boat. This was the last time I raced for Selwyn. I rowed no. 6 and Teddy stroked. We had an excellent row and came in 5th. The 2nd eight also did well, they finished 2nd in the Clinker boat division.

In the 'Varsity Boat Race Jimmy again coxed Cambridge but Dusty lost his form and his place in the crew.

MAY TERM

Again we had an entry in a 'Varsity event, the Lowe Double Sculls, but were beaten in the first round.

The 1st eight was coached by Teddy Richardson and the 2nd by Jimmy Sulley. In the Races the 1st eight made three bumps after an exhausting race on the first night when we rowed our opponents down at the Railway Bridge. The 2nd eight made two bumps. The 1st crew was:

Bow	C. W. Woolley
2	A. M. V. Panton
3	J. Wansey
4	J. L. Pilcher
5	A. S. Reeve
6	N. M. Aldous
7	W. J. Ll. Jones
Stroke	F. Nuttall Smith
Cox	A. L. Sulley
Position on river: 5	

This same crew then got ready to go on and compete at Henley in the Ladies' Plate again. But first we entered the Thames Cup at Marlow Regatta, the first time since 1924. And as then we met Thames 2 and Twickenham. This time we got a slow start but then got going so fast that we rowed past Thames and only lost to Twickenham by $\frac{1}{4}$ length.

At Henley Ian Fairbairn again coached us. In the first round we met Eton. Our starts had improved and we held them to the Barrier, where we had a spurt and went right away from them. Next day we met 1st Trinity, who later won the event. They got a tremendously fast start and were two lengths up at the Barrier. We then held them at that and over the second half of the course came up to them, losing by $1\frac{1}{4}$ lengths.

First Trinity certainly seemed to be "pot hunting" by entering for the Ladies' Plate rather than the Grand Challenge Cup. In the stern of their eight were four men who, the previous year, had won the Olympic coxless fours!

1929-1930

Almost every senior oarsman had now gone down and it was necessary to train new ones fast. For this reason we did not have either a Light or a Clinker Four but concentrated on the Freshman eights and a Lent crew. The latter was entered in the Fairbairn Head of the Cam Race started this year. We ended 5th.

A. S. Reeve rowed in the Varsity Trials Race and two Selwyn crews rowed up to Ely to see him do it.

LENT TERM

Two eights came up early to get extra practice and were coached by "Taffy" Jones who continued to do this service for us for many years. Taffy became a very fine coach of schoolboys, first with Monkton Combe and then with Radley. He also coached the Oxford crew on two occasions. Stretton Reeve rowed in the Boat Race, the second Selwyn man to do so and again one whom we had trained entirely ourselves.

The 1st Lent crew were later taken over by a Jesus man and in the Races made one bump on 1st Trinity and on the last night only missing bumping Jesus 1 by inches. So we ended 4th.

The 2nd eight went up two places.

The 1ST LENT CREW was:

Bow C. H. Bostock
2 R. P. Woods
3 J. H. Alderson
4 A. H. N. Waller
5 J. C. Wansey
6 F. S. R. Foster
7 S. Cumstey
Stroke M. L. Meade-King
Cox J. H. K. Jagger
Position on river: 4

Two crews again went on to the Tideway for practice and I coached the first. We did not enter for the Tideway Head of the River Race but on the last day had a race against a St. Thomas' crew stroked by myself and Selwyn won by two lengths from Hammersmith to Putney Bridge.

MAY TERM

The 1st Eight was coached by Dusty Aldous and Philip Carpmael from Jesus. They were slow to find their form and on the first night were bumped by L.M.B.C. So depressed was everyone in the College that a Selwyn crew could be bumped that when the Races were over Professor Marsh, the Selwyn Tutor in Theology, on being asked by a Trinity Don how we had done in the Races, replied, "Oh, very badly. We have only bumped 1st and 3rd Trinity!" And so we had, ending, as in the Lents, 4th. The 1st May crew was:

Bow E. J. Jordan
2 C. H. Bostock
3 J. Wansey
4 A. H. Lance
5 J. C. Wansey
6 F. S. R. Foster
7 A. S. Reeve
Stroke M. L. Meade-King
Cox R. B. Gough
Position on river: 4

This year we decided to take a Light Four as well as an eight to Henley. These were:

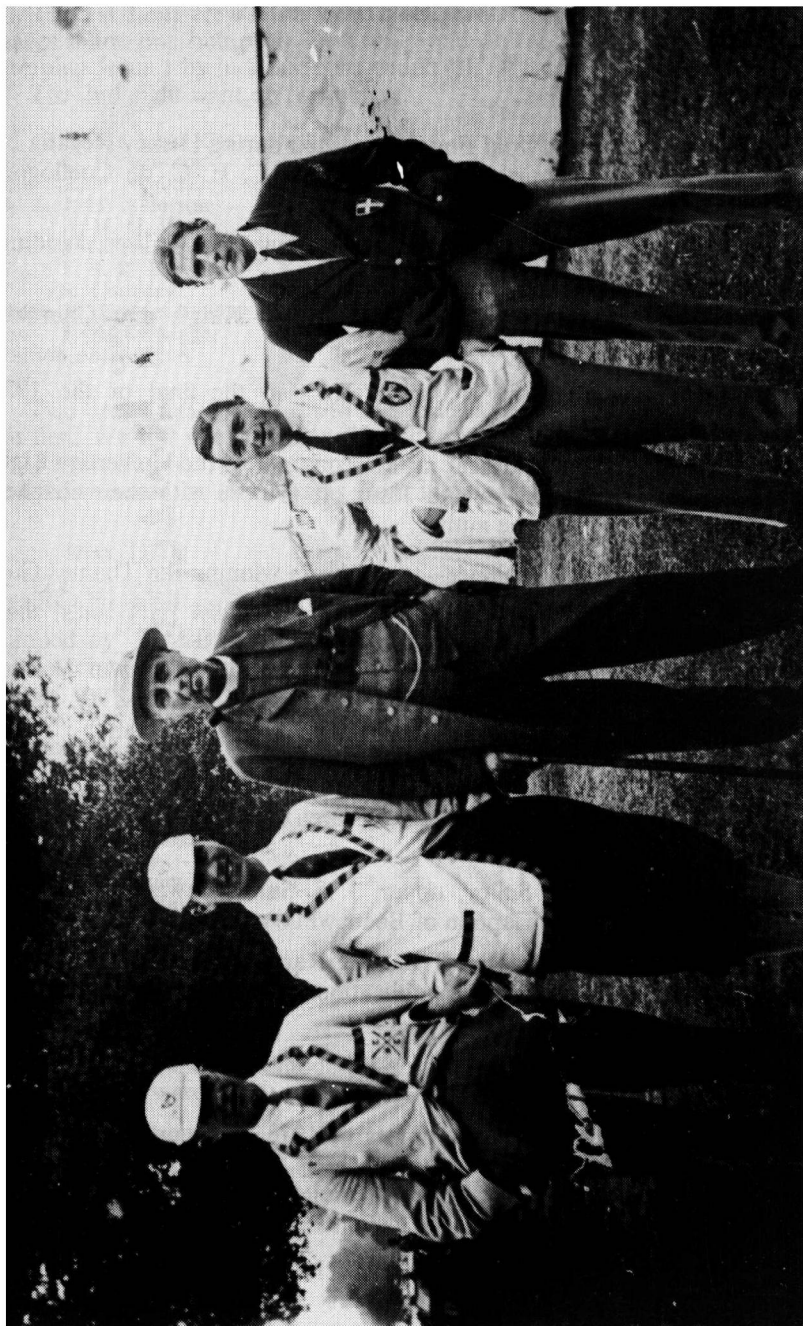
EIGHT
Bow E. J. Jordan
2 C. B. Pynsent
3 R. P. Woods
4 A. H. Lance
5 J. C. Wansey
6 F. S. R. Foster
7 A. S. Reeve
Stroke M. L. Meade King
Cox J. H. K. Jagger

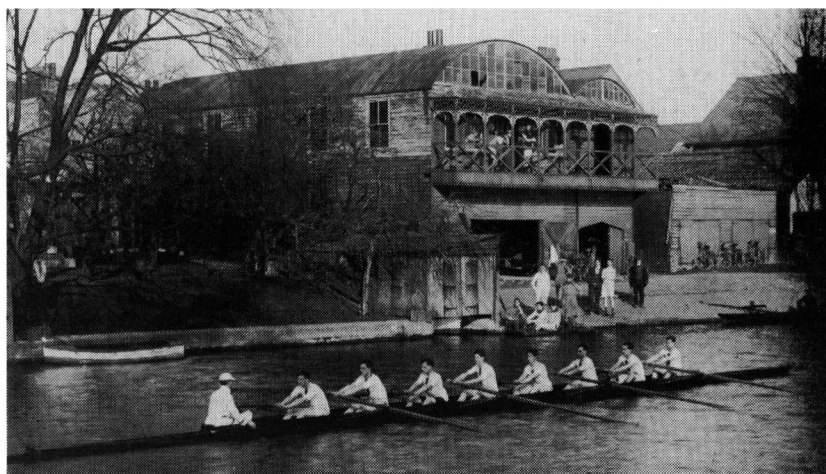
LIGHT FOUR
Bow and
steers E. E. Rich
2 N. M. Aldous
3 A. S. Reeve
Stroke D. J. L. Richardson

LIST OF ILLUSTRATIONS

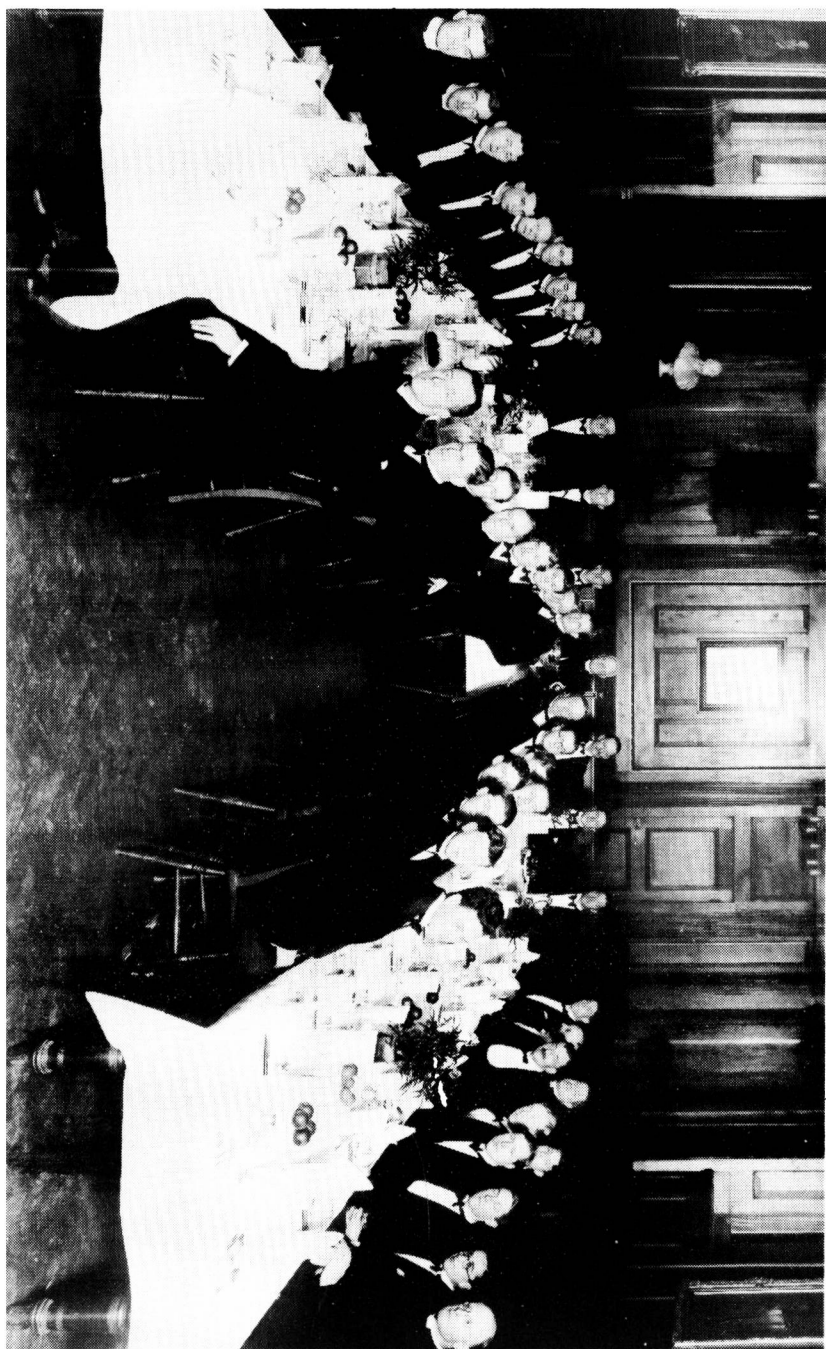
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- ii. The 1925 Selwyn Wyfold Four was visited during Henley Regatta by the very first Captain of Boats, the Rev. C. E. C. de Coetlogon, "The Skipper".
- iii. (above) The original Boathouse (and boatman, Bill Phillips, standing, extreme right), in 1922.
(below) The new Boathouse, shared with King's and Churchill Colleges and The Leys School.
- iv. (above) Selwyn beating Kingston R.C. in the final of the 1926 Thames Cup.
(below) After the dead heat in the semi-final of the University Light Fours, 1927, the Selwyn and Jesus crews pose with their coaches, Steve Fairbairn and the author.
- v. The first Boat Club Dinner—to celebrate winning the Thames Cup, Michell Cup and University Clinker Fours — held in College, January, 1927.
In the chair, the Rev. J. O. F. Murray, Master. Guest of Honour Steve Fairbairn. Sitting extreme left foreground, Rev. W. L. E. Parsons. Third from top on extreme right, F. D. Darbyshire.
- vi. Famous Selwyn names.
(above) Three generations of Devereux, left: A. C. E., right: D. W. M., centre inset: W. C.
(below left) A. L. Sulley, upper. J. S. Sulley, lower. Philip, elder brother of J. S. was Captain of Boats while at Selwyn.
(below right) W. G. R. M. Laurie. Ran's son, Charles, currently at Selwyn at the time of publication, has already rowed for the Goldie crew.
- vii. (above) Selwyn 1st Lent crew, 1933, about to bump Jesus 1 to finish 2nd on the River.
(below) Impact! The dark horses of 1973 make one of their four violent bumps on the way to finishing third on the River in the Lents. Their successors in 1974 emulated the 1933 crew for one night and then just failed in a gallant bid for the Headship.
- viii. Selwyn 1st May crew, 1969, won its oars and once again re-established the Boat Club in the 1st Division, since when it has steadily climbed.

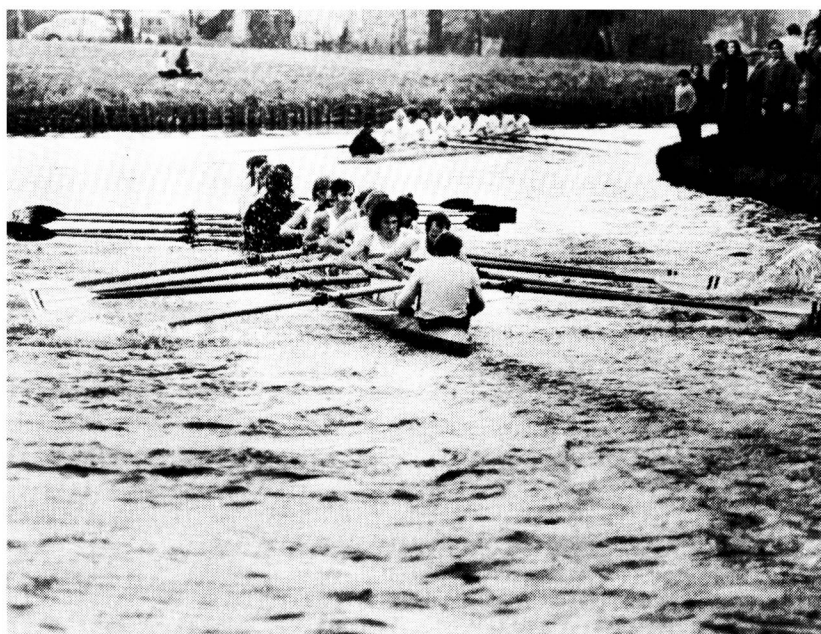
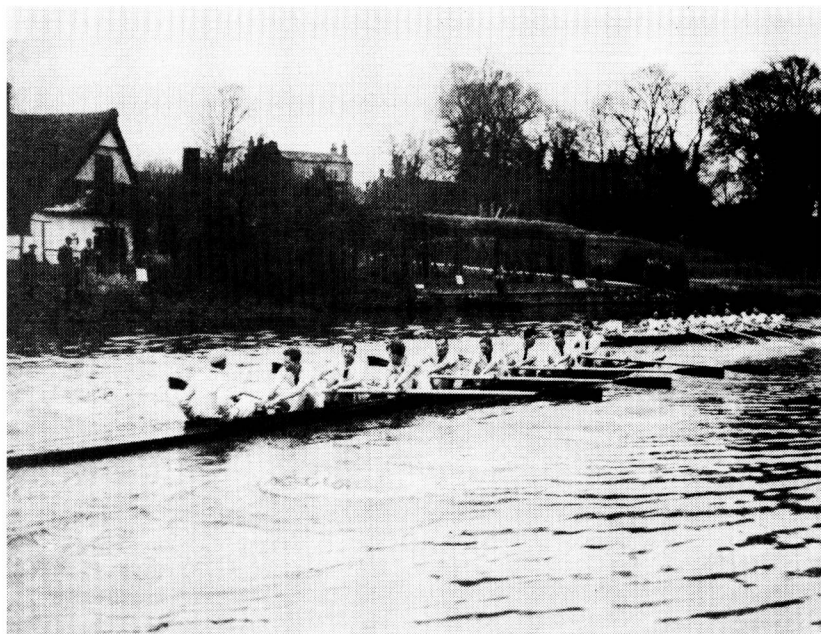


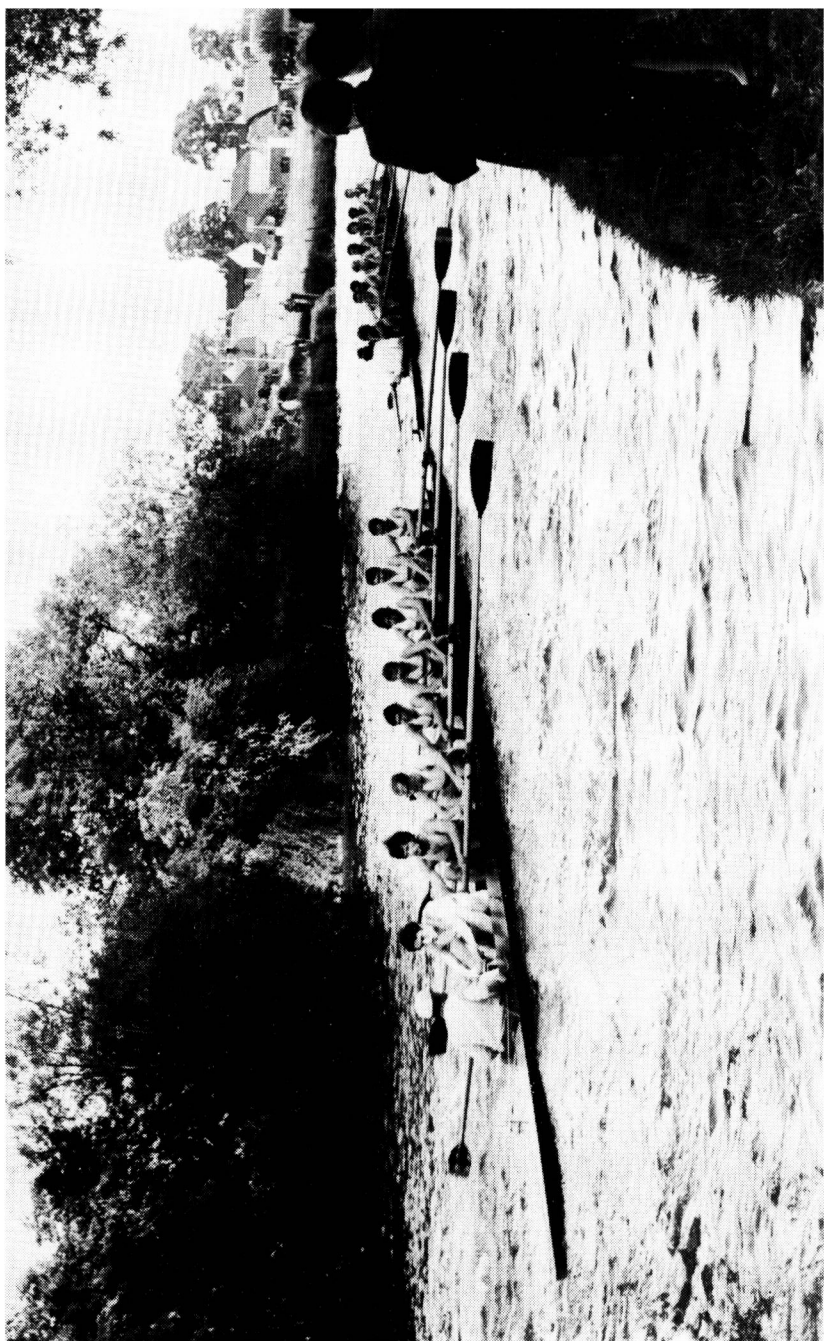












The Four was in theory at least composed of all the talents of Old Selwyn men but it did not have long enough together to practise and so was rather easily beaten by Leander in the Stewards.

And the eight, too, coached by Teddy Richardson, lost in the first round to Emmanuel, in the Ladies' Plate.

1930-1931

Judged by our successes at Cambridge this season was as successful as we have ever enjoyed.

Both 1st Lent and 1st May crews went up to third on the River, whilst the 2nd crews gained no less than seven bumps in the Lents and four in the Mays! This latter performance was undoubtedly due to the pains that were taken in coaching the Freshmen and it laid a firm foundation for future successes.

MICHAELMAS TERM

As so many of the old hands had now gone down, the Boat Captain had said that he thought that the main consideration this Term should be to train the Freshmen as fast as possible. And this he certainly did, and what dividends it paid not only this year but later!

So we had three good College Trial eights, almost all Freshmen who had not rowed before, and when they were over we entered three eights for the Fairbairn Race in which the 1st finished 7th.

Earlier in the Term we had had a light four racing, coached by, amongst others, our old friend Ian Fairbairn. But it met Jesus in the first round and was beaten. However, one of them, F. S. R. Foster, later won his Trial Cap this Term.

At the end of Term two eights rowed to Ely as usual.

LENT TERM

Two crews came up early and were coached by Taffy Jones. Later they had a Jesus coach but for the first time he was not a success and Rev. Parsons came to the rescue and came up and took them over. Bob Porter, a Freshman from Clifton School, was put at stroke although he and no. 7 weighed only just over 10st. each.

The C.U.B.C. now had to yield to the pressure of all the Clubs that were rowing Fairbairnism and agreed that the slides in the Lent Races should be of unlimited length.

In the Races both crews had a most exciting time. On the second night we bumped Jesus under the Railway Bridge. I was cycling with the crew and shall always maintain that this was so. But Jesus protested that we had not touched them and, as no Umpire was present at the time he was most wanted, we had to let it go. Next night we were determined not only to bump but also to sink them but alas they escaped by bumping Emmanuel before we could get them again. Next night we bumped Emmanuel and so went up to 3rd.

The 2nd eight had an even more successful time. They actually made seven bumps by an overbump and by getting into the 2nd Division.

Amongst those they bumped were Fitzwilliam 1 and Downing 1. Their overbump was our first since 1906. The names of these two crews were:

1ST LENT

Bow	J. H. Alderson
2	R. P. Woods
3	S. J. Bunch
4	M. J. Collins
5	C. H. Lloyd
6	C. B. Pynsent
7	A. L. Skinner
Stroke	R. J. Porter
Cox	J. H. K. Jagger

2ND LENT

Bow	J. W. Stow
2	E. W. W. Young
3	A. D. Scholes
4	P. N. Wansey
5	B. M. Bird
6	H. D. Spittler
7	J. M. Marks
Stroke	G. F. Rickard
Cox	R. L. S. Bennett

Position on river: 3

After these Races we had entries in both the Bushe Fox Sculls and the Foster Fairbairn Pairs but were beaten in both. The latter however put up a splendid race against a good Pembroke pair, J. C. Wansey and Stu. Foster rowed for us.

LENT VACATION

Two crews came to Putney and Ian Fairbairn and I coached them both. The 1st crew had to make a change in crew personnel and this so upset them that in the Head of the Tideway Race they were beaten by the 2nd crew who in those days had no respect for their superiors!

MAY TERM

By this time we were rather disillusioned with our Jesus coaches who anyway were not too keen to coach us nowadays when we were chasing them so closely on the River. Moreover we felt that we were rowing better Fairbairnism than they were. We were longer in the water with a finish to the stroke that somehow Jesus seemed to think didn't matter. Anyhow this Term the 1st Eight was coached by Charlie Sergel of Clare and the C.U.B.C., by Ian Fairbairn and Rev. Parsons. Porter was considered too light to stroke them so Stu. Foster took over and wonderfully everyone did. In the Races we bumped L.M.B.C. on the first night and then fought off all later attempts to rush bump us back. On the third night we got within three feet of Jesus but could not quite make up this distance. However, we ended 3rd and won Leander Colours for the first time in Selwyn's history.

The 2nd boat, too, were amazingly fast. They made a bump every night and could have gone much higher if there had been time. These crews were:

1ST MAY 1931

Bow	A. L. Skinner
2	R. J. Porter
3	C. H. Lloyd
4	R. P. Woods
5	J. C. Wansey
6	C. B. Pynsent
7	E. J. Jordan
Stroke	F. S. R. Foster
Cox	J. H. K. Jagger

Position on river: 3

2ND MAY 1931

Bow	J. W. Stow
2	S. J. Bunch
3	J. M. Marks
4	M. J. Collins
5	B. M. Bird
6	H. D. Spittler
7	J. H. Alderson
Stroke	G. F. Rickard
Cox	R. L. S. Bennett

HENLEY 1931

It was perhaps a pity that the superb 2nd crew were not given a row at least at Marlow Regatta, but two of them were drafted into the 1st crew, Alderson at 3 and Bennett, who took over the coxing to give him experience for next year. Well did he benefit from this. Ian Fairbairn coached the crew but we met Jesus in the first round and they beat us by $1\frac{1}{2}$ lengths. They had improved since the Mays. We had not.

And so ended a year which can well be compared in success with 1925/26. Now we had failed at Henley, but had made more bumps and were, moreover, far higher on the River. We had done all this with the aid of the Fairbairn methods and completely home-made material.

A new event was this year added to the Selwyn rowing calendar, for a cup presented by the Devereux family. It was awarded for a "Bell Note" Competition. This is the sound made by the oar when it enters the water with absolute precision of timing and power. This first competition was judged by E. E. Rich and won by Stu. Foster.

1931-1932

Again special trouble was taken with the Freshmen. We were now on the crest of a wave and intended to stay there. In addition, we entered for all the outside events we could as we wanted all the extra experience we could get. One of our recruits this year was Ivor Greville who had rowed against us last year at Henley in a practice row. He was to be invaluable to us. This year both 1st Lent and May crews held their positions of 3rd and the 2nd May crew won its oars for the 5th time in the last seven years, again showing what coaching Freshmen can do. And this season we got a 3rd crew on the River in the Lents. A great success was also scored in the Head of the Tideway Race where we came in 4th out of 130 crews.

MICHAELMAS TERM

We entered both Light and Clinker Fours. The former were coached throughout by A. C. E. Devereux of Thames Cup fame. They beat Peterhouse, but were then beaten by 3rd Trinity who always did well in this event. The Clinker Four got into the Final but were there beaten by a heavy and experienced Pembroke crew.

The rules for the Fairbairn Cup Race were altered this year to enable May colours to row in it, but unfortunately we did not take advantage of this. However we finished 5th, quite creditable for a Lent crew against May crews. I coached them over this race and we had three crews in it. At the end of Term we had three crews rowing down to Ely. As Steve Fairbairn said, "Mileage makes champions."

LENT TERM

Again two crews came up a week early to get extra practice and again Taffy Jones coached them. Nothing spectacular happened throughout practice and in the Races the 1st crew rowed over very easily every night but missed a chance of bumping Pembroke on the second night when they were unsettled after having gone down to Jesus in the first race.

The 2nd boat went down on the first two nights and this was considered so disgraceful that their stroke and 7 were promptly changed and they then rowed over for the remainder of the Races. Our 3rd crew made three bumps.

Bow E. A. Edmonds
 2 S. J. Bunch
 3 G. L. W. Bird
 4 M. J. Collins
 5 B. M. Bird
 6 I. W. Greville
 7 J. M. Marks
 Stroke G. F. Rickard
 Cox R. L. S. Bennett
 Position on river: 3

When the Races were over we entered for the Foster Fairbairn Pairs, the Fairbairn Junior Sculls and the Bushe Fox Freshman Sculls, but we did not do particularly well in any of them. However, rowing in small boats is never wasted. The Devereux Cup was again competed for and I judged it this year and the Freshman Ivor Greville won it.

PUTNEY 1932

Two crews went to the Tideway to row in the Head Race and again Ian Fairbairn and I coached them. They went well and the 1st ended 4th and the 2nd 32nd out of 130 entries.

MAY TERM 1932

This year we had a really enthusiastic Jesus coach and Ian Fairbairn came up a great deal as well to help. For some reason the crew had a period of staleness a week before the Races and never really got over this in time. This seemed to produce a lack of confidence in themselves and on the first night we were almost rowed down by L.M.B.C., but just managed to scramble over. Next night, L.M.B.C. changed their tactics and rush bumped us at Grassy. On the third night we rowed over, but on the last night made a supreme effort and bumped them back, so still ending 3rd. It was when cycling over with these nerve-racking races that I again cycled right off the towpath and disappeared into the river with the bicycle festooned round my neck! Naturally no one stopped to help, but I was out and had caught up before they had made their bump!

The second boat made four bumps again and so had gone up 24 places in seven years. A feature of this period was the number of Colleges who were being coached by Selwyn men in the Fairbairn style. The May crews were as follows:

1ST MAY
 Bow A. L. Skinner
 2 E. A. Edmonds
 3 J. M. Marks
 4 M. J. Collins
 5 J. C. Wansey
 6 I. W. Greville
 7 R. J. Porter
 Stroke G. F. Rickard
 Cox R. L. S. Bennett
 Position on river: 3

2ND MAY
 Bow R. W. Fisher
 2 R. H. Rice
 3 C. H. Lloyd
 4 G. L. W. Bird
 5 S. J. Bunch
 6 B. M. Bird
 7 J. W. Stow
 Stroke A. G. Sidebotham
 Cox R. J. A. Poole

HENLEY 1932

This year we did give the 2nd crew some racing experience outside Cambridge. They rowed at Marlow Regatta in the Junior Eights and won one heat convincingly. They were coxed by Jerry Agelasto who had done so much good coxing already for Selwyn and was to do even more for the College in the future with his coaching.

Despite the 1st crew still being 3rd on the River some changes in it were thought necessary for Henley. They also raced at Marlow but were beaten in the first round of the Marlow Eights.

At Henley Ian Fairbairn took them over and in the first round of the Ladies we had a most tremendous race against New College, Oxford. We led at the start and had $\frac{1}{2}$ length at the Barrier. But we could get no further away and they gradually ate away our lead. By the bottom of the Enclosures both crews were level and in the race home our changes showed a slight lack of cohesion and we lost by only three feet. This was unfortunate, as, if we had won and had the advantage of such a hard race, we should undoubtedly have reached the Final. These Marlow and Henley crews were:

1ST EIGHT	
Bow	A. L. Skinner
2	M. J. Collins
3	J. W. Stow
4	G. L. W. Bird
5	J. C. Wansey
6	I. W. Greville
7	R. J. Porter
Stroke	G. F. Rickard
Cox	R. L. S. Bennett

2ND EIGHT	
Bow	R. W. Fisher
2	R. H. Rice
3	G. Essame
4	E. A. Edmonds
5	S. J. Bunch
6	B. M. Bird
7	J. W. Stow
Stroke	A. G. Sidebotham
Cox	J. Agelasto

1932-1933

This will always be remembered as the year when we took a thoroughly justified gamble in the May Races and just lost. The remainder of the season was as profitable as ever.

MICHAELMAS TERM 1932

We decided this year to have a real effort at winning the Light Fours and they came down to Putney to be coached by me before Term started. They had an experienced ex-Westminster School Freshman to steer them whom I had coached in the school crew at Henley the previous summer, J. M. Howe Browne. They were well stroked by Josh Collins and on the last day of their stay on the Tideway I arranged a race for them against Wadham College, Oxford. This was Umpired by Ian Fairbairn and we won easily. When they got back to Cambridge they worked on a scheme devised by me and carried out by a series of Old Selwyn men, Jerry Agelasto, Bob Porter and Jimmy Sulley. In the Races they got into the semi-final where they were unexpectedly beaten by Christ's.

But we did win the Clinker Fours for the third time in the Club's history. The members of this Four were:

Bow	J. W. Stow
2	G. L. W. Bird
3	B. M. Bird
Stroke	A. G. Sidebotham
Cox	R. W. D. Dewing

In addition to all this we had four Trial eights and a four in the Fairbairn Race, where the 1st crew finished 6th. At the end of Term three eights rowed to Ely to watch our two new Trial Caps, Ivor Greville and "Billy" Bennett, the cox.

LENT TERM 1933

Instead of coming up early to Cambridge to row it was decided to go to Putney instead, with three eights there and me coaching the 1st. The water was unusually calm for the time of the year but we did have a lot of fog that worried the coxes, but the crews certainly came on very fast. On one occasion we paddled up to Richmond, had lunch there and then all three crews raced each other and the fog home.

When we got back to Cambridge we found that Jesus refused to give us a coach as they said we were too close to them in both Lents and Mays this year. Steve Fairbairn laughed at them for their timidity but they would not give way. So we coached our own crews and how well everybody did!

As regards the 1st boat, on the first two nights we rowed over but on the third there was a blinding snow storm. We were after Jesus 1 and got a good start and came up to within a length of them at Grassy. After the corner we had one of the fastest and best spurts I have ever seen a Selwyn crew do and bumped them at the Red Grind amidst enormous excitement. We were now 2nd — could we go Head on the last night? But at this time Pembroke were at their peak and although we drew up on them towards the end of the course we could not catch them.

The 2nd crew went down two places but the 3rd made three bumps.

The 1ST LENT CREW was:

Bow	J. W. Stow
2	E. A. Edmonds
3	E. R. Smith
4	G. L. W. Bird
5	B. M. Bird
6	I. W. Greville
7	J. M. H. Browne
Stroke	A. G. Sidebotham
Cox	R. L. S. Bennett
Position on river:	2

After these exciting races we entered a pair for the Foster-Fairbairn Pairs. They were a very good pair indeed and got into the Final where once again a Pembroke Pair beat them. Our crew was:

Bow and	
steers	J. C. Wansey
Stroke	I. W. Greville

C. J. Rickard entered for the Bushe Fox Sculls but lost in the 1st Round.

PUTNEY 1933

Again I coached the 1st crew here but I was never very happy about them, they seemed so variable and in the Race had a bad patch near Chiswick Steps and rather went to pieces and finished 18th. The 2nd crew went up four places.

MAY TERM 1933

As I had found at Putney this crew were utterly unpredictable, some times going faster than any crew I had seen to date and at others rolling and committing every elementary fault. They had no confidence in their undoubted ability, despite the splendid lot of coaches they had. Rev. W. L. E. Parsons started them off and then a Christ's man. Brian Wood followed him and then two good Pembroke men took the crew up to the Races.

Having bumped Jesus in the Lents, we were determined to do so again now and take what consequences there might be if we failed. But Jesus had improved vastly. No wonder. Steve Fairbairn had been coaching them all the Term. On the first night of the Races we rushed up on Jesus so that at Grassy we shot at them but missed and although we were within two feet of them for a time, they gradually drew away. Meanwhile, L.M.B.C. had been gradually getting closer to us and we seemed paralysed and they bumped us at the Glasshouses.

On the next three nights we had close races with 1st Trinity and on the last, although we had not noticed it, an Umpire said they had bumped us. A sad ending to an undoubtedly great crew to have ended 5th, when they were so close to going Head for the first time in our history.

The 2nd crew made a bump on the first night and then spent the rest of the Races chasing Sidney 1 and never quite getting them. The 3rd boat bumped Fitzwilliam 2 and Downing 3. The 1st May crew were:

Bow	E. R. Smith
2	E. A. Edmonds
3	J. W. Stow
4	M. J. Collins
5	J. C. Wansey
6	I. W. Greville
7	J. M. H. Browne
Stroke	A. G. Sidebotham
Cox	R. L. S. Bennett

Position on river: 5

After the Mays there were great discussions about what we should do about Henley. The May crew were perhaps wrongly thought not to have done very well and, as Joe Wansey could not in any case row at Henley, it was decided to send a Light Four instead for the Visitors and Wyfolds.

They competed first at Marlow Regatta but, with Selwyn's usual bad luck in the draw, we drew Westminster Bank who were then at the top of their form and they beat us and went on to win the event.

In the Visitors at Henley we had one of the best races of the whole Regatta in the first round. We met the Clare crew that had won the

Light Fours at Cambridge last November—and what a race it was! We were perhaps lucky in that in the morning we had raced Jesus 2 in the Wyfolds and won very easily. Against Clare we were slow and they were fast off the start and on the Berks. station at the Barrier they led us by $\frac{3}{4}$ length. Then we had a minor shipwreck and they got a length's day light. But we set off after them so hard that by the Mile we were level and, soon after, took a slight lead. In the spurt home first one crew then the other led and Clare managed to get in the last stroke first and won by a foot! What a race! In the Wyfolds next day we beat Ibis and so got into the semi-final but here we met our old rivals, Westminster Bank, and they beat us again.

This crew was superbly steered throughout by Howe Browne, and the crew was as follows:

Bow and
steers J. M. H. Browne
2 A. G. Sidebotham
3 I. W. Greville
Stroke M. J. Collins

They were coached throughout by Gordon Leach, late of Jesus, who had coached our crew last in 1924.

1933–1934

This year there arrived at Selwyn a Freshman who was not only the most famous oarsman Selwyn ever had, but also one of the most famous Great Britain ever had — W. G. R. M. Laurie.

More details are given about him as this history unfolds. Suffice it here just to relate what this Freshman did in his first year. In the first Term he rowed 3 in our Light Four that ran Jesus 1 very close and then got a Trial Cap. In the Lent Term he rowed in the Cambridge crew that, as usual, beat Oxford. In the May term he stroked us back up to 3rd on the River again. Then, at Henley, he stroked a Leander crew that not only won the Grand but won it in the then record time. Not bad, for a Freshman.

And we can truly claim him as a Selwyn oarsman. He has always told me he learnt all his rowing from Taffy Jones at Monkton Combe School. And where but Selwyn did Taffy learn his rowing?

MICHAELMAS TERM 1933

It was small boat rowing this term. We had two Light Fours and a Clinker Four. The 1st light four, as has been said, lost to Jesus narrowly, and the 2nd to Clare. The Clinker Four only lost to Christ's by 1 second, having won one round. But there was a lot going on as well. There were four Crock Eights, and four crews in for the Fairbairn Cup. The 1st went up from 8th to 6th, the 3rd rowed past the 2nd, and the 4th kept its place.

Two eights and a four rowed up to Ely to see the Trial Eights and directly they got back the river froze over. The Term was over.

LENT TERM 1934

The 1st Lent Boat this year for these times was a dreadfully bad one. Three crews came up early to get in extra practice and when Taffy saw the crew he had come up to coach he summed them up by saying they were rowing just as if "they were going for a stroll in the park!" As soon as they realised that they would not have Stan Laurie to row for them, they seemed to lose all confidence in themselves. By now, too, despite the fact that they had a Jesus coach, they were trying to row too long a stroke, forgetting that without a beginning, it is like a kiss without a squeeze. Both are a waste of time. At the last moment they put Browne at no. 6. A mistake. He was a good 7 and a peerless bow and steers in a four, but no strokeside oarsman. However, the Club did have fun at times. One wintry morning in January when the red sun was hardly over the horizon, three eights left at 0745 to row to Clayhithe. Having made previous arrangements, they had breakfast there and then rowed back for lectures. Such things relieve the tedium of rowing.

As was to be expected in the Races the 1st boat went down three places, The 2nd eight gallantly struggled up another two places and the 3rd went up one and down two. The 1st Lent crew this year was:

Bow	R. W. Fisher
2	G. L. W. Bird
3	C. C. Glover
4	K. J. Morgan
5	E. R. Smith
6	J. M. H. Browne
7	L. E. M. Evans
Stroke	C. J. Rickard
Cox	R. W. D. Dewing
Position on river: 5	

PUTNEY 1934

After this collapse in the Lents, Ian Fairbairn and I made a great effort to improve our rowing. We borrowed a boat from Thames R.C. and did a lot of mileage. In the Head Race we went up from 17th to 6th so we must have done some good.

MAY TERM

One of the best features of the crew at Putney had been their balance and control, even in the worst of water. But directly they got back to their own boat at Cambridge they rolled about like a sailor on Saturday night. One day when I was up I saw the boat on stools and realised that it was so twisted that it was quite possible for the bows to be down on stroke side with the stern was down on bow side! After this we changed our boat. Laurie and Greville entered for the Magdalene Pairs but were beaten by a Pembroke pair that included Jack Wilson, who was to win eternal fame 14 years later with Stan Laurie in a Pair. In our eight Stan at first rowed 5, but soon returned to his proper place at stroke. Again great mileage was done and they had a number of bumping regattas with other colleges up at Clayhithe, organised by Steve Fairbairn. In one of these there were twelve crews.

In the Races Stan stroked us superbly on the first two nights, spurting magnificently after Grassy and bumping 1st Trinity and then L.M.B.C. On the third night just when we were expecting the same killing spurt Stan's back gave out and we had to row over at one pace. Exactly the same thing happened on the last night, to the great disappointment of the crew. Now, having followed the crew over every night, I said then and I have never changed my mind that Stan's back injury was his own fault through inexperience at the time. He was trying to row as long as he had done in the 'Varsity crew and when our crew could not match his length he had to take the whole weight on his own shoulders. So we lost our chance of going Head. But Stan always said that we should not have done so in any case as Pembroke would have been too good for us. But at least we were back at 3rd. The 2nd crew bumped Peterhouse 1 out were bumped by Magdalene 1, while the 3rd boat went up three places. This 1st crew was:

Bow J. M. Howe Browne
 2 E. A. Edmonds
 3 J. C. Wansey
 4 G. L. Bird
 5 I. V. Greville
 6 A. G. Sidebotham
 7 L. E. M. Evans
 Stroke W. G. R. M. Laurie
 Cox R. W. D. Dewing
 Position on river: 3

MARLOW AND HENLEY 1934

The 2nd eight paid for themselves, camped at Marlow and entered for Reading and Marlow Regattas. In the former they won their first heat by a length after being down almost all the way. In the next round they were beaten. At Marlow they were tired and stale and lost in the first round of the Junior Eights by $\frac{3}{4}$ length to Clare.

The 1st Eight also paid for themselves and, having lost Laurie to Leander, took Rickard from the 2nd eight to stroke them and competed in the Ladies at Henley only. They beat Downing but then lost to Monkton Combe School, coached by Taffy Jones and from which Stan Laurie had so recently come. These crews were:

READING & MARLOW CREW

Bow W. K. Gibson
 2 G. M. Sisson
 3 W. G. Phillips
 4 J. D. Burrough
 5 F. N. Soulsby
 6 K. J. Morgan
 7 C. C. Glover
 Stroke C. J. Rickard
 Cox L. H. Baxter

HENLEY CREW

Bow J. M. Howe Browne
 2 E. A. Edmonds
 3 J. C. Wansey
 4 G. L. Bird
 5 I. W. Greville
 6 A. G. Sidebotham
 7 L. E. M. Evans
 Stroke C. J. Rickard
 Cox R. W. D. Dewing

1934-1935

This was another season which we must consider as a contender for the title of Selwyn's most successful year.

For in it we won the Fairbairn Cup for the first and only time in our

history in the then record time, while in the Lents and Mays were were again 3rd on the River. In the Lents both the 2nd and 3rd eights made three bumps and in the May Races the 2nd crew, in making their three bumps, defeated the 1st crews of three Colleges, St. Catharine's, Magdalene and Emmanuel, and in doing so got into the 1st Division for the first and only time in our history. It was nice this year to see how those Freshmen, over whom so much trouble had been taken two years before, now proved their worth. The winning Fairbairn crew was:

Bow C. J. Rickard
 2 Alan Campbell
 3 N. G. Phillips
 4 K. J. Morgan
 5 F. N. Soulsby
 6 G. M. Sisson
 7 C. C. Glover
 Stroke J. D. Burrough
 Cox L. H. Baxter

It is to be noted that six of these men were 2nd boat men of last year, together with the cox. The other two men were Freshmen. Burrough was an outstanding oarsman at either stroke or no. 6. Alas, he was to be drowned at sea whilst serving in the Navy during the 1939/45 War. Alan Campbell, one of the Freshmen, later got his Blue.

Having concentrated mainly on this winning eight we did not have either a Light or Clinker Four and the number of Freshmen were not as numerous as usual. But we had three Crock eights and four crews in the Fairbairn Race.

LENT TERM 1935

We did not have Laurie with us, as he was, of course, stroking the Blue Boat. But the 1st Lent crew was nevertheless an outstanding one, stroked again by Burrough. They were largely the 2nd May crew of the previous year and it was good to see how much they had benefitted by the experience then given them. In the Races they were like a spider waiting to catch a fly and in fact they caught two, Clare and 1st Trinity, and so we ended 3rd again. As has been said, both 2nd and 3rd crews made three bumps and so it was a pretty cheerful Bump Supper we had that time!

The 1st Lent crew were:

Bow Alan Campbell
 2 H. C. Scott
 3 W. K. Gibson
 4 C. J. Rickard
 5 F. N. Soulsby
 6 G. M. Sisson
 7 C. C. Glover
 Stroke J. D. Burrough
 Cox L. H. Baxter
 Position on river: 3

PUTNEY 1935

Only the 1st eight came here this year, less of course Laurie, and were coached by me. In the Head Race they dropped from 6th to 10th, but as, had they been only five seconds faster, they would have been 3rd, it was not really a bad result.

MAY TERM 1935

We now had Stan Laurie back with us and the 1st crew improved fast until Stan's back again went. However, it improved and he was fit for the Races. The crew was long, easy and rather ponderous and in the Races showed this characteristic by rowing over every night without any real attempt to make a bump at all costs as they had at least tried to do in 1933. The 2nd boat however covered themselves in glory. They made three bumps on College 1st crews. Magdalene 1, St. Catherine's 1, and Emmanuel 1. They got into the 1st Division for the first time in Selwyn's history. Alas, we did not have a 3rd crew although we certainly had the material for a good one but the Amalgamated Sports Fund simply could not find the money for the entry fee. This omission was to cost us dear in the future. These crews were:

1ST MAY	
Bow	Alan Campbell
2	C. J. Rickard
3	J. M. H. Browne
4	G. M. Sisson
5	F. N. Soulsby
6	J. D. Burrough
7	C. C. Glover
Stroke	W. G. R. M. Laurie
Cox	L. H. Baxter
Position on river:	3

2ND MAY	
Bow	J. O. V. Hogarth
2	A. M. Downton
3	M. H. G. Allison
4	A. J. Stephens
5	N. G. Phillips
6	W. B. C. de Winter
7	W. K. Gibson
Stroke	H. C. Scott
Cox	D. H. Bolam
Coach:	W. G. R. M. Laurie

MARLOW REGATTA 1935

The 2nd eight entered here and got invaluable experience. They won their first round in the Junior eights but lost next to the eventual winners after a good race.

HENLEY REGATTA 1935

The 1st May crew entered for the Ladies' Plate as usual with Laurie at stroke. They beat St. Edmund Hall, Oxford. In the next round we met the famous "Bushes Wind" on the Berks. station and at once Radley in the shelter of the Bucks. station got a $\frac{1}{2}$ length lead. Laurie spurred at once to counteract this but so did Radley and they kept their lead and despite all we could do they passed the winning post still that distance ahead.

Looking back over the years one cannot help wondering if it might not have been better if Laurie and Burrough had changed places in the Mays and at Henley.

1935-1936

A miasmic lethargy seems to have settled over the Club this year. No real effort for the present or the future was made. They appeared to feel that this Golden Age of Selwyn rowing would last for ever with no work or planning on their part. How wrong they were! All the classic signs of a neglected Club were there. Very few Freshmen were recruited and those that were soon dwindled in numbers. Extra outings were given up, and even normal ones had to be cancelled at times because some members did not turn up, and outings were always late. There were keen people about, but their voice was not heeded.

MICHAELMAS TERM 1935

A Light Four did come up early to practice and this would have been a really good one if Alan Campbell had not been injured in a row just before the Races. Burrough was stroking it with Laurie at 3.

Crock Eights were got together but there were only five Freshmen in the three crews that raced. However, it appeared that they could still drink beer. It is reported that after a Crock Eight Supper 30 men consumed 15 gallons of beer!

Owing to a lack of volunteers, no crews rowed to Ely this year.

However, individual members did well. Alan Campbell and J. D. Burrough got their Trials Caps and Stan Laurie won the Colquhoun Sculls after a deadheat. Strangely enough, Stan and his opponent on that occasion, when sculling together in the Lowe Double Sculls later in the year, lost to Jack Wilson and Bradley of Pembroke.

To return to this Term, in the Fairbairn Cup Race, the 1st crew finished 7th, 30 seconds behind the winners. The 2nd and 3rd crews held their positions.

LENT TERM 1936

With great difficulty, two crews were persuaded to come up early but many of them turned up late. When they did get going, the 1st Eight were an amazing sight. They resembled an aged Aunt frantically rushing after the wrong train. They never finish any stroke properly because they were so keen to get after the next, and their timing was always suspect.

One weekend Brian Wood and Stu. Foster came up and went away again without comment. All crews were coached from inside the Club.

And so in the Races the 1st crew went down on the first two nights and then, after rowing over quite well on the 3rd night, were caught by the same crew on the next and, fortunately for them, last night. The attitude seems summed up by the remark of one member of the crew who said to me after being bumped, "It was a good row. I enjoyed it." Fancy any Selwyn man enjoying being bumped! So they ended 6th.

The 2nd and 3rd crews were both bumped once, but I do not think they enjoyed it.

But our giant still went on. Stan Laurie stroked Cambridge to victory yet again. This 1st Lent eight was:

Bow	H. N. Ashley
2	G. E. W. Street
3	K. J. Morgan
4	O. S. Hare
5	A. J. Stephens
6	J. A. Tate
7	W. K. Gibson
Stroke	H. C. Scott
Cox	D. H. Bolan
Position on river:	6

PUTNEY 1936

Two crews came here and I realised at once that their morale must be improved so on one occasion we had a long row up to Molesey, about 16 miles, and I collected as many "Old Men" as possible to follow in the launch and lend encouragement. Amongst them were Nick Rich, Brian Wood, Jerry Agelasto, Bob Porter and Stu, Foster. I think we improved them, but they were always brittle and unsure of themselves. It showed in the Head Race. They rowed very well until they met some bad water at Harrods and then went to pieces. They finished 15th.

MAY TERM 1936

There was an improvement in morale with Stan back to stroke them. But they had neglected to get hold of a regular coach, and so they had far too many of them. At various times the following coached them: Duckworth, of Jesus, Peter Haig-Thomas, profoundly orthodox and antagonistic to anything Jesus, Jack Wilson of Pembroke, myself, and Rev. Parsons. By the time all of us had finished, the poor crew had no idea at all what they should be doing. To try and clear things up they got Nich Rich but, to some at least of them, he was suspect of being too "Fairbairn" and so he, too, failed to get them together.

In the Races an amusing situation developed. After rowing over on the first night they were "rush bumped" by 1st Trinity on Thursday. Trinity were by no means a good crew and we felt sure we could bump them back, but when to do so? If we did it on the third night, might they bump us back again on the last? And if we just rowed over now could we be sure of getting them again? All the way up to the start the argument continued amongst the crew and was totally unresolved when we started. By the Railings we had caught up with Trinity and could bump them at any time. We watched agonisingly from the towpath. Cox was an anti-bump man that night himself and he did his best to avoid them but alas, 2's oar hit 1st Trinity's bows and an officious Umpire shouted to both crews to stop.

Next night the worst did happen. They rushed us again and so we went down one place to 4th.

The 2nd crew, starting at the bottom of the 1st Division, went down three places. The folly of not keeping the 3rd May crew last year was

now demonstrated. This year's 3rd crew was keen but could not win the Getting-on Races.

This 1st May crew was :

Bow C. C. Glover
2 G. M. Sisson
3 C. W. C. Hughes
4 J. A. Tate
5 A. J. Stephens
6 J. D. Burrough
7 Alan Campbell
Stroke W. G. R. M. Laurie
Cox D. H. Bolam
Position on river: 4

HENLEY 1936

As soon as it was realised that Stan Laurie could not stroke us because he was to stroke Leander again no one seemed to want to do much about going to Henley. Arrangements had all been made for the 2nd crew to go to Marlow Regatta as last year but at the last moment some members said they did not want to go so a composite eight was made up of the 1st and 2nd eights from the Mays and went to Henley to compete in the Thames Cup. They did, as always, get some experience of rowing but were narrowly beaten in the first round by Westminster Bank. The crew was :

Bow R. J. T. Gardiner
2 H. T. Page
3 C. W. C. Hughes
4 J. W. Lowe
5 A. J. Stephens
6 J. A. Tate
7 Alan Campbell
Stroke O. S. Hare
Cox D. H. Bolam

Of this crew in later years Archie Stephens and Duggie Bolam got Trial Caps and Alan Campbell got his Blue.

But, unsusung and mostly unnoticed, there was also one man who exemplified the spirit of the Club, if not of that particular year — Tom Page, rowing no. 2. He had been in this year's 2nd crew and next year he was judged not to be good enough to row in the 1st May crew, although he had had Henley experience. Yet he rowed cheerfully in the 2nd May crew again. He had done a little rowing at Cheltenham College before he came up and he so loved our Boat Club that, when he tragically died in the War that was soon to come, we found that he had left the Club a sum of money that 20 years later was ample enough to allow us to build our new Boathouse. Let us remember Tom Page and the spirit that he represented.

Stan Laurie's Leander crew was beaten by a superb Swiss crew of football players who always maintained that they had learnt all their rowing by reading a translation of Steve Fairbairn's book!

Later Stan was asked to Captain and pick a crew to represent England in the forthcoming Olympic Games in Berlin. He did so, but they were

beaten into 4th place by Germany, U.S.A. and the Swiss crew. Such was the opposition even in those days.

1936-37

Almost every year the incoming Boat Captain would come to me at Putney and discuss his plans for the forthcoming year. This time we decided to go back to first principles after the bad showing of the previous year and to recruit as many Freshmen as possible and coach them especially well. So we made plans to do both. We drafted a letter to be sent to every Freshman before he came up telling him about the Boat Club and asking him to try rowing, particularly if he had never done any before. And when they arrived, Jerry Agelasto came up especially and went round with the Club Officials to see every one of the Freshmen. Lastly, when the Crock Eights were got out, we had an "Old Man" in overall charge of each. It all certainly paid dividends not only this year when the 2nd and 3rd boats did so well but in later years.

MICHAELMAS TERM 1936

Stan Laurie was to have been President of the C.U.B.C. this year, but at the last moment he did not come up for a further year after all. We were all very sorry about this but we realised that the loss was more to the C.U.B.C. than the S.C.B.C. One man can never make a whole crew and we were now able to go out with a feeling of equality throughout the whole crew rather than as last year, when everyone else was striving to reach a standard they could not possibly attain.

Two Clinker Fours were raced this season, rather than a Light Four, as more suitable to the then standard of technique of the Club. The 1st was coached by a Jesus man and won one heat but was beaten by the ultimate winners of the event. The 2nd was beaten in the first round.

The Crock Eights were certainly well above standard and composed almost entirely of Freshmen. Jerry and the officials had done their work well, Jerry himself coached one, Stu. Foster another, and I had the 3rd. I am pleased to report that mine won, although on the average $\frac{1}{2}$ st. lighter than the others and rowing a slower stroke!

Then came the Fairbairn Cup Race and we were delighted when they all did well. The 1st went up to 4th, the 2nd crew rose seven places and the third went up 12 places.

At the end of Term two eights rowed up to Ely one day and rowed back the next.

Again to our joy Alan Campbell rowed in, and Duggie Bolam coxed in, the Trial Eights. A most successful first Term.

LENT TERM 1937

Two eights came up early and Taffy Jones did his usual excellent work with them. The 1st eight was then taken over by the same Jesus man as had coached the Clinker Four. There was a severe epidemic of influenza this Term in the University and this disrupted the training a great deal, of the 2nd eight particularly.

In the Races the 1st boat rowed down L.M.B.C. on the first night and bumped them at the Railway Bridge. But on the last night they themselves were got by Jesus 2, who thus made four bumps. The 2nd boat with all their illness fell two places, but the Freshmen in the 3rd crew made three bumps and almost four. The 1st crew was:

Bow F. A. Bushell
2 E. M. Hall
3 O. S. Hare
4 H. T. Page
5 R. J. T. Gardiner
6 A. M. L. Ramsay Murray
7 C. W. C. Hughes
Stroke Peter Lapage
Cox D. H. Bolam
Position on river: 6

PUTNEY 1972

Two crews came and Howe Browne and I coached them. They did not compete in the Head Race but I arranged two races for them, one against St. Thomas's Hospital which I was also coaching and another against Brian Wood's Gas Light & Coke Co. crew. We won both quite comfortably but we were dreadfully slow on our starts.

MAY TERM 1937

Before Term the 1st Eight went to Molesey to be coached by Howe Browne for a few days. When they got back to Cambridge they were taken first by two Jesus coaches and finally by Nick Rich. But none of the coaches were able to get real life into them, and the long, dragging stroke of the previous year was still there. And in the Races they did far worse than our gloomiest thoughts. They dropped three places. The 2nd eight went down one but up two. And the 3rd eight, still mainly Freshmen, again made three and almost four bumps. The 1st May crew was:

Bow F. A. Bushell
2 E. M. Hall
3 C. W. C. Hughes
4 J. A. Tate
5 R. J. T. Gardiner
6 A. J. Stephens
7 Alan Campbell
Stroke Peter Lapage
Cox D. H. Bolam
Position on river: 7

This year there was more racing outside Cambridge than ever before. Despite the poor showing of the 1st eight in the Mays it was decided that they should go to Henley as five of them would be up next year.

MARLOW REGATTA

Four keen members of the 2nd eight formed themselves into a Light Four and competed here. Unfortunately they met a four from 1st Trinity made up entirely of first boat men, so we, not unnaturally, lost. We also

sent the highly successful 3rd eight here to compete in the Junior Eights. They beat one crew after being down most of the way, but lost next time.

HENLEY REGATTA

The coaching here was done by Howe Browne and he made a far better crew of them than they had been in the Mays. In the first round of the Ladies' they met L.M.B.C. and had a magnificent race with them, each crew leading in turn until the end, when L.M.B.C. got home by $\frac{1}{4}$ length.

Later the Marlow Selwyn Four competed in the Essen Regatta in Germany. They had some interesting racing there. Later another Four went to Ireland as guests of Terence Gardiner and lost in the Finals of two events. These crews were as follows:

HENLEY EIGHT	
Bow	F. A. Bushell
2	E. M. Hall
3	C. W. C. Hughes
4	J. A. Tate
5	R. J. T. Gardiner
6	A. J. Stephens
7	Alan Campbell
Stroke	Peter Lapage
Cox	D. H. Bolam

MARLOW EIGHT	
Bow	C. J. Hinchcliffe
2	O. V. Eva
3	D. A. Davies
4	J. H. S. Todd
5	H. K. Jolly
6	C. E. C. Walker
7	E. Prescott-Decie
Stroke	P. B. Ray
Cox	T. W. Metcalfe

MARLOW FOUR	
Bow	Alan Tillott
2	H. C. Riley
3 and steers	O. S. Hare
Stroke	H. E. Bishop

ESSEN & ULSTER FOUR	
Bow	C. W. C. Hughes
2	A. J. Stephens
3	R. J. T. Gardiner
Stroke	Peter Lapage
Cox	D. H. Bolam

1937-1938

When the College reassembled for this season there was great consternation in the Club when they found they were without either a Captain or a 2nd Captain! Both had been unable to come up for academic reasons. However, E. M. Hall was elected Captain and Terence Gardiner who should have had the position, was able to come up and do a great deal of coaching, so we gained both a splendid Captain and a good coach. And with these assets and the advantages of all the hard planning of the previous year, we now had a most successful season.

MICHAELMAS TERM 1937

We got together a good Light Four and an even better Clinker Four. The Captain rowed in the latter and the former was coached by Terence Gardiner and a Trinity Hall man, whose own Light Four beat ours after we had won one round. The Clinker Four was splendidly coached by a Clare man and won every heat fairly comfortably until they came to the Final where they, too, lost to Trinity Hall.

A fair number of Freshmen were collected to row and in their race the winning crew is said to have set up the record time for these races, despite the fact that their average weight was only $9\frac{1}{2}$ st.!

In the Fairbairns we continued to do well. The 1st crew kept at 4th, the 2nd went up eleven places to 21st, but the 3rd dropped three places.

A very welcome visitor at the end of Term was the famous stroke of 1926 to 1929, Teddy Richardson, who coached the provisional 1st Lent crew one afternoon and said the College was still rowing as it was when he was up. This year we had no less than three men in the 'Varsity Trials Race, Alan Campbell, Archie Stephens and Duggie Bolam, cox.

LENT TERM 1938

Taffy Jones again worked a miracle with the 1st boat when they came up early. Later they were coached by Terence Gardiner and Archie Stephens who worked together admirably.

On the first two nights of the Races all our crews made bumps. On the third night only the 2nd boat failed to bump and on the last it was the 1st crew that failed. Ten bumps for the three crews; no wonder we had a noisy Bump Supper when it was all over, with a large number of Old Men attending.

These crews were:

1ST EIGHT	
Bow	F. A. Bushell
2	P. R. Lapage
3	H. K. Jolly
4	G. F. Farnworth
5	C. J. Hinchcliffe
6	W. J. Milne
7	A. T. Tillott
Stroke	H. F. Bishop
Cox	Alan Champion
Position on river: 3	

2ND EIGHT	
Bow	F. A. Pegler
2	P. E. H. Stanbridge
3	R. A. Lolley
4	K. L. Hollingsworth
5	M. H. Smart
6	G. E. Langrish
7	E. Prescott Decie
Stroke	P. B. Ray
Cox	D. W. Lloyd Davies

3RD EIGHT	
Bow	F. G. Calthrop
2	C. R. Lawrence
3	C. E. C. Walker
4	R. H. M. Williams
5	A. D. Hopkin
6	A. French
7	A. J. A. Elliott
Stroke	O. V. Eva
Cox	J. D. B. Reffitt

Later, more pleasant things happened when the May crew were practising this Term. Archie Stephens won the Fairbairn Sculls, the first Selwyn man ever to do so. He also entered for the Foster-Fairbairn Pairs with W. J. Milne, but lost in the semi-final of the event. And Alan Campbell won his Blue.

PUTNEY 1938

Two crews came here and I gave them a lot of work and mileage. One day I got into the 1st crew and rowed with them to feel what it was like. It was good. In the Head Race the 1st crew did exceedingly well, only being beaten by Goldie, Isis, Thames, and London, so ending 5th. The 2nd crew did well, ending 2nd in the Clinker Division.

MAY TERM 1938

After all these successes it is really surprising that the 1st Eight did not do better in the May Races than they did. Perhaps it was my fault, I had thought that the very successful stroke of the Lent crew was not heavy enough for the May crew, and I put no. 6 there instead. I had forgotten how light Teddy Richardson was. They were first coached by the very good Clare man who had had the Lent crew, and then Rev. W. L. E. Parsons took them over, again giving up his holiday to do so. Alas, this was the last time he was able to do so. Going home to Norfolk when he had finished, he was involved in a bad train accident and was never able to ride a bicycle again. Stan Laurie took them for the last period.

In the Races on the first night they had a dreadful row and were gradually rowed down and bumped under the Railway Bridge by L.M.B.C. Next night they rowed over safely enough and on Friday they bumped 3rd Trinity.

On the final night again they were quite uninspired and failed to make the final spurt to bump Pembroke, which should have been well within their powers.

The 2nd boat rowed really well and having got two bumps were once again just in the 1st Division but they could not go any higher. The 3rd boat also made two bumps. The 1st May crew was:

Bow	F. A. Bushell
2	G. F. Farnworth
3	Peter Lapage
4	E. M. Hall
5	C. W. C. Hughes
6	A. J. Stephens
7	A. T. Tillott
Stroke	W. J. Milne
Cox	D. H. Bolam
Position on river:	7

MARLOW REGATTA

After the Mays it was decided that there must be some changes if there was to be any rowing elsewhere. So two of the 2nd crew were put into the 1st boat and a composite 2nd crew was sent to Marlow to enter for the Junior Eights. But there they met a strong 1st Trinity crew and lost at once.

HENLEY ROYAL REGATTA

The following crew represented us there this year:

Bow	F. A. Bushell
2	Peter Lapage
3	C. J. Hinchcliffe
4	E. M. Hall
5	A. J. Stephens
6	K. L. Hollingsworth
7	Alan Tillott
Stroke	W. J. Milne
Cox	Alan Champion

Terence Gardiner coached this crew and I came down several times to see them and on one occasion brought with me Dusty Aldous, our first rowing Blue. The crew steadily improved and, as we had drawn Pembroke in the first round, expected to make a good start, But no. 6 badly crushed his hand shortly before the race but pluckily agreed to row. However, we made our usual silly slow start and were soon a length down. Then we gradually gained on them until at the Enclosures we were level. But the effort was too much for us and, as in the Mays, we could not make the final spurt and they won the run in. The time was the fastest of the day.

It had been a good year and later we learnt that we were second in the Michel Cup, higher than we had been since we won it twice in the '20s.

1938-1939

When Peter Lapage came to see me about his plans as Captain for the following year he was very enthusiastic about the future. But for about the only time I could not match his optimism. The political situation was such that I wondered if we should see any rowing at all. And poor Peter never did have his year of Captaincy. He had to go down as he did not pass the necessary examinations. But both he and his successor as Captain, Alan Tillott, were to be of inestimable value to us after the War.

This was not a good year for the Club. They seemed to be seized by the national feeling of doom and uncertainty, and there were far too many men who gave up rowing. And, in addition, we lost a very good heavyweight of the previous season, K. L. Hollingsworth, who also had not been able to satisfy the examiners. Fortunately we still had the services of last year's Captain, "Sam" Hall, who was a tower of strength.

MICHAELMAS TERM 1938

A Light Four started off rowing but had to be given up owing to illness. Crock Eights were got together and three very good Freshmen were discovered, P. L. Rhodes, whose father and uncle had both rowed for Selwyn in their time, Tom Lee, who had rowed at Derby and P. Greenfield, who had rowed in the Wyfolds at Henley the previous year.

In the Fairbairn Cup, the 1st Eight kept its place of 5th and the 2nd gained two places but the 3rd and 4th crews dropped places.

We had no one in Varsity Trials and no crew rowed to Ely at the end of Term.

LENT TERM 1939

The Lent Races were bad this year for our crews. The 1st crew came up early to train and were coached by Burrough. Then they were taken over by A. B. Hodgson, late of Oxford. He certainly slowed down the crew by concentrating solely on the finishes when they had nothing to finish. Brian Wood and I came up one weekend and tried to quicken things up and Sam Hall took them over, but it was all too late. And Selwyn never had a stroke this year. In the 2nd crew, their stroke so

badly cut his hand just before the Races that he was never able to row again.

On the first and third nights every one of our crews went down. Only on the second did the 1st and 2nd crews row over and on the last night the 2nd crew alone escaped. The 1st Lent crew was :

Bow E. Prescott Decie
2 P. L. Rhodes
3 P. Greenfield
4 G. F. Farnworth
5 H. K. Jolly
6 W. J. Milne
7 C. J. Hinchcliffe
Stroke P. B. Ray
Cox Alan Champion
Position on river : 6

PUTNEY 1939

Only a provisional 1st crew came up to the Tideway this year and then only for a few days and I could not do much with them. In the Head Race they went down from 5th to 10th.

MAY TERM 1939

Something had to be done about the May crew. It was arranged that after Turnbull of Clare had had them I should come up for a fortnight and take them and Jimmy Sulley should take the final period. The Club seemed for the past few years to have lost faith in Jesus coaches and Clare had taken us on. Clare were then doing well on the River..

Jimmy and I came up together at the end of Turnbull's coaching and at once realised that we must find another stroke for the crew. Sam Hall was put there. He was never a stroke, and lacked a proper rhythm, but he was a born leader and drove that crew as they had never been driven before. I travelled up from London every day to coach them and thoroughly enjoyed doing so. And Jimmy Sulley produced marvels at the end.

In the Races the 1st crew did at least as well as we had expected. They rowed over for the first two nights, then bumped 1st and 3rd Trinity and finally rowed over again. Alas, the 2nd crew dropped three places out of the 1st Division and the 3rd crew dropped one place.

There was no heart in anyone to want to do any more rowing so no crews went to Marlow or Henley Regattas. We all dispersed for the inevitable War. The 1st May crew was :

Bow F. A. Bushell
2 Tom Lee
3 C. J. Hinchcliffe
4 Peter Rhodes
5 G. F. Farnworth
6 W. J. Milne
7 Alan Tillott
Stroke Sam Hall
Cox Alan Champion
Position on river : 6

THE WAR YEARS, 1939 to 1945

Once again the long dreary and dangerous years of a War engulfed this country and Rowing and our Boat Club suffered, as did all else. I was out of England almost the whole time and had thought rowing had ceased as it did in the First War. But this time, very sensibly, University life of a sort continued throughout, and Colleges and Universities went on rowing how and when they could.

No praise can be high enough for all the Selwyn men who kept rowing going in the college, and who were conscious enough of the past to keep standards going and to worry that their crews did not do better than they did. Owing to the impoverished state of the College Amalgamated Sports Fund, only a minute sum, once as low as £5 for a term, could be given to the Boat Club. So our men had to pay for most of their rowing out of their own pockets.

The positions gained or lost during this time in the Lent and May Races were kept as things gradually got back to normal when the War was over. That we were then 10th in the Lents and 11th in the Mays is highly creditable to all who rowed in this period. And in addition we remember with pride the Selwyn men who rowed or coxed in Cambridge crews at this time. These included two C.U.B.C. Presidents, A. W. Laurie and J. K. Byrom.

Only a short account of each season will be given.

1939-1940

Right from the start the C.U.B.C. decided that rowing should take place on three days only, and this continued through the War and for a few years after it was over. The Lent and May Races, too, were to be for three nights only during the War. This curtailment of practice time hit heavily at Selwyn who had always relied on training those who had never rowed before to be good enough to make bumps in a short time.

W. J. Milne was to have been Captain but he could not come up, so Alan Champion was elected in his place. At times we had the assistance of G. F. Farnworth, P. L. Rhodes and Tom Lee from the 1939 crew. A great addition too was Alan Laurie, brother of the famous W. G. R. M. But Alan was grabbed at once by the C.U.B.C. and rowed for them this season in their race against Oxford at Henley. Alan Champion, too, got his War-time Blue coxing this crew. Farnworth had rowed in Trials.

A boat was got together somehow for the Lent Races and in an endeavour to keep the pre-war regime going somehow, Taffy Jones, at great inconvenience to himself, came up to coach. But in the event the boat did not do well and went down three places to 9th.

In an effort to remedy this a really good crew was got together for the May Races but these were cancelled as the University Authorities decreed that everyone must go down directly he had finished his exams and so a great chance was lost to us.

1940-1941

This season we did much better. "Peter" Blyth helped with the coaching this year and on several occasions in the following war years.

Alan Laurie was now President of the C.U.B.C., but owing to a certain reluctance on the part of Oxford, no race took place. However, three Selwyn men took part in the Trial Eights Race, Farnworth again, J. K. Byrom and E. G. McAvoy.

In our crew for the Lent Races we note the name of "Ginger" Lees, who did so much for us after the War. The first eight went up one place to 8th. In the May Races, Alan Laurie stroked us and we bumped Pembroke and ended 5th.

1941-1942

Byrom and D. G. Jakeman this year rowed for Cambridge in a race on the Tideway against Imperial College, Oxford having again refused to race.

In the Lent Races we maintained our place of 8th, but in the Mays we were bumped by Pembroke who made bumps on all nights. So we ended 6th.

1942-1943

J. K. Byrom was President of the C.U.B.C. this season, when they at last persuaded Oxford to race them.

In the Lent Races we rose one place to 7th, but in the May Term our crew could not find time to get in enough practice to get fit and so lost two places over the second half of the course, ending 8th. One of the crews that bumped them was 1st and 3rd Trinity who were now joined, never to separate again.

1943-1944

By now all pre-war men had gone and we were out on our own. This year members of the S.C.B.C. were enrolled as fire-watchers for the Boathouse when necessary. It is perhaps a pity that their services were not required. This omission on Hitler's part meant that we had to wait another 24 years for a new one.

In the Lent Races we lost a place to Christ's, so ending 8th. In the Mays we were again bumped by Christ's and also by Queens', to 10th place.

1944-1945

At last the war clouds were rolling away, the campaigns in France, Italy and the Pacific were being won.

At Selwyn, L. Hawkins and J. R. Jackson rowed in the University Trial Eights, but our Lent crew consisted entirely of Freshmen so it was not surprising that they were bumped twice, ending 10th.

For the May Races it was decided to go back to Fairbairn methods and we got a Jesus coach. One of the members of our crew was George Milner who helped us so much for the next two years. This time, however,

he did not row stroke. In the Races we were bumped first night by St. Catharine's and then by 1st and 3rd Trinity 2, but this indignity was just too much and we bumped them back next night. So we finished 11th.

CREW LISTS, 1939-1945

1940
1ST LENT

Bow F. A. Pegler
2 T. H. W. Nevins
3 N. W. J. Autton
4 T. Lee
5 J. K. Byrom
6 G. F. Farnworth
7 P. A. Tomlinson
Stroke C. J. R. Naters
Cox E. G. McAvoy

1941

Bow A. K. Wareman
2 P. J. Wiltshire
3 I. J. Lees
4 R. Brewin
5 J. Goodman
6 E. Mills
7 D. G. Jakeman
Stroke P. K. W. Herbert
Cox E. G. McAvoy

1942

Bow L. P. Orchard
2 E. G. McAvoy
3 G. E. Wright
4 F. B. Herbert
5 H. B. Francis
6 J. I. Lees
7 J. Goodman
Stroke A. K. Wareman
Cox L. Ll. Thomas

1943

Bow W. F. Norton
2 C. W. Bramley
3 B. J. B. Lister
4 P. T. Spink
5 J. Rowland
6 A. M. Petty
7 D. Fullelove
Stroke G. W. Greenlees
Cox J. R. Jackson

1944

Bow P. Elliot
2 G. D. Dobie
3 L. Hawkins
4 M. H. Couchman
5 W. F. Norton
6 A. Carter
7 J. Rowland
Stroke A. M. Petty
Cox J. R. Jackson

1940
1ST MAY

Bow D. G. Jakeman
2 C. J. R. Naters
3 G. B. Willis
4 E. Mills
5 G. F. Farnworth
6 P. L. Rhodes
7 J. K. Byrom
Stroke A. W. Laurie
Cox A. Champion

1941

Bow D. G. Jakeman
2 E. Mills
3 J. Goodman
4 P. K. W. Herbert
5 G. F. Farnworth
6 P. L. Rhodes
7 J. K. Byrom
Stroke A. W. Laurie
Cox E. G. McAvoy

1942

Bow G. E. Wright
2 F. B. Herbert
3 H. B. Francis
4 J. I. Lees
5 J. Goodman
6 A. K. Wareman
7 D. G. Jakeman
Stroke J. K. Byrom
Cox E. G. McAvoy

1943

Bow B. J. B. Lister
2 A. M. Petty
3 W. P. V. Wakley
4 P. T. Spink
5 J. Rowland
6 F. B. Herbert
7 D. Fullelove
Stroke G. W. Greenlees
Cox J. R. Jackson

1944

Bow P. Elliot
2 A. F. C. Miller
3 L. Hawkins
4 A. Carter
5 W. F. Norton
6 R. J. Walton
7 J. Rowland
Stroke A. M. Petty
Cox J. R. Jackson

	1945
Bow	R. G. Whalley
2	G. Milner
3	D. W. Diplock
4	J. B. Hampshire
5	A. R. Teece
6	W. E. Hall
7	A. P. Brown
Stroke	G. R. Grose
Cox	J. G. Jennens

	1945
Bow	A. C. Watson
2	G. Milner
3	A. P. Brown
4	W. E. Hall
5	P. J. Wooding
6	J. Thomas
7	P. Elliot
Stroke	L. Hawkins
Cox	J. R. Jackson

THE POST-WAR PERIOD, 1946 to 1974
S.C.B.C. OFFICIALS, 1939 to 1974

Date	1st Captain	2nd Captain	Hon. Secretary
1939/40	Alan Champion	G. F. Farnworth	P. L. Rhodes
1940/41	J. K. Byrom		D. G. Jakeman
1941/42	D. G. Jakeman	A. K. Wareham	J. Goodman
1942/43	F. B. Herbert		G. W. Greenlees
1943/44	A. M. Petty	J. Rowland	J. R. Jackson
1944/45	L. Hawkins	P. Elliot	J. R. Jackson
1945/46	G. A. Milner	W. F. Norton	P. Elliot
1946/47	J. I. Lees	J. L. R. Crawley	M. C. Lapage
1947/48	M. C. Lapage	H. Mayman	J. A. Johnson
1948/49	J. A. Johnson	G. L. Speak	J. Browning
1949/50	T. T. W. Whittingham } G. L. Speak }	D. H. W. Ould	J. C. D. Rainbow
1950/51	J. C. D. Rainbow } I. C. F. Pettifer }	D. E. Nicholl Griffith	I. C. F. Pettifer
1951/52	D. O'Beirne	D. J. Gaydon	G. M. Rider
1952/53	J. M. Brown	G. M. Rider	C. R. Ball
1953/54	J. M. Brown	C. R. Ball	R. E. F. Fogg
1954/55	R. E. F. Fogg	R. B. King	R. M. Newlands
1955/56	I. V. Merton	R. M. Newlands	G. M. Briggs
1956/57	G. M. Briggs	R. K. Medd	T. J. R. Gordon
1957/58	P. L. Sulley	T. J. K. Gordon	R. O. C. Summers
1958/59	A. J. Doggett	R. O. C. Summers	J. P. Leonard
1959/60	A. J. Doggett } R. C. Hadaway }	R. O. C. Summers	J. P. Leonard
1960/61	R. C. Hadaway	D. V. W. G. Franzini	J. E. McK. Neale
1961/62	D. W. M. Devereux	D. V. W. G. Franzini	M. Biscoe
1962/63	M. Biscoe	M. R. Brown	B. J. Roberts
1963/64	M. R. Brown	J. S. Essame	B. D. Cutler
1964/65	B. D. Cutler	B. C. M. Lambert	C. M. Smith
1965/66	C. M. Smith	R. M. Knowles	W. D. Hopkins
1966/67	D. R. Dick	W. D. Hopkins	C. D. C. Challis
1967/68	C. D. C. Challis	M. I. M. Gardiner	A. H. L. Champion
1968/69	A. H. L. Champion	M. I. M. Gardiner	R. W. S. Joll
1969/70	R. A. Harrison } D. R. Halbert }	R. W. S. Joll	P. H. Richards
1970/71	R. B. M. Quayle	P. H. Richards	W. C. Warburton
1971/72	T. J. R. Goode	M. H. Laing	R. A. Morrison
1972/73	M. A. Seaman	G. J. Fairclough	R. J. Laing
1973/74	T. A. Halbert	P. J. Worsnop	J. D. Taylor

1945-1946

The wretched War years were now almost over and rowing began to get back to normal. But four days rowing a week was still adhered to, with small boat rowing allowed on the other two. The Lent and May

Races however were held for four nights. Henley Royal Regatta was restarted.

I was demobilised late in 1945 and at once hurried up to the College and was delighted at what I found in the Boat Club. George Milner, the Captain, was exceedingly anxious to get back to our pre-war methods and success and the whole Club seemed keen. We got hold of a Jesus coach and settled down to hard work.

In the Michaelmas Term we had two eights racing in the Fairbairn Cup and the 1st boat went up six places to 19th, having started low down as we had not competed the previous year.

In the Lent Term the 1st crew certainly had the wrong man at stroke, since George Milner rowed at no. 2. However they raced very pluckily and rowed over each night until the last when, in a blinding snowstorm, they were rush bumped by Caius. The 2nd boat, having been placed 35th, lost one place. The 1st Lent crew was as follows :

Bow	E. Marley
2	G. A. Milner
3	O. V. Eva
4	D. Rowley
5	J. I. Lees
6	M. C. Lapage
7	W. F. Norton
Stroke	P. A. J. Arch
Cox	J. R. Jackson
Position on river:	11

During the Lent vacation, I was able to resume my pre-war practice of coaching the May crew on the Tideway. They came there for a week before the May Term started and we did a lot of hard work and mileage.

In the May Term, as a result of their Tideway trip, George Milner and Mike Lapage were in their right places at stroke and no. 7. But an amazing situation now developed. Selwyn, which has always produced more good coxes than any other College in Cambridge, now had none and the 1st May crew were actually coxed by Peter Lapage, brother of Mike, the pre-war stroke who had come up again! And very well he did it.

Taffy Jones came back again to restart his custom of coaching the crew before Term started and during Term Ran. Laurie and Rev. Duckworth, of Jesus, shared the coaching. We had three crews rowing but the 3rd did not row in the Races. I saw this crew on a number of occasions and certainly thought them fast.

In the Races the 1st boat bumped Pembroke on the first night and smashed them up in doing so. The 2nd crew were chasing Pembroke 2 but, as we had not got an experienced cox with that crew, he hit the bank and they got away. On the second night the 1st eight rowed splendidly and bumped Caius just before Grassy. The 2nd eight continued

to row over for the rest of the Races as did the 1st crew on the last two night. This 1st eight was as follows :

Bow G. E. Wright
2 D. Rowley
3 W. F. Norton
4 J. L. R. Crawley
5 J. I. Lees
6 P. A. J. Arch
7 M. C. Lapage
Stroke G. A. Milner
Cox P. R. Lapage
Position on river: 9

HENLEY ROYAL REGATTA

G. E. Wright could not go to Henley, so a man was found from the 2nd crew and their cox, too, steered the crew. With these changes it was thought advisable to enter for the Thames Cup at the Regatta. This event was at that time of a somewhat lower standard than the Ladies'. Peter Lapage and I shared the coaching but at first we could not get them going. However, just before they were due to race, they really began to develop pace. In the first round we beat Downing very easily. Next day we had Henley Town as our opponents. I knew they would lead us at the start and we decided to have a silent 20 hard strokes when we had settled down. This we did and were sailing past them when we had a shipwreck, nearly stopped and they got away and we could not catch them again. This crew was :

Bow W. F. Norton
2 D. Rowley
3 N. Bown
4 P. A. J. Arch
5 J. I. Lees
6 J. L. R. Crawley
7 M. C. Lapage
Stroke G. A. Milner
Cox H. E. Wade

1946-1947

By now things were almost normal and the Club was full of experienced oarsmen and enthusiasm. No less than nine 1st May colours were in residence and it was hoped to raise a really fast Light Four. But illness struck two of them and George Milner had to be brought in and he was too light for them. Moreover he rowed at 2 instead of stroking them as he should have done. A. M. Laurie did this and the other two men were the Lapage brothers. When they raced, they lost in the first round. The C.U.B.C. had now decided that there was no longer any need for restrictions on rowing and we managed to get out three Crock eights every day of the week. And in the Fairbairn Cup we had three eights rowing. At the end of Term Ginger Lees won his Trial Cap and later would perhaps have gone even further but for poor health. Two eights rowed up to Ely to see his race and returned in the dark of the same cold December day.

LENT TERM 1947

This was a bitterly cold Term with a lot of ice on the river and rowing was severely curtailed in consequence. We had three eights rowing, the 1st being coached by a Jesus man. This crew never settled down properly and were bumped on the first night but then rowed over the other three nights. The 2nd eight went down and then up one whilst the 3rd made three bumps. This 1st crew was as follows :

Bow M. J. Smith
2 R. M. Winter
3 J. D. Logan
4 G. G. Turner Thompson
5 A. M. Winter
6 M. Lapage
7 D. Fullelove
Stroke J. L. R. Crawley
Cox H. Mayman
Position on river : 12

During the Vacation no crews went to the Tideway, but the Boat Club Dinner was revived for the first time since the War.

MAY TERM 1947

By this time in the season we all felt that the full potential of the Club had not been realised. So when asked to do so the "Old Men" made a supreme effort with the coaching and had their reward when they produced one of the fastest Selwyn crews of all time. Jerry Agelasto, then myself and finally Infant Sulley took the 1st crew whilst Sam Hall and Bass Boothby coached the 2nd.

In the Races the 1st crew went up from 9th to 6th and only failed to win their oars as they had had a very slow crew next but one ahead of them on the first night. It might be interesting to quote what I wrote about them at the time.

"We three coaches had frequent consultations before we started and mapped out the programme below. As a crew, 1947 had probably better material than any other Selwyn crew I have seen but they were also by far the most nervy lot I have known. They were beautifully stroked by George Milner and were exceedingly keen but they lacked the confidence of pre-war Selwyn crews who raced well just because they were Selwyn crews and thus better than any other crew. This crew, too, were severely handicapped as were all crews nowadays by the lack of proper food, rationing being what it was. Each man was at least $\frac{1}{2}$ st. below his proper weight by the time the Races were over. They were worked very hard and lost weight at an alarming rate."

The following notes, rather telegraphic, describe our training programme :

"STAGES OF COACHING STAGE ONE

1. Fast paddling
2. Beginnings.
3. Boat Control.

Paddling at 28, never less, never mind faults at this stage. Check constantly with stop watch for rating, short stretches until crew get fit, the secret lies in short forward and quick back. Watch for Bell Notes and do plenty of tubbing. For Boat Control give plenty of exercises and games.

STAGE TWO

1. Get the crew perfectly together at all parts of the stroke.
2. Work for the Draw.
3. Finishes

Rate of paddling slowed to 24, working for run of boat and looseness forward. Mileage above all else. Work crew to exhaustion every outing.

STAGE THREE

Paddling again at 28. Rowing 44 first minute, then 40 for five minutes. Starts. Always go off with a rowing start of 10 strokes, then paddle light for 10 then firm. Always spurt away from each corner coming home. Change "gear" repeatedly, to be done with ease and determination."

The 2nd crew made one bump and the 3rd that had won the "Getting-on Races, made three bumps. It was altogether a very satisfactory Mays.

HENLEY REGATTA 1947

Inevitably this crew went on to compete at Henley. It was thought that they would now benefit from some more orthodox coaching and Peter Haig-Thomas, the famous Cambridge coach, took them on. This was almost certainly a mistake as it was far too late for them to learn new tricks.

However the crew, having entered the Ladies' Plate, won their way into the semi-final where we met 1st and 3rd Trinity. As usual we were slow off the start and they led us by $\frac{1}{2}$ length at the Barrier. We tried repeated spurts to get on terms but they always answered and gradually drew away to win by $1\frac{1}{2}$ lengths. They later won the event. The 1st May and Henley crew was:

Bow	A. M. Winter
2	D. Rowley
3	D. Fullelove
4	J. L. R. Crawley
5	J. I. Lees
6	A. W. Laurie
7	M. Lapage
Stroke	G. Milner
Cox	H. Mayman
Position on river:	6

1947-1948

This season was remarkable in that neither the 1st nor 2nd Captains were able to help much in the Club owing to the higher honours they

won elsewhere. Hence, as in addition most of the famous crew of the previous year had gone down, it was creditable that we did as well as we did.

But we had one stroke of luck. Alan Tillott appeared once again. He had been Captain in the last pre-war year and he now gave invaluable advice in coaching and administration. Moreover Ran Laurie was with us again for a while and helped all he could. When I was asked for my advice, I suggested concentrating on the Crock Eights and not troubling about either the Light or Clinker Fours. This was done and in the Fairbairn Race we went up six places to 9th and the 2nd crew to 29th.

Our Captain, Mike Lapage, and our 2nd Captain, H. Mayman (cox), both won their Trial Caps.

LENT TERM 1948

Three crews trained for the Lent Races in abnormally mild weather at the beginning of Term. But later a howling N.E. wind turned everything to ice and rowing once again became an agony.

One day, when Herbert Mayman was deputising as cox of the 1st eight, tubs were first used to break the ice opposite the Boat House. When the crews got out, Herbert failed to see a huge piece of floating ice and hit it so hard that Jack Johnson, at stroke, was thrown forward and lost his glasses overboard. The latter's language was then hardly suitable for his future career in the Church!

One other story about Herbert is worth telling here. In the May Term he was again deputising as cox on an isolated occasion when I came up to coach. Now all coxes were supposed to know that one thing I could not stand was for a cox to give orders to the crew when I was talking. I eased the crew by Baitsbite Lock and was in full spate while the boat drifted nearer and nearer to the weir. Poor Herbert was then in a dreadful dilemma and spectators on the towpath watched in agonised awe wondering if the entire May crew were to be sacrificed to a watery grave. It is nice to be able to report that Herbert gathered courage and shouted "Back her all, *HARD*" just in time. The crew were safe and there was an awed silence. Then I said "Well done, cox. I didn't think you had noticed!"

The 1st Lent crew was rather inexperienced and very light in weight but they had a lot of courage and were well stroked by Jack Johnson. On the first night they were rather unfortunately bumped when being held up ahead. Next night they rowed a very plucky race and rowed away after being overlapped. They rowed over again next night but on the last race they got about the fastest start I have ever seen a Selwyn boat do and bumped Caius in 20 strokes! They therefore ended up where

they started, 12th. The 2nd boat and the 3rd both went down three places, not a cheerful sign for the future. The 1st Lent crew was :

Bow J. T. Annet
2 J. G. Forbes
3 J. Browning
4 P. Mattock
5 R. H. Granger
6 R. M. Winter
7 G. L. Speak
Stroke J. A. Johnson
Cox A. B. Arnott
Position on river: 12

Alas no crews were able to come to the Tideway, but at least Mike Lapage got his Blue in a Cambridge crew that beat the record time set up by a crew that also had a Selwyn man aboard, Ran Laurie. Mike rowed at no. 7.

MAY TERM 1948

It had been arranged that once more a team of Old Men should coach this crew and I had expected to have them for the last 14 days. But at the last minute I was prevented from this by domestic trouble. However Taffy Jones took them before Term started and did his usual splendid job. Then Brian Wood and Jimmy Sulley inspired them and Mike Lapage took my place. For neither Mike Lapage nor Herbert Mayman were able to row in or cox this crew as they were in the Leander crew that was to compete in the Olympics. Jock Arnott did a splendid job deputising as cox but we were short of a no. 6. Ultimately Alan Tillott changed sides and filled that position very well.

In the Races the 1st boat went down to a fast crew on the second night but should have regained that position on the last when they allowed a crew that had already gone down two places to get away. The 2nd crew made one bump but the 3rd was very bad and went down every night, whereas the 4th crew, after being bumped on the third night, made up for it by scoring an overbump on the last night. The 1st Eight was :

Bow J. T. Annet
2 J. G. Forbes
3 D. Fullelove
4 P. T. Spink
5 R. H. Granger
6 A. T. Tillott
7 G. L. Speak
Stroke J. A. Johnson
Cox A. B. Arnott
Position on river: 7

HENLEY 1948

Selwyn did not have a crew competing in this Regatta but Mike Lapage and Stan Laurie, our two most famous oarsmen, were rowing here. Mike rowed no. 7 for Leander who were narrowly beaten by Thames who went on to win the Grand. I had coached Thames for a

short time, but, as they had a Swiss oarsman in their crew, they were ineligible to row for England in the forthcoming Olympic Games. Our cox, Herbert Mayman, coxed Leander but alas later, when a composite eight was picked to represent England, Mayman was left out. Mike Lapage, however, still rowed at no. 7. The Thames crew were split up and represented us in the coxless fours.

But it was Ran Laurie who really made history. Partnered by his friend Jack Wilson in the Coxless Pairs, they had raced an Australian Pair at Marlow Regatta but were beaten by them, partly because they were not fit and partly because, having got a lead, the Australians then steered across into their water and gave them their wash, an action which, although strictly not against the rules of boat racing, is not usually done in this country. These two pairs met again at Henley when the Australians got a lead and repeated their tactics. But our pair at once spurred and drove them back into their own water. Ran and Jack won the event and were at once asked to represent England in the '48 Olympic Regatta being held at Henley.

Ran Laurie and Jack Wilson, the former on stroke side at bow and steers, actually won these Olympic Pairs and a Gold Medal for England! In doing this they made rowing history that will never be forgotten whenever rowing men collect together to talk about the past. They had won the Goblets at Henley first in 1938 in record time and since then had been abroad mostly in the Sudan, where Wilson had been severely wounded by a spear thrust. Back now as veterans in this Olympic Regatta they won a tremendous race against an Italian Pair. Ran had been ill the night before the race and I shall never forget how ill he looked as they fought off a desperate final spurt of the gallant Italians. In the Final, Laurie and Wilson rowed superbly. Led to halfway, they spurred and won at last by less than three seconds. It would be unfair to end this account without mentioning the essential modesty of Ran Laurie. He has always maintained that his chief worry was whether he could hold Jack Wilson without using the rudder! And Ran had been two years at his London Medical School and Hospital before they discovered that they had an Olympic Oarsman there! There is a length of film of Jack and Ran practising and rowing together which to me is the ultimate perfection of rowing.

1948-1949

When Jack Johnson, the new Boat Captain and I were discussing the prospects for the year that was to come, we really expected it to be a good one. There were no less than seven old May Colours left and so we decided to keep them in training and do as much coaching of the Freshmen as possible. All this was done and to this day I cannot understand why the crews did not do better.

MICHAELMAS TERM 1948

At first the senior oarsmen rowed in a Light and a Clinker Four, ready to be combined into the 1st Fairbairn eight. The Light Four did

not enter for the Races but the Clinker did, only to be beaten in the first round. There were at least twenty Freshmen who rowed regularly and five crews rowed in the Crock Eights. Later we also had five eights in the Fairbairn Race, the 1st losing no less than 14 places. The 2nd boat went up one, the 3rd down eight, but the 4th and 5th gained 13 and eight places respectively.

We had no representation in the 'Varsity Trial Eights and did not row to Ely to watch them.

LENT TERM 1949

Jesus College rowing was now deteriorating and this was to affect the coaching they gave us in future years. In the Races they lost the Headship that they had held almost continuously since 1934, and went down three places.

But the chief feature of this term was the extreme cold. Let "The Cambridge Review" of that year tell the story:

"The Lent Races will linger long in the memories of those who took part or watched, as four days of bodily torture and extreme cold. Arctic temperatures numbed the hands of those who tried to grasp ice-clad oars. A biting, following wind swept the oarsmen off their feet and blew chill blasts through the jerkins of the small number of enthusiasts who contrived as usual to impede the coaches and followers stampeding alongside their struggling charges."

We had four boats in these awful Races. The 1st boat had a chequered career. Rowing over on the first night, they were about to bump on the second when an enormous shipwreck stopped them dead and they were bumped themselves. However after rowing over again next night, they made a bump on the Saturday and so stopped where they started, 12th. The 2nd boat made three bumps and almost got their oars. The 3rd boat actually did win their oars, as did the 4th crew. A record was set up on the last night, as never before had four Selwyn crews all made bumps on the same night. Certainly concentration on those Freshmen had paid dividends! It had been a good Lents, twelve bumps and only down once and that place regained.

1ST LENT CREW 1949

Bow	L. B. Grimshaw
2	N. J. Mantle
3	G. P. C. Crossfield
4	T. T. W. Whittington
5	P. J. Wooding
6	D. E. Nicholl-Griffith
7	D. H. W. Ould
Stroke	D. Lidgley
Cox	N. L. G. Hill
Position on river:	12

THE TIDEWAY 1949

It was decided to enter two crews for the Head of the Tideway Race this year, the first time since 1938 and we went to great pains to choose the best crews. But looking back on it all now, I realise we had a man

rowing in the 1st crew who should never have been rowing in any crew, and in this Race he was rowing in a key position. We boated as usual from Thames R.C. and I coached the 1st crew and "Billy" Bennett the 2nd. The latter was now at St. Pauls School, from where he sent us in the future so many good oarsmen.

In the Race the 1st crew had an appallingly bad row and finished amongst the "also rowed" at 42nd. But, as usual with the Freshmen of this year, the 2nd eight redeemed the situation and finished 6th in the Clinker Division.

MAY TERM 1949

Again a large number of men wanted to row and we put into the Races no less than six crews, the first time Selwyn had ever done this. Whether so many crews are advisable with the lack of proper coaching is debatable, but they all certainly enjoyed their rowing.

Once more the "Old Men" took charge of the coaching of the 1st boat. Taffy Jones to start, then me and finally Jimmy Sulley. None of us could put any confidence in themselves into this crew. It showed in how they worried about the boat rolling, not realising that a nervous crew always upsets the balance because they are always tense and never relaxed.

And this lack of belief in themselves was well shown in the Races. On the first two nights they were bumped by two exceedingly fast crews to whom it was no disgrace to go down, L.M.B.C. and Pembroke. But instead of accepting these setbacks philosophically and being determined to get at least one place back on the last night, they panicked and lost another two places, thus ending 11th. The 2nd boat kept their place but the 3rd crew won their oars. The 4th and 5th crews went up one and down one respectively. The 6th boat also won their oars.

Bow D. H. W. Ould
2 J. C. D. Rainbow
3 T. T. W. Whittington
4 D. E. Nicholl-Griffith
5 R. H. Granger
6 H. N. G. Cowham
7 G. L. Speak
Stroke J. A. Johnson
Cox A. B. Arnott
Position on river: 11

HENLEY ROYAL REGATTA 1949

The Henley Judge, in a wave of euphoria, agreed that a reconstituted crew could go to Henley for experience as they would then have six members of it up next year. They competed for the Thames Cup, then still a lower standard than the Ladies'.

But they were still a poor crew. I coached them for a time and "shouted them over" in all their races, a practice still allowed. In their first round they were up against Univ. College and Hospital, who were coached by our old friend, Ian Fairbairn. Before the Race he said to me:

"Well, Mac, I suppose it is right and proper that the two slowest crews in for the event should race each other!"

A little later we had at least proved that we were not the slowest eight in the event! However next day we were soundly beaten by Princeton University, U.S.A., who went on to win the event.

This Henley crew was as follows:

Bow	R. C. Bray
2	J. C. D. Rainbow
3	J. T. Annet
4	D. E. Nicholl-Griffith
5	E. L. Richardson
6	J. A. Johnson
7	G. L. Speak
Stroke	H. N. G. Cowham
Cox	A. B. Arnott

Of this crew, Richardson was a gifted Freshman, who had never rowed before he had come to Selwyn and was to do so much for the Club in later years in coaching and encouragement. Both he and Jock Arnott were to be future Henley Judges. Hugh Cowham's father had stroked Selwyn crews just before and after the First World War.

1949-1950

There was an enormous amount of potentially good material in the Club this season. Indeed far more than in the years between the war, when we had done far better. But now that material was badly coached in the early stages and despite no less than seven old May colours being up, the Club only showed its promise at Putney, and, after a patchy training period, in the May Races.

MICHAELMAS TERM 1949

However, quantity at least we still had in the Club. We had no less than six Crock Eights and six crews for the Fairbairn Cup.

The 1st eight did go up six places in this race to 17th, but all the rest went down.

LENT TERM

Two crews came up early to get extra rowing but they spent every morning tubbing and did not go out until the afternoon, thus wasting an outing.

They were coached by Club members but several "Old Men" came up at various times and were not satisfied with what they saw. The 1st eight was never a happy crew and once again never had any confidence in itself. And their technique was bad.

On the first night of the Races no. 2 broke his foot strap and hurtled backwards causing two crabs. Before we could recover we had been bumped, and instead of getting the bump back next night the crew went to pieces and were bumped twice more to the bottom of the 1st Division.

Of the other four crews, the 2nd eight also went down three times, as did the 4th; only the third went up two.

Bow J. Browning
 2 P. C. Crosfield
 3 J. C. D. Rainbow
 4 S. C. R. Brown
 5 D. E. Nicholl-Griffith
 6 I. C. F. Pettifer
 7 E. L. Richardson
 Stroke H. N. G. Cowham
 Cox J. B. Jenkins
 Position on river: 15

In the dead period after the Lents, Geoff. Speak, bow and steers, and Hugh Cowham, stroke, entered for the Bushe Fox Sculls. They did very well at first, beating two Trial Caps from Trinity Hall, but then lost to the ultimate winners, Clare.

But to our joy, again Mike Lapage represented England, rowing in the Empire Games Crew.

HEAD OF THE TIDEWAY RACE 1950

I had seen those disastrous Lent Races and I was in no doubt what was wrong technically with the 1st crew. They had always been far too anxious to get onto the next stroke without finishing the previous one properly.

This now had to be put right and I told the crew that I was not going to train them for the Race, but we were going to take that in our stride. What I was going to do was to improve their rowing technique. This I am sure I did and at the end of the period they had quite a good stride with hard beginnings and firm finishes. This last I insisted on constantly. They were with me for two weeks, the first being spent at Horseferry Club at Kew and the second at Putney from Thames R.C. Far better water and far better coaching conditions were found at the former than the latter.

The 2nd eight was coached by Geoffrey Page of University of London B.C.

In the Race both crews did well, the 1st far better than even I had expected; they went up 14 places. The 2nd also went up an amazing number of places, to end 7th in the Clinker Division.

MAY TERM 1950

Two crews came up early to row and this time no time was wasted. For a week they were coached by Jerry Agelasto and then by Taffy Jones.

Two new boats were launched, a light-ship and a clinker eight, and a new flag was presented by old members of the Club.

But as soon as the College assembled as a whole, there was a "palace revolution" in the Club. The Boat Captain had wanted to propose someone other than the present Secretary as the Captain for the following year. For some time dissatisfaction with his captaincy had been present and when he called a meeting to elect future officers, he himself had to resign and G. L. Speak was elected in his place. He continued, however, to row in the 1st eight.

This crew had too many and too varied coaches. After Jerry and Taffy had left them in a healthy condition, Ran Laurie took them over

and for some reason they ceased to improve. But worse was to happen next. The Jesus Boat Captain took over the coaching. As has been said, Jesus rowing was by this time very suspect and this coach put them right back by insisting on fast beginnings only and all my hard work at Putney when I had given them firm finishes was wasted. However I took them over when he had finished and strove desperately to get them back to form. It was a hard time for me for those two weeks at the end of the coaching period. After doing my medical practice every day I drove up to Cambridge in the evening, picking up Richardson on the way. He had to return home every night owing to family bereavement. After coaching the crew, we had a hasty meal, then drove back to London and I got to bed about midnight. This was not good for me or the crew. However, of course, I enjoyed it all immensely and was well rewarded when the Races started. By then the crew had really started to improve and were happy in themselves. We had six crews rowing in these Races.

The 1st eight were handicapped by having directly ahead of them a crew, Emmanuel, that were slower than we were, but not so slow that we could catch them. If we had had those lost weeks of training we could certainly have done so. As it was we rowed over behind them for two nights, caught their victim on the third night and then fruitlessly chased Emmanuel again.

The 2nd eight was a good one and made three bumps and almost four. The 3rd crew did win their oars but all the rest went down. It really did seem that three serious crews were enough to put in the Races. The 1st Eight was:

Bow J. C. D. Rainbow
2 T. T. W. Whittington
3 D. H. W. Ould
4 D. E. Nicholl-Griffith
5 E. L. Richardson
6 I. C. F. Pettifer
7 G. L. Speak
Stroke H. N. G. Cowham
Cox J. B. Jenkins
Position on river: 10

HENLEY ROYAL REGATTA

It was the greatest pity that this eight could not go on to Henley. They only wanted more practice to become a potential winning crew. But two of them could not go, so a Light Four was sent instead. They came to me for preliminary coaching at Richmond and improved very fast. At Henley, Jimmy Sulley gave them some really expert coaching and they became a good crew. They entered both Wyfolds and Visitors. In the latter event we met those awful people from Emma., who led us off the start and won by less than a length. In the Wyfolds later in the day we met and beat Twickenham. Next day we easily beat Reading Univ. In the semi-final we met an R.A.F. crew. Again they led us off the

start but, gradually catching up, we lost by about $\frac{1}{2}$ length. The crew was:

Bow and
steers G. L. Speak
2 D. E. Nicholl-Griffith
3 I. C. F. Pettifer
Stroke H. G. N. Cowham

1950-1951

This year will always be remembered as that of the great intake of Freshmen and how little use to us most of them were.

There was one from the previous Radley College crew at Henley, but he gave up rowing almost at once. There was D. J. G. Martin from Bedford School's winning Princess Elizabeth Cup crew of the previous year. Alas, after rowing splendidly for us in his first year, he then failed to pass the necessary exams and had to go down.

But the greatest apparent find of the lot was George MacIntosh. He had stroked the Bedford School crew for the past three years and won the Princess Elizabeth Cup each year! In addition to these three, 37 Freshmen wanted to row and we still had five 1st May Colours up with us. So prospects should have been rosy indeed.

MICHAELMAS TERM 1950

Two Light Fours came up early to get extra practice. Ran Laurie coached the 1st throughout. I came up early on and advised putting George MacIntosh at 2 in the 1st Four. This was almost certainly a mistake as he was not sufficient of a boat mover to be anywhere else than stroke. All through training, illness caused delays and the crew never developed as it should have done. In the Race they were rather easily beaten in the first round by 1st and 3rd Trinity.

The 2nd Four would have done excellently as a clinker four but we could not borrow a boat for them, so they scratched.

However, both fours had been together as an eight at various times and this paid handsome dividends when the Fairbairn Cup Race came. George MacIntosh gave us a magnificent ride and we went up 15 places and ended 4th to L.M.B.C., Pembroke and Jesus, all these four crews breaking the record for the course. After this, we all began to think the sun glinted on George's oar, but at that time George had yet to do his first bumping start.

We had no less than six crews rowing in this Race and everyone of them went up. Despite all our good Freshmen and others, no one was awarded a Trial Cap and none of our crews rowed to Ely. This was the more surprising as the target all through the year was mileage.

LENT TERM 1951

The 1st crew were light and inexperienced but they were stroked by George MacIntosh so we hoped for the best. They were coached by Ran Laurie and when I saw them they did not impress me; they seemed to be trying for length without the necessary punch to go with it. And

in the Races on the first night when the gun went off, George shied like a startled racehorse and shot away about six strokes ahead of his crew in a shower of spray. By the Plough he was all shot and the crew panicky and they were bumped down to sandwich boat in the 2nd Division. They behaved like this every night and were bumped again on the third night. However, after a severe lecturing on the last night, they did manage to row somewhat more steadily and got a bump back to the head of the 2nd Division.

The 2nd crew had no fire in their bellies at all and rowed over every night when they were quite capable of making four bumps. The 3rd boat did better and made three bumps and the 4th made two. The 1st Lent crew 1951 was:

Bow	J. A. Whittingham
2	D. J. Gaydon
3	G. P. C. Crosfield
4	S. C. R. Brown
5	D. J. G. Martin
6	D. O'Beirne
7	R. E. Tostevin
Stroke	G. MacIntosh
Cox	D. Broadhurst
Position on river:	16

After the Lents, Rick Richardson and Ian Pettifer entered for the Foster Fairbairn Pairs in which they beat a pair of trial caps from Pembroke and only lost the semi-final by two seconds to the stroke and 7 of the next year's Blue Boat. Cowham entered for the Fairbairn Sculls, but was ill when he raced.

READING HEAD OF THE RIVER RACE 1951

Selwyn entered for this event for the first time but it was not a success. The narrowness of the course at the start and the congestion of boats made it like the rush hour on the London underground and we had a frustrating row.

PUTNEY HEAD OF THE RIVER RACE 1951

We boated this year for the first time from the U.L.B.C. Boat House at Kew. By now I had started coaching the University crews and so was able to get this facility for Selwyn. I coached the 1st crew and George Milner the 2nd. They only had a week with us and we were not able to do as much for them as we should have liked but the 1st crew did not have too bad a row and stopped where they started, 23rd. The 2nd crew lost one place to 8th in the Clinker Division.

MAY TERM 1951

We still could not believe that what had happened in the Lents was George MacIntosh's fault and so we persevered with him. But coaching arrangements broke down badly this term. Taffy Jones started them off as well as usual and he then advised us to get Jeremy Langton, of Jesus, to succeed him. This was a great success and under him the crew became very fit and lively. They were spurting well over full courses and at times

it was a thrilling crew. They certainly did a lot of mileage, to Ely one day and back the next. And one day they rowed to Clayhithe and back twice in one afternoon. One Saturday, I brought up the U.L.B.C. crew and we raced together from Morley's Holt to Ditton and U.L.B.C. only won by $\frac{1}{2}$ length.

Jimmy Sulley was to have taken them over next but he had to go abroad suddenly. So James Crowden of Pembroke took his place. Bob Porter then took them on, but almost at once he got mumps and had to give up. I was to have had them for the last two weeks but I broke three ribs and had to call off too. Fortunately, K. R. E. Taylor was coaching the 2nd boat and he nobly stepped into the breach and coached both crews. But it all lacked coordination!

In addition, half way through the Term we lost our Captain, Conrad Rainbow, who had to give up rowing owing to a family bereavement.

Despite all this the crew seemed to be going quite well but, when the gun went off on the first night, George MacIntosh reverted to his old tactics of the Lents—about 46 down First Post Reach to the crew's 39, no drive at all in Plough Reach, cruising at about 28 round Ditton. The one length bell went every night at about the Ditch and then silence. No-one came within their distance behind and rowing down the Long Reach every night we seemed to be in a sort of dream world with no crew before or behind! We rowed over every night and finished where we had started, 10th.

The 2nd crew went down two places, the 3rd up two, as did the 4th whilst the 5th made three bumps.

No one seemed very keen to go to Henley this season after the May Races, which was perhaps a pity, as George MacIntosh would certainly have been far more successful in side by side races than bumping ones. The 1st May crew 1951 was:

Bow	R. E. Tostevin
2	H. N. G. Cowham
3	E. L. Richardson
4	S. C. R. Brown
5	I. C. F. Pettifer
6	D. O'Beirne
7	D. J. G. Martin
Stroke	George MacIntosh
Cox	J. B. Jenkins
Position on river: 10	

1951–1952

This was a year when affairs had to begin again, as only one 1st May colour was still up. Hence the Boat Captain quite rightly decided to try and build from below, but, until about halfway through the season, things did not go right, the wrong men being selected for the top crews.

MICHAELMAS TERM 1951

For the reason stated, no Light or Clinker Four was got together and instead the Freshmen were trained and raced and later crews got ready for the Fairbairn Race. We entered five eights, but did not do well. All

the crews went down, the 1st from 4th to 20th, and the 2nd from 29th to 37th.

LENT TERM 1952

Despite the obvious keenness in the Club, the 1st eight never developed a real racing spirit. They were now of course Head of the 2nd Division and on the first night rowed over well enough but never made any impression on Magdalene at the bottom of the 1st Division. Next night they were bumped by King's 1, a fast crew, who later won their oars. This seemed to demoralise our crew and on the third night they were bumped by L.M.B.C. 2. On the last night they did succeed in rowing over, but it was a bad row. The 2nd eight on the other hand were splendid. Rough and rolling a lot, nevertheless they rowed with real spirit and were unlucky not to get their oars. They did however make three bumps. The other two boats went down.

1st EIGHT
Bow J. A. Whittingham
2 A. C. L. Heywood
3 P. S. Channon
4 D. J. Gaydon
5 E. J. Elwin
6 J. M. Brown
7 G. M. Rider
Stroke R. Hyde
Cox W. D. Lines
Position on river: 18

THE TIDEWAY 1952

Two crews came to row here this year at the Horseferry R.C. at Kew. I took both crews up to Richmond the first day and, on their return, from what I had seen then and from what I had seen of the Lent Races, I felt quite sure that a lot of changes must be made in the 1st Eight. So into them I put no less than four of the 2nd eight that had done so well in the Lents and there they stayed until after Henley in July!

I rowed in this crew myself to get the feel of it both on the Tideway and when they came again before Henley and I liked what I felt. This was the last time I ever rowed with a Selwyn crew, 30 years exactly since I had first done so.

Geoffrey Page of U.L.B.C. and Thames R.C. coached the 2nd crew and in the Tideway Race, both crews did well, the 1st going up three places and the 2nd four places.

MAY TERM 1952

This Term everything went well and the 1st crew had a magnificent set of coaches. Taffy Jones as usual did his stuff in starting them off in the right way and they were then taken over by Colin Porter, then of U.L.B.C. Colin later won more international rowing caps and medals than any other Englishman and ended as a British Selector. Finally the crew were coached by Rick Richardson.

In the Races, on the first night the 1st Eight were nervous and rowed unsteadily, only getting within $\frac{1}{2}$ length of St. Catharine's ahead. On the

second night, however, they showed real courage and although twice overlapped by Christ's rowed away from them and bumped "Cats" towards the end of the course. Next night they appeared tired but almost caught Queens' 1, but on the last night they made no mistake and bumped them at the Glasshouses. The 2nd eight on the other hand was a bad one and went down every night, despite having K. R. E. Taylor, 1922/23, coaching them. The other three crews also went down, the 5th eight having the unfortunate experience of being double overbumped on the 1st night! They, however, made two bumps themselves later.

HENLEY REGATTA 1952

There was no doubt that the 1st Eight was good enough to compete here and they came first again to Horseferry R.C. to be coached by me for a week. They got on well and at Henley were taken over by Jimmy Sulley who as usual put a lot of pace on them. They had entered for the Ladies' and had to row in the Preliminary round. Here they met Christ Church, Oxford and despite rather clumsy bladework over the second half of the course we won by $\frac{3}{4}$ length. In the next round we had an interesting race against Trinity College Dublin. We led at first but, by the Barrier, T.C.D. had caught up and got a slight lead. However we refused to be rattled and by hard rowing without spurting crept past them and went well ahead to win by $1\frac{1}{2}$ lengths. Next round we meet L.M.B.C. They were definitely too good for us and won by nearly three lengths.

The 1st May Eight and Henley Eight, 1952, was:

Bow	D. L. Ellams
2	J. W. Gray
3	M. R. Jackson
4	C. R. Ball
5	G. M. Rider
6	D. O'Beirne
7	D. J. Clarke
Stroke	J. M. Brown
Cox	W. D. Lines
Position on river:	8

So ended a season that started bleakly but finished well and with definite hope for the future.

1952-1953

This was a disappointing year after the high hopes of the previous season. There was certainly every excuse for the failure of the 1st Lent crew but it is hard to find any for the May crew.

We now had no less than seven 1st May colours in residence but a very poor intake of Freshmen into the Club boded ill for the future.

MICHAELMAS TERM 1952

Although all Freshmen were canvassed by letter before they came up and visited at once when they had a "squash" arranged for them, not many agreed to row and, of those who started, most dropped out very soon. Only two Freshmen eight were raced.

A Clinker Four was got together and when they raced they beat Peterhouse but then lost to King's.

We had five eights in the Fairbairn Race and only the 1st went up from 20th to 7th, a very good row. All the other crews went down.

Later an eight went to Oxford to race Queen's College over their long distance course. This race we won easily, but we lost a similar one at Cambridge to Peterhouse.

LENT TERM 1953

We had no less than five 1st May colours eligible to row in the Lent crew, but real misfortune now hit the Club, for there was a 'flu epidemic and one of its victims was the Boat Captain, Mike Brown. He got over it all right but started to row again too soon and just before the Races had to give up with a weakened heart, fortunately only temporary. The Secretary was also out with appendicitis half way through training and another crew member got such a badly poisoned hand through blisters that he, too, could not race. Hence perhaps it is not surprising that in the Races they suffered the indignity of being bumped by St. Catharine's 2nd crew. At least they did not go down again.

The 2nd eight, as last year, was fast, made two bumps on the first two nights and only failed by short margins to make two more. But, on the last night, when they had failed to make their bump, they were caught by Emmanuel 2, towards the end of the course. Both of the other two crews went down.

This depleted 1st Lent crew was as follows :

Bow	C. Jones
2	J. D. Wheeler
3	M. R. Jackson
4	J. E. Farr
5	R. E. F. Fogg
6	R. Hyde
7	E. J. Elwin
Stroke	J. W. Gray
Cox	M. Gorbart
Position on river:	19

Again we boated from Horseferry and I coached. The weather was atrocious, with gale force winds, and on one occasion matters were so bad that when we disembarked with all the water in the bottom of the boat there was also a live fish! But we got through a lot of work and in the Race they did well, rising from 20th to 17th.

The 2nd eight however went down.

MAY TERM 1953

The crew this term was very disappointing and there seemed no reason for it. They never seemed to be able to control their boat and it was constantly rolling, but a rolling boat always indicates a lack of confidence in the crew and this was certainly true of this crew. They were coached by Con. Rainbow for a short time and then by Rick Richardson. In the Races they can be forgiven perhaps for being bumped by a fast Christ's crew that went on to win their oars, but there was no excuse

for our not bumping Christ's victim on the last night. So we lost one place when, on our Tideway form, we should have gained at least two bumps. The 2nd eight went down and then up one, the other three crews all went down. The 1953 1st May crew was:

Bow G. M. Rider
2 R. Hyde
3 C. R. Ball
4 D. B. T. Jones
5 E. J. Elwin
6 J. E. Farr
7 J. W. Gray
Stroke J. M. Brown
Cox W. D. Lines
Position on river: 9

HENLEY REGATTA 1953

The May crew were of course judged not fast enough to compete here but Mike Brown and John Gray entered for the Goblets and although they were beaten easily in the first round it was by the European Champions from Belgium who beat the record for the course in defeating us. This was to date Selwyn's only entry in this event, although it had of course been won previously by Stan Laurie with Jack Wilson of Pembroke on two occasions.

1953-1954

This was a season of the most extraordinary contrasts, all of them wholly predictable. First a splendid result in the Fairbairn Race, then the deplorable debacle of the Lents. Next a good (but could have been better) result in the Head of the Tideway Race and the same in the May Races. The season ended with a disaster to the eight at Henley.

But let's see how it all happened.

MICHAELMAS TERM 1953

Mike Brown was re-elected Captain for another year and he had no less than nine former 1st May colours to choose from. This was all very pleasant, but boded ill for the future when almost all of them would be going down together. Fortunately the Freshmen, unlike last year, were a good intake and later four Freshman eights raced together.

A Light Four was entered, consisting of:

Bow and
steers J. W. Gray
2 C. R. Ball
3 E. J. Elwin
Stroke J. M. Brown

They rowed well but were beaten by L.M.B.C.

Four eights entered for the Fairbairn Race. The 1st boat rose from 7th to 5th, the highest we had been for a few years. The 2nd also went up, the other two went down a few places.

The Term ended with a definite feeling of elation.

LENT TERM 1954

But this Term was an unmitigated disaster. All crews were coached from within the Club by numerous old May colours, but the serious dearth of Freshmen in 1952 now made itself felt. The Lent crews were all very inexperienced and in the Races did very badly indeed. The 1st eight was bumped three times to 7th in the 2nd Division, the lowest position we had held or were to hold for many years. The 2nd eight went down four places as did the 3rd, whilst the 4th was overbumped and then went down a further two places. The Club retired quietly to lick its wounds and try and repair the damage.

After the experience they had gained the previous summer at Henley in the Goblets, Mike Brown and John Gray had high hopes of doing well this term in the Foster Fairbairn Pairs, but they were beaten in the first round by Emmanuel. This ended a dreadful Term. The 1st Lent crew was as follows:

Bow	R. E. J. Rose
2	J. Robbins
3	F. J. Whitbread
4	R. B. King
5	R. E. F. Fogg
6	J. K. Bullock
7	J. Bishop
Stroke	C. Jones
Cox	L. M. Malsom
Position on river:	22

TIDEWAY 1954

The May crew this year spent nearly a fortnight with me on the Tideway. They were of course a very experienced crew, with six former 1st May colours and quite contrary to what usually happened, I did not have to teach them to row so much as to race. In this I don't think I really succeeded. When paddling and in some rows they were as fast a crew as I ever saw from Selwyn, certainly as fast as George Milner's crew of 1947 that went to 6th on the River. The trouble lay with stroke, he would not row a fast enough rate, he was always afraid of being "rushed". This was very noticeable in the Head Race when we went over at far too low a rate and the crew were by no means rowed out at the end. So we only rose from 17th to 12th, when we could have been several places higher.

The 2nd crew were good, too, but lost a few places.

MAY TERM 1954

It was now that Mike Brown, the Boat Captain, made his amazing decision about the coaches for the 1st May crew. He has told me since that it was because he could not get any of the usual old Selwyn men to coach this Term, and that his choice of coaches was "faute de mieux". If that was so, then I am sure people were not asked early enough, a perpetual fault of Boat Captains!

Taffy Jones was unable to start the crew off this Term as he usually did, so he asked Eyres who taught at Radley with him to deputise for

him. Eyres had rowed in lower Lent crews in the '30s and so taught the excellent stuff we were rowing then. Next came the most amazing choice, David Haig, of L.M.B.C.

He told the crew to swing as far out to it as they could, the idea, presumably, being to get as long a stroke as possible, irrespective of whether it was effective or not. Nothing like it had been heard in Selwyn for years and the crew did their best but felt they were rowing in a sort of cloud cuckoo land.

What the crew thought about it was perhaps best recorded in the Minutes of that time. They were rowing a Lock to Lock and had been told to row no higher a rate than 18. The comment was, "I suppose it means something but it was extremely tiring." I came up to see this and could not believe it was the same splendid crew I had coached at Kew. But, alas, I was to see far worse antics in the years to come. Then Alf Twinn, the C.U.B.C. Boatman took over. In his robust way he urged them to hit it at the beginning, but how could they when they were way out on a limb? Last came Brian Jenkins, our cox of three years before. He told me at the time that when he first saw them he could not make head or tail of them. All he could do was to try and get them up to racing pitch. He certainly did that for in the races they caught two victims of Clare bumping ahead of them and so ended 7th, and only George Milner's crew of 1947 had been higher since the war.

Of the other boats, only the 5th made bumps. The May, Marlow and Henley crew was:

Bow J. Bishop
2 R. B. King
3 R. E. F. Fogg
4 D. B. T. Jones
5 E. J. Elwin
6 C. R. Ball
7 J. W. Gray
Stroke J. M. Brown
Cox D. W. Lines
Position on river: 7

MARLOW AND HENLEY REGATTAS 1954

The crew were now taken over by Jimmy Sulley. He tried desperately hard to get them back to normal, thinking of the future, but it was too late. At Marlow they had a hard race against Jesus 2nd crew and lost by two feet, but at Henley far worse happened, for in the Eliminating Round they lost to Corpus, Oxford, a race that they should have been able to win easily. Fortunately we also had a Four out of the eight entered for the Visitors and this got into the semi-final where it was beaten by Magdalen, Oxford. This Four was:

Bow and
steers J. W. Gray
2 C. R. Ball
3 E. J. Elwin
Stroke J. M. Brown

1954-1955

To return to a consistent coaching policy this year, the Boat Captain, having had a talk with me, decided to get Jesus coaches throughout the season. This he was able to do and the results of the year's rowing were reasonable.

MICHAELMAS TERM 1954

Everything was attempted this Term. There were Light and Clinker Fours, four Freshmen Eights and five Eights for the Fairbairn Race. The Clinker Four seems to have had more fun in their training than the Light Four, but both lost in the first rounds of their races, the former to the finalists of the event. The results of the Fairbairns were not good, the 1st going down from 5th to 17th, the 2nd and 3rd also down but the 4th and 5th did go up.

LENT TERM 1955

Coaching by the Jesus men started now in earnest and it certainly seems to have paid off. Plenty of mileage was done and regattas with the Jesus crews, one of them on the way to and from Ely.

On the first night of the Races the 1st eight had an exciting race. Overlapped by Downing, they rowed away from them and then made three bumps on the other three nights. But the other three boats all went down badly. The 1st Lent crew was as follows :

Bow	P. O. Liebling
2	M. B. Harrison
3	P. N. Booth
4	P. D. Atkinson
5	I. V. Merton
6	J. Robbins
7	F. J. Whitbread
Stroke	R. M. Newland
Cox	R. K. Medd
Position on river:	19

TIDEWAY 1955

By this time I was coaching London University regularly and I got the Selwyn crews to boat from there and the Selwyn and U.L. crews often went out together, Selwyn holding U.L., as they were then, very well. When I was not able to coach, A. C. E. Devereux took over .

In the Tideway Race, the 1st crew went down from 13th to 26th but even so they were the 5th fastest Cambridge crew. The 2nd eight went down rather badly.

MAY TERM 1955

The 1st crew were first coached by Brian Jenkins and the excellent Jesus man then took over. There were no mishaps in training and we went out with the Jesus crews quite a lot, often having regattas with them up at Clayhithe. I came up and watched two of these.

It was not at all a bad crew but they lost two places in the Races to Emmanuel and Queens', both of these crews making three bumps.

The 2nd eight, which was largely made up of old May colours, also lost two places and went down to the 3rd Division. Alas, this crew of ours was not so long ago, temporarily at least, in the 1st Division! The 3rd and 4th crews went up. But the 5th crew covered itself in glory. After making one bump, they then actually made two overbumps! The 1st crew was as follows:

Bow P. N. Booth
2 W. A. H. Collier
3 I. V. Merton
4 C. E. A. Sweatman
5 R. E. F. Fogg
6 E. J. Elwin
7 F. J. Whitbread
Stroke R. M. Newland
Cox L. M. Malsom
Position on river: 9

HENLEY REGATTA 1955

"Dev." and I coached them here and I made some crew changes. They entered for the Thames Cup but lost to London 2nd crew in the first round. We actually led by $\frac{1}{2}$ length at Fawley but allowed ourselves to be overtaken and were beaten by $1\frac{1}{2}$ lengths. The Henley Eight was:

Bow P. N. Booth
2 W. A. H. Collier
3 I. V. Merton
4 C. E. A. Sweatman
5 R. E. F. Fogg
6 E. J. Elwin
7 F. J. Whitbread
Stroke J. Robbins
Cox R. K. Medd

1955-1956

This year started well, even brilliantly, and ended poorly. The Fairbairn and Lent Races went well, but the Mays and Henley were bad. It can only be conjecture why this was so, but the varied coaching must have been partly to blame. In the Michaelmas Term we had a Jesus coach, for Jesus were once again rowing excellently. In the Mays their 1st crew was Head and the 2nd crew not only bumped our 1st but were higher than 10 other 1st crews. After the Lents we had a long series of Old Selwyn men who, although all coaching the same way, probably did not coordinate their coaching, one with another.

MICHAELMAS TERM

The feature of this Term was that the Cam was drained for the first two weeks from Jesus Lock to Baitsbite so that dredging could be done. So our clinker four went to Clayhithe for this period and practised from there, being coached by the Boat Captain. They were beaten by a fast crew from Magdalene early on, but when I had seen them I thought them worthy of a better fate than that.

Then the Fairbairn crews were got out and Mike Delahooke, the Jesus President of C.U.B.C., coached the 1st crew brilliantly and they

went up to 6th, giving great hope for the future. Our other crews also went up, and in addition we had had three good Crock Eights.

LENT TERM 1956

Why the Boat Captain did not go on with a Jesus coach after he had done so well with us, I do not know. Perhaps they were no longer able to spare a coach. Anyway, the crews this term were coached by the old May colours in the Club and very well they did, at least with the 1st crew.

The 1st boat made three bumps and regained the 1st Division once again; the 2nd crew made one bump and the 4th won its oars. The less said about the 3rd boat the better. The 1st crew was as follows:

Bow	H. D. Matthews
2	D. A. Hedley
3	K. C. Moore
4	C. E. A. Sweatman
5	G. M. B. Briggs
6	J. Robbins
7	T. J. R. Gordon
Stroke	W. A. H. Collier
Cox	R. K. Medd
Position on river:	16

TIDEWAY 1956

Directly the Lents were over the first crew got together ready to go to the Tideway to compete in the Head Race there. I came up to Cambridge to coach them and at that time they impressed me, but later when I had them on the Thames I just did not seem able to get across to them. I tried to weld them into a crew but they seemed lazy and rough water worried them unduly and I was not in the least surprised when they lost a great number of places in the Race, going down from 25th to 73rd. Perhaps the most joyous occasion, at least for the crew, was well recorded in the Club Minutes Book as follows: "Assault on Mac! Probably due to Mac's stentorian bellows on the towpath, a lady's pet poodle ran away from her in terror. The lady in question advanced at a rapid rate on Mac, crying, 'I could kill you!' Whereupon Mac, in self-defence, grabbed her weapon (the dog's lead) and threw it into the water! An eventful Outing!"

The 2nd crew, coached by Harrison, rose two places to 126th.

MAY TERM 1956

Despite all this, the crew still seemed to have confidence in me and came to Richmond on the Thames again before this Term started and this time I really seemed to make some progress with them, but I was not able to make up my mind who should stroke the crew. There were three candidates: Collier, who had stroked the 1st Lent crew, Bob Newland, who always thought he should, and Piers Booth, by far the most talented of the three. And it was not until I came up to Cambridge later in the May Term that we finally settled on Piers. In order to get some life in the crew I suggested that they entered for the Junior-Senior event of the Vesta Dashes, a 100-yard sprint, at Putney. This they did

in the third week of Term but not unexpectedly lost in the first round.

The crew had a long list of Selwyn coaches. Taffy Jones as usual started them off brilliantly and was succeeded by Mike Lapage, Bob Fogg, K. R. E. Taylor and finally Brian Wood. The latter agonised over them, but they were too brittle a crew to be able to bear disaster.

On the first night of the Races, when almost about to bump ahead, no. 2 caught a monumental crab, the boat stopped and we were bumped. Next night we had a ding-dong battle with Jesus 2 but managed to scramble over. But that evening Bob Newland announced that the wrist he had damaged in the crab on the first night was now so painful that he could not row next day. Harrison gallantly came in for him as a substitute, but now Jesus 2 did bump us, and the next night, so did Magdalene.

Of the other crews, of which there were five, the 2nd went down three places, the 3rd only down one and the 4th and 5th made three bumps each. The 1st crew, 1956, was as follows :

Bow	T. J. R. Gordon
2	} R. M. Newland
3	} W. B. Harrison
4	G. M. B. Briggs
5	C. E. A. Sweatman
6	I. V. Merton
7	W. A. H. Collier
	F. J. Whitbread
Stroke	P. N. Booth
Cox	R. K. Medd
Position on river:	12

HENLEY REGATTA 1956

Obviously the 1st eight were not fit to go to Henley but four of its members decided to go by paying their own expenses and entered for the Visitors. Jimmy Sulley took infinite pains over coaching them and did a great deal to cure their individual faults, but they could not be said to have done well, being soundly beaten at once by a goodish Queens' crew. Our crew was as follows :

Bow and steers	T. J. R. Gordon
2	C. E. A. Sweatman
3	G. M. B. Briggs
Stroke	R. M. Newland

1956-1957

At this time we had a veritable surge of Sulleys! For not only did the famous Jimmy Sulley begin to take an even deeper interest in the Club but three of his sons arrived and all made their distinguishing marks on the College. Philip, the eldest, became Boat Captain, James coxed the University like his father, whilst Edward, the youngest, refusing to go anywhere near the water, became a famous croquet player and won his Blue. The Sulleys vie with the three generations of Devereux as Selwyn's most famous Family.

But to return to our History. This year was again an unsuccessful one and a hint of what was wrong was given early in the year by an abortive "palace revolution" against the Boat Captain. A General Meeting of the whole Club was called under an independent chairman and gave a vote of confidence in the Captain and the affair, outwardly at least, was ended. But it was an unhappy and unsettled Club.

MICHAELMAS TERM 1956

The Boat Captain decided to return to the Jesus style of rowing, and invited coaches from that Club. But for the first time the old image was not there. It was almost 40 years since Steve Fairbairn had inspired not only them and us, but the whole of English rowing and his methods had largely been forgotten. And so all our first crews this year were either beaten or bumped.

A Light Four coached by Jesus also raced Jesus in the first round. They lost five seconds early on and had regained two of these when bad steering led them to hit a Cam Conservancy barge, moored on the outside of Grassy Corner. They were then consequently quite out of the race. A Clinker Four, although coached by Jimmy Sulley, also lost in the first round.

Only two Crock eights were raced and in the Fairbairn Race the 1st eight went down from 7th to 15th, but the 2nd boat did go up two places.

The only bright bit of news was that James Sulley won his Trial Cap.

LENT TERM 1957

All our crews were coached by members of the Club itself, but those rowing seemed obsessed by extraneous matters, such as from which direction the wind was blowing that particular day, and they did not progress very fast. So it was not altogether surprising that the 1st crew last three places and descended once more into the 2nd Division. The 2nd crew went down one place but the 3rd crew actually won its oars. This 1st crew was:

Bow	R. B. Rudgard
2	J. Robbins
3	T. J. R. Gordon
4	W. A. H. Collier
5	G. M. B. Briggs
6	C. E. A. Sweatman
7	D. M. Lee
Stroke	D. A. Hedley
Cox	P. L. Sulley
Position on river:	19

Later in the Term, Gordon (bow and steers) and Hedley (stroke) entered for the Foster Fairbairn Pairs. They lost a good race to an L.M.B.C. pair, giving away a stone apiece.

At the end of term, the question of a crew or crews to row on the Tideway was as usual discussed, but this year for the first time and for reasons I do not know, the Club decided that no 1st May colours should go but only men who had rowed in one or other of the Lent crews. I

agreed rather reluctantly to coach this very unrepresentative crew but at the last minute one man dropped out and no substitute could be found. And so no crew was sent after all. This certainly seemed to show a great lack of keenness somewhere.

MAY TERM 1957

For the coaching of the 1st crew this Term the Boat Captain had got a long list of different coaches, one every week, in fact. They were all undoubtedly good in themselves, but no attempt was made to coordinate the coaching and the crew were therefore constantly having to try something fresh every week. This could not make for a united crew. These coaches were, in order: Mac Bolton of Jesus, 'Sam' Hall, Harcourt Williams of Jesus, Maurice Browne, Ramsay Murray and Von Hoeken of Peterhouse. Of these, Maurice Browne and Ramsay Murray seem to have made most impression on the crew. The latter for many years entered regularly for the Scullers Head Race on the Tideway and became Captain of Thames Rowing Club in 1969.

In the Races our 1st crew were bumped twice, by Peterhouse and 1st and 3rd Trinity, the 2nd crew made one bump, the 3rd went down two places, while the 4th just rowed over every night.

After this the Boat Captain himself made the decision that the crew were not fit to go to Henley and so that concluded the season's rowing. The 1st May crew in 1957 was as follows:

Bow	R. B. Rudgard
2	J. Robbins
3	T. J. R. Gordon
4	W. A. H. Collins
5	G. M. B. Briggs
6	C. E. A. Sweatman
7	D. M. Lee
Stroke	D. A. Hedley
Cox	J. S. Sulley
Position on river:	14

1957-1958

This was one of the worst seasons Selwyn rowing has ever experienced. A symptom of this is that at one time or another every experienced oarsman ceased rowing for one reason or another. No good coaching can help in such circumstances. The cure has to come from inside the Club itself. David Lee had been elected Captain but owing to trouble with the examiners he was unable to come up and Philip Sulley was elected in his place. At the Committee meeting when he was elected it was asked if there was a written constitution of the Club. No-one seemed to know. There is no such constitution, of course, only a few rules compounded by de Coetlogon when the Club first started in 1882 and to be found in the first volume of the Club Minutes. But then we have no written Constitution as a nation and we appear to get along all right without it!

MICHAELMAS TERM 1957

At the beginning of Term, realising that there was a lack of enthusiasm, I came up and addressed the Club but it did not seem to

make much impression. A Clinker Four was got together and seems to have been going well but at the last minute one of the crew got 'flu, there was no reserve and the crew was scratched.

Again there were only two Crock Eights and in the Fairbairn Cup the 1st crew went down from 15th to 19th but the other two crews went up a few places.

James Sulley got his second Trial Cap and later, to our great pleasure, emulated his father and coxed the Cambridge crew.

LENT TERM 1957

The only interesting thing about this Term is that, for the first time, Selwyn helped out their rowing by Circuit Training. This is a method of getting fit outside the boat and of developing muscles especially used in rowing by doing repeated exercises either against the clock or other members of the crew. The idea behind it is first-class, but it can be dangerous, as was seen this year when one of the crew had to drop out at the last minute with strained abdominal muscles due to these exercises. Proper supervision is essential for this form of training. Ten years later circuit training got so exaggerated that oarsmen were spending more time doing it than rowing in the boat! Physical fitness was considered of more importance than technique of rowing.

The crew of this Term had three excellent coaches, Jerry Agelasto, Jimmy Sulley and Sam Hall. But even they could not produce pace and their lost two places in the Races. The 2nd crew went up one place and the 3rd stayed where it was. Again no attempt was made to come onto the Tideway. This 1st Lent crew was:

Bow	D. L. Biscoe
2	B. Norden
3	K. B. Young
4	J. P. Leonard
5	A. B. Mace
6	P. J. Langford
7	R. O. C. Summers
Stroke	J. D. P. Hall
Cox	M. H. Burden
Position on river:	21

MAY TERM 1958

For various reasons, every 1st May colour decided not to row this Term and it was a rather disheartened and very inexperienced crew that practised under Jerry Agelasto, Rick Richardson and Sam Hall. They never really progressed and were very slow when the Races started. They lost a place every night and dropped out of the 1st Division for the first time since 1925.

Again we had five crews rowing. The 2nd remained where it started, the 3rd went down three places, but the 4th and 5th lightheartedly made three bumps each. The 1st crew were:

Bow D. L. Biscoe
2 G. P. Mosbach
3 B. Thompson
4 J. D. P. Hall
5 A. B. Mace
6 J. P. Leonard
7 R. O. C. Summers
Stroke B. Norden
Cox P. L. Sulley
Position on river: 18

There was not even talk about going to Henley and the year ended.

1958-1959

It is quite extraordinary how one man with fire in his belly can revitalise a Club, and how this has happened over and over again in our Club's history. Last season the Club seemed moribund, yet this year, due entirely to the determination of the Captain, Alan Doggett, new life was breathed into the corpse and for a time at least, all went well. Alan was perhaps the best cox ever to come up and never get University recognition, for he arrived on the same day as James Sulley, who, as we have seen, coxed and got his Blue. Which of these two coxes was the better will never be known. However Alan was probably quite happy with his music and the magic he worked on the Club.

He made his mistakes, of course, probably the worst being that he failed to realise that Selwyn did have a successful style of rowing of its own and it was only in his second year of Captaincy that he grasped this essential fact. Instead, he imported methods of his own, successful enough when taught to him by that famous coach, Freddie Page, at St. Paul's School but not so good when handed on to a different kind of oarsmen. However these methods were nothing to the antics we were to see in a few years' time.

During this year, as the chief proponent of the temporarily despised Selwyn style of rowing, I was quite out of favour. But I could afford to be patient, and, as it happened, I only had to wait one year.

MICHAELMAS TERM 1958

Right from the start, the Boat Captain decided that, as the morale of the Club had to be restored as speedily as possible, he had to concentrate on a few good crews rather than more, but less advanced ones, and as the style of rowing was to be modified, but coaches must be as few as possible.

Hence two crews composed of last year's oarsmen and experienced Freshmen were got together at once and raced at the end of a fortnight. The best oarsmen out of these then formed the 1st eight which almost at once was split up into two Clinker Fours and entered for the University event. It could not be expected that these would do well, and the A crew were beaten by King's by one second and the B crew by St. Catharine's, who later won the event.

At once the two fours amalgamated again and formed the Fairbairn crew and in this they did really well, rising from 19th to 6th.

And so the Term ended with only a few oarsmen rowing, but those that were were keen and had their tails well up and were sniffing success in the air.

LENT TERM 1959

The 1st eight came up early to practise under Con. Rainbow, so early in fact that no other college crew was present for the first few days! Bad weather seems to have been a feature of this Term, flood to start, and then, when Jerry Agelasto took over, fogs day after day descended on the river. These were succeeded by gale force winds especially when John Willett took over for the final period. However the crews were in between times able to get in a lot of mileage and races against other crews, including Southampton Univ. and Thames R.C. who came up for the day.

In the Races the 1st Eight did really splendidly, getting no less than five bumps and rising from 21st to 16th, just in the 1st Division again.

The 2nd eight made one bump as did the 3rd, but the latter's was a particularly good performance as they had to row with a substitute stroke from the first night owing to illness.

The 1st Eight was as follows :

Bow	P. J. S. Fordham
2	C. E. Boden
3	J. E. McK. Neale
4	J. D. P. Hall
5	C. D. Dobson
6	J. P. Leonard
7	R. O. C. Summers
Stroke	R. C. Hadaway
Cox	R. T. Weston
Position on river:	16

In the Vacation, the 1st crew raced both in the Reading and Tideway Heads, and in the former they did quite well, finishing 23rd. They then had a long row from Reading to Hammersmith spread over three days, but this seemed to have tired them out for in the Tideway Race they rowed with far too short a stroke and did not do themselves justice. Freddie Page coached them.

MAY TERM 1959

If the criterion of a year is, as it should be, the performance of the first crew in the May Races, then affairs were distinctly disappointing.

Why this should have been is difficult to know as the 1st May crew were the same as the 1st Lent except for a change at bow, and they certainly did not now lack confidence. Moreover they had the same set of coaches. But all through Term their balance and timing was suspect and they never seemed to deal with other crews as decisively as they had done in the Lent Term. When the Races started they had a nervy row on the first night and failed to make a bump well within their capabilities. On the second night they rose to the top of the 2nd Division by bumping

Peterhouse, but then rowed over meekly every other night, thus leaving *the crew in the worst possible position for next year.*

The 2nd crew made one bump, but all the other three crews went down an undignified number of places. The 1st May crew was as follows:

Bow K. B. Young
2 C. E. Boden
3 J. E. McK. Neale
4 J. D. P. Hall
5 C. D. Dobson
6 J. P. Leonard
7 R. O. C. Summers
Stroke R. C. Hadaway
Cox R. T. Weston
Position on river: 17

The 1st crew did go to Henley but the worst happened here, for they were soundly beaten in the preliminary round of the Ladies' by Magdalene, veritably a fate worse than death!

1959-1960

Alan Doggett continued as Captain for this Term only and was then succeeded by Roger Hadaway, the Secretary.

Far too few Freshmen were recruited to row, despite an appeals talk as usual from me and the constant efforts on the part of the Boat Club officials, who for some reason laid the blame for this on the termination of National Service. Men now, they said, came straight from school determined only to work. But that has always been so and they have always been told that, if only for health reasons, they must take some exercise and rowing is the finest exercise there is.

However there arrived this year two magnificent ready-made oarsmen from the previous year's Westminster School crew, a heavyweight, Franzini, whose rowing career was sadly cut short by illness in his second year, and David Devereux, the third generation of his family to row for Selwyn.

MICHAELMAS TERM 1959

Very little appears to have happened this Term. Two eights entered for the Fairbairn Race and the 1st dropped from 6th to 12th.

LENT TERM 1960

Hadaway was now Captain. Early in the Term a ceremony was held at the Boathouse to launch a new 8-oared boat, suitably named "Chips" after Brian Wood, who had been Henley Judge for so long. Later an Old Men's crew went out for a short paddle. I thoroughly enjoyed stroking it.

The 1st Lent crew were given a splendid start with Conrad Rainbow as coach. He was followed by John Theobalds, a really first-class undergraduate coach from Christ's. The final polish was given by John Willett.

To everyone's surprise, except the crew and myself, in the Races they made four bumps. They were perhaps lucky to make one on the second night but every crew that makes four bumps must expect a bit of luck. The 2nd crew made three bumps and would also have made four if their cox had not tried to take an overland course at Grassy. The 1st Lent crew were:

Bow P. J. S. Fordham
2 G. J. N. Knight
3 N. McC. Smithson
4 J. E. McK. Neale
5 J. R. Henson
6 D. V. W. G. Franzini
7 D. W. M. Devereux
Stroke R. C. Hadaway
Cox T. A. C. Dulley
Position on river: 12

After the Races, we had entries in the Bushe-Fox Sculls and the Foster Fairbairn Pairs but had no signal success in either.

Meanwhile two eights practised under Jerry Agelasto and later rowed from the Horseferry Boathouse at Kew where I coached the 1st crew and Jerry the 2nd. This year, for the first time, the Permanant Henley Fund provided the money for a launch from which to coach. Both crews rowed well in the Head of the Tideway Race, without particularly distinguishing themselves, but we all enjoyed it very much.

Once again a Selwyn man coxed the Cambridge crew, Roger Weston. Later he became Secretary of the C.U.B.C., the second Selwyn man to do so, "Dusty" Aldous being the first.

MAY TERM 1960

Once again the promise of the Lent crew was not fulfilled by the May crew. But this time the reason was clear. In the crew were two excellent strokes, Roger Hadaway, The Captain, and David Devereux, whom his father and I had seen stroking his Westminster School crew to a thrilling three feet victory at Henley the previous year. Yet we all chose someone else. Jerry Agelasto and Rick Richardson coached the crew, but they always lacked the final determination that a good stroke will give them and rowing at the Head of the 2nd Division they ended there, rowing over eight times, an effort which, as the minute book says, "must never be repeated"!

On the last night, however, we did hold off Peterhouse who had already made three bumps. The 2nd crew made three bumps and again were unlucky not to have got their oars. The Gentlemen's Eight, coached by Professor Plumley, did win their oars. The 1st May crew was:

Bow J. R. Henson
2 R. C. Hadaway
3 C. D. Dobson
4 Mike Biscoe
5 D. V. W. G. Franzini
6 J. E. M. Neale
7 D. W. M. Devereux
Stroke J. D. P. Hall
Cox R. T. Weston
Position on river: 17

HENLEY ROYAL REGATTA 1960

Jimmy Sulley coached this crew with his usual skill and they won their Eliminating Race quite easily in the Thames Cup but then relapsed and lost a race they should certainly have won against Midland Bank.

After Henley the order of the crew was changed and Roger Hadaway went to stroke, where he should probably have been all along and they competed at Hamburg Regatta. This was virtually sea rowing and in the first race we nearly sank and came in last. But next day we had a most exciting race and rowed really well, finishing only $\frac{1}{2}$ length behind the winners from a field of six crews.

1960-1961

The worry of the previous year, that Freshmen would come up only to work was, as I had expected, certainly not borne out this year. So many applied to row that by the May Term one in every five Freshmen was rowing!

Roger Hadaway continued as Captain and gave us an outstanding 1st May crew.

MICHAELMAS TERM 1960

A Light Four was got together after Term had started and was coached by John Theobalds in a nightmare original style of rowing he had thought up himself and which he was ill-advised enough to call the Russian style. Despite this, a crew won a heat against Queens' 2. Later this style was tried on a long-suffering Fairbairn Cup crew which at last rebelled, went down to 13th in the Race and the style then died un mourned.

Of far more value was the fact that Jerry Agelasto was given the job of training the Freshmen. He did this in the traditional Selwyn style and produced an eight that raced extremely well in the Clare Novice Eights Race and from this crew emerged some very valuable oarsmen for the future.

LENT TERM 1961

John Theobalds coached the crew from the start to finish in a more usual method of rowing. The aim was to make the crew very fit by hard work and mileage and this was certainly done. But when the Races came the crew rowed in a most lackadaisical style. Then on Friday the reason for this was discovered, for poor Franzini, rowing at 7 and the heavy-weight of the crew, was found to be suffering from glandular fever which he must have had for several days beforehand. He had pluckily refused to give up racing until the Friday. On that day and on Saturday, it was not surprising that the crew went down. Franzini was ill for some time after and in fact never rowed again. There were four eights rowing for

us in the those Lents and the 2nd crew won its oars. The 1st Lent crew was:

Bow A. G. F. Barr
2 G. H. Lines
3 A. M. Leonard
4 Mike Biscoe
5 J. R. Henson
6 M. R. Brown
7 D. V. W. G. Franzini
Stroke D. W. M. Devereux
Cox R. F. Kemp
Position on river: 14

At the end of Term two eights rowed in the Bedford and Reading Head Races. The 1st Eight finished third in the first and 18th in the second. They then came on the Tideway, boating from the U.L.B.C. Boathouse, where I coached them. Jerry Agelasto coached the 2nd. The crew I took over was full of good material and, best of all, was brim full of enthusiasm and I thoroughly enjoyed coaching and took more than usual trouble with them. In the Race they rowed really well and rose from 60th to 22nd, beating the 1st crews of Pembroke, St. Catharine's, Emmanuel, Caius, Trinity Hall, Clare, and Corpus, and only being beaten by Jesus and Queens'. The crew called it "an idyllic row"!

In the Boat Race, our Roger Weston again coxed Cambridge, this time to victory.

MAY TERM 1961

With the memory of the awful eight row-overs last year in their minds, the crew were determined to get so fit that there would be no question of this happening again. John Theobalds coached again throughout and on May 6th they went over to Norwich and won the Head of the River Race there. Rowing this Term was a pleasure and nothing went wrong. Nothing at this time at least could stop them and in the May Races they went up every night almost as a matter of course, rowing round a corner only once!

We had no less than seven crews in for these Races and as well as the 1st boat, the 3rd also won their oars. The 2nd went up one place. This 1st May crew was as follows:

Bow A. G. F. Barr
2 M. R. Brown
3 A. M. Leonard
4 Mike Biscoe
5 J. E. M. Neale
6 R. C. Hadaway
7 J. R. Henson
Stroke D. W. M. Devereux
Cox R. T. Weston
Position on river: 13

After the May Races this splendid crew continued an ambitious series of races. They entered for the Junior-Senior Race at Reading Regatta, and the fact that they won this event was not so striking as that, in doing so, they were less than a length slower than my U.L.B.C. crew, which later won the Thames Cup at Henley!

They then got ready for Marlow Regatta a week later, but now the weather turned very hot and sultry and the crew began to lose their bite and edge and to lose weight alarmingly. In the Marlow Eights they rowed a spiritless race and lost to T.C.D. in the first round.

Then came Henley and we hoped that they would get over their obvious staleness. But they took on even more work. Taffy Jones coached the Eight, which also split into about equal pace Fours which John Theobalds coached, one in for the Wyfolds and the other for the Visitors.

The remainder of the sad story is soon told. All these crews lost in their first race, the Eight to 1st & 3rd, the Visitors Four to Emmanuel, and the Wyfold Four to R.A.F. Remenham. Everybody was dreadfully stale.

The Eight was as in the Mays and the Fours were as follows:

VISITORS FOUR	
Bow	J. R. Henson
2 and steers	D. W. M. Devereux
3	A. M. Leonard
Stroke	Mike Biscoe

WYFOLD FOUR	
Bow	A. G. F. Barr
2 and steers	M. R. Brown
3	J. E. M. Neale
Stroke	R. C. Hadaway

This 1961 May Crew was undoubtedly one of Selwyn's great crews, worthy to be compared with any in the past. They were got together directly after the Lent Races and from March rowed virtually unchanged, and during that time they did splendidly in every race they entered until past their peak just before Marlow Regatta in late June. They were well Captained, well stroked and well coached, and were above all a very happy crew, the essential basis of all success. Their greatest achievement was that they left us once more firmly in the 1st Division in the Mays.

1961-1962

At this period of Selwyn rowing, success one year by no means meant success the next, and a change certainly occurred now. Why this should have been so this year is inexplicable, as four of last year's very good crew, including stroke and 7, were still up as well as a wealth of material from the lower crews. Morale should have been high but, except for the Fairbairn Race, the rest of the record was very mediocre.

MICHAELMAS TERM 1961

Light and Clinker Fours were raced, but both lost in the first round. They then combined into an eight, practised hard for a fortnight under Jerry Agelasto and in the Fairbairn Cup had a good row and ended 5th, only a few seconds slower than the winners.

Mike Biscoe and Chris Jump, the cox, were awarded Junior Trial Caps by the C.U.B.C.

LENT TERM 1962

"Sam" Hall's son had now arrived at Selwyn and, having rowed before, rowed at bow in the 1st Lent crew. This trained hard but was relatively inexperienced and in the Races went down two places. Jerry

Agelasto coached the 2nd crew well and they made three bumps. The 4th also made three and would have made it four if the Ladies' crew had been a little better! However, the 3rd boat did win its oars. The lower boats at least had done well. The 1st Lent crew was as follows:

Bow M. M. Hall
2 T. A. M. Weller
3 J. S. Essame
4 J. W. I. Trevelyan
5 M. J. C. Gardner
6 B. J. Roberts
7 M. R. Brown
Stroke W. D. Stewart
Cox P. J. Wilson
Position on river: 16

During the Vacation, instead of coming to Putney, the 1st crew practised at Henley with "Sam" Hall coaching. He went for a long stroke at a low rate of striking but even so they beat several Oxford College crews that were also practising there.

MAY TERM 1962

Rev. Bailey Jones, of Trinity, coached them this Term and he rather unwisely made them row a short, fast stroke, a form of coaching that certainly did not fit in with what Sam had told them at Henley. They did manage to win at Norwich again, but in the May Races they seemed to have no confidence in themselves. They were bumped on the first night and almost again on the last, but on that occasion they kept their heads and rowed away from a crew that was at one time overlapping them.

The 2nd crew had lost their stroke a week before the Races, but even so only lost one place. The 3rd eight, the same lot of Freshmen that had done so well in the Lents, again won their oars. The 1st May crew was as follows:

Bow J. H. Arkell
2 M. R. Brown
3 M. J. C. Gardner
4 B. J. Roberts
5 J. S. Essame
6 Mike Biscoe
7 J. R. Henson
Stroke D. W. M. Devereux
Cox Chris. Jump
Position on river: 14

The crew were not thought good enough to send to Henley but a four was got together and was coached by John Theobalds, but in the Eliminating Race of the Visitors they were disqualified for bad steering. This Four was:

Bow and
steers M. R. Brown
2 D. W. M. Devereux
3 J. S. Essame
Stroke Mike Biscoe

1962-1963

When the crews assembled at the Boathouse this autumn, for the first time for nearly forty years there was no Jack Wilderspin, the boatman, to greet them, for he had now retired, largely through ill-health. In all the Club's history we had only had two boatmen, Bill Phillips, from the start of the Club, until he was succeeded by Jack Wilderspin in 1925. Both were utterly single-minded in their devotion to the Club and if at times there were grumbles that boat repairs were not done in time, well, there was a lot of work! No more should we hear Jack's invariable cry as he pushed the boat out at the start of a race: "Use your legs, sir!"

He was to be very badly missed, for no other boatman was appointed and the Club had to manage its own affairs as best it might with only first-aid repairs to boats and oars from the King's boatman at the other end of the river. This went on until we moved into the new Boathouse seven years later and it is anyone's guess whether or not the squalid conditions under which the Club operated during those years had anything to do with their lack of success. It was, however, significant how morale and success came when once the new Boathouse was occupied and our boats and oars were once more properly looked after.

MICHAELMAS TERM 1962

Mike Biscoe was now Captain and if ever a Captain tried to prepare his crews with more care and yet met with less success, I have not met him!

Two weeks before Term started a Light Four was got together and went to train at Henley and to be coached by Sam Hall. Later, when they returned to Cambridge, they largely coached themselves with occasional help from John Henson when he was allowed to do so! They were a good and heavy four and took great pains to get fit and it was unfortunate that they should meet by far the fastest four in the event in the first round, to whom they lost rather badly.

There was also a Clinker Four, keen and well coached the the Boat Captain, but this, too, lost in the first round.

The Fairbairn Eight was handicapped by having men in and out of Trials and although they had a good row they lost three places from 5th to 8th.

Jerry Agelasto helped to coach the University Trial Eights, the first Selwyn man to do so, other than our Blues.

At the end of Term the Long Frost arrived and the Cam was frozen.

LENT TERM 1963

There is little to tell about this Term, for the Cam remained frozen solid until almost the last two or three weeks of Term and no Lent Races could be held. The Ouse at Bedford was also frozen over, but coaches were hired to take crews over to St. Neots, where it was still possible to row and intercollege races were held there, in which we are said to have done "quite well".

In the Vacation, a crew was got together and raced in the Reading Head but what with the terrific flood water coming down and a bad hold-up ahead our row there was almost a farce.

MAY TERM 1963

A week before the Term started the 1st May crew came down to Putney and rowed from Thames R.C. and I coached them. I had first discussed the programme with the May Term coaches and tried to start them off well. We had great fun again and I worked them very hard but at the end, although they had got on quite well, I was not really happy about them—they seemed too anxious and tense.

When they got back to Cambridge, Alan Doggett introduced them to Interval Training, i.e. different numbers of minutes rowing at varying rates of striking followed by a short rest and then repeated. He was followed by David Biscoe, the brother of the Boat Captain, who agonised over them, and last of all Rick Richardson, who really should have started them off. But all through they remained tense and unhappy and so I at least was not surprised when in the Races they were bumped on the last two nights by two very mediocre crews.

We had seven crews rowing, but only the 2nd made any bumps. No Selwyn crew went to Henley, but Mike Biscoe and Essame rowed in a Granta crew that won two races.

Thus ended a season notable for its dedicated preparation of crews and its total lack of success. The 1st May crew was:

Bow	F. I. Duffield
2	M. R. Brown
3	J. R. Henson
4	C. E. Martin
5	B. D. Cutler
6	M. Biscoe
7	J. S. Essame
Stroke	M. J. Cardwell-Gardner
Cox	C. Jump
Position on river: 16	

1963–1964

This was one of the most successful years in Selwyn's rowing history, and the credit for this lies so much with one man that it will always be remembered as "Mike Biscoe's Year!" He coached throughout the season from October until after Henley unchanged, undeterred by the many handicaps he had to overcome and no praise is too high for what he did. He made many successful innovations that have remained to this day and every crew that he coached did more than just well.

MILHAELMAS TERM 1963

The season started slowly as there were so few experienced men still up and it was for this reason that two Clinker Fours were rowed and raced, when Selwyn A, with the harder draw, won one heat, but Selwyn B got into the semi-final.

In the Fairbairn Race a combined crew did not have a very good row and lost two places. We had four crews in for this Race.

LENT TERM 1964

So much happened this term that it is difficult to know where to start to record it all. At first everything seemed to go wrong. We lost the only two 1st May colours that had remained up, Essame permanently because he failed to satisfy the examiners and M. R. Brown for a term whilst he went off to teach at Shrewsbury School. And what seemed more disastrous, a wave of scholastic fervour seized the University and quite a number of College 1st crews, including our own, were only able to get out four times a week, as in the late '40s.

However, we had Mike Biscoe, who firmly grasped the reins and with his untiring, skilful and enthusiastic coaching, introduced many innovations with great success.

For some time I had been advocating the use of Spade blade oars, used almost universally on the Tideway, and this Term they were taken over by both us and Pembroke with the greatest success. The stir their use caused reminded me of the same excitement when, in 1924, we alone amongst the Colleges, used swivel rowlocks for the first time;

Next, Mike, to offset the reduced number of outings, started Circuit and weight-lifting sessions on the non-rowing days.

The whole of the training of this excellent 1st Lent crew is admirably and very fully described in the Club's Minute Book at the time and could well be a model for the training of crews in the future.

Not only did Mike coach the 1st Lent crew but, when later the Peterhouse coach who was taking the 2nd crew was not able to carry on, Mike took them over as well.

Save for the loss of a heavyweight oarsman from pressure of work in the second week of training, all went smoothly and well, and, when the Races started, the 1st crew made their four bumps with supreme ease, the 2nd made two, the 3rd remained where they were, and the 4th also made two bumps. This 1st crew was really good and would have made bumps far higher on the river. They ended 12th and this was all the more creditable as they were a relatively inexperienced crew. This 1st Lent crew 1964 was as follows:

Bow	Rupert Knowles
2	C. J. Reid
3	Brian Cutler
4	A. R. Allen
5	K. Van Dalen
6	J. I. Trevelyan
7	T. W. Stevens
Stroke	P. R. Kingston
Cox	P. J. Wilson
Position on river:	12

After the Lents, the 1st crew entered for the Bedford Head and after a good row ended 4th. Later, they also rowed in the Reading Head and again rowed well, beat every other Cambridge College except Pembroke and 1st & 3rd Trinity, ending 24th from 33rd and winning the Junior Pennant.

MAY TERM 1961

The 1st May crew assembled down at Thames Rowing Club to get in a week's training before Term started and I was to have coached them as usual but at the last moment I became ill and Mike continued to train them. This was probably just as well, as he could then carry on with his ideas without being interrupted by anyone else. Anyway, they progressed very satisfactorily, as I was able to see when they fared very well on the last outing against my Univ. of London Grand crew.

When they returned to Cambridge, Mike continued to make progress with them and they entered for the Head of the Cam Race, which they sensibly decided to treat rather as a practice row than a race, for at that time they could not yet command a high rate of striking. Anyhow, they ended in the position from which they had started, 9th.

What could then have been a bad setback to morale took place. They took delivery of a new light-ship to which they had been looking forward for some time, but although the boat itself was excellent and carried them well, they had endless trouble with the riggers, so much so that in the end they decided not to row in it at all. It was not until the following season, when the riggers had been modified and changed, that it could be used. However, once again, Mike smoothed down their ruffled feathers and brought them up to their peak for the Races.

Meanwhile the 2nd eight too had been going great guns under Professor Plumley.

In the Races all our first three crews made four bumps, the 3rd even making five. The 4th and 5th crews also made one bump each and, I suppose to gain experience, also lost one each! A wonderful May Races!

It is perhaps invidious to pick out one man from such a good lot of men, but the greatest credit must go to Paul Kingston, who stroked throughout the year, Lents, Mays, Bedford, Marlow and Henley.

This 1st May crew was as follows:

Bow	Rupert Knowles
2	J. W. I. Trevelyan
3	T. A. Almond
4	A. Allen
5	Brian Cutler
6	M. R. Brown
7	T. W. Stevens
Stroke	P. R. Kingston
Cox	P. J. Wilson
Position on river:	12

This same crew then got ready to compete for us at Henley Regatta, again with Mike coaching. First they practised and entered for the Thames Cup at Marlow, but there had the misfortune to meet Eliot House, U.S.A., who not only won the this event but also later the Thames Cup at Henley.

At Henley itself the crew continued to go smoothly and well and on the first day of the Regatta disposed of Univ. College, Oxford very easily. Then next day we had to meet Pembroke, Cambridge, a crew that had been consistently faster than ourselves through the season and who were indeed the fastest Cambridge College crew. At the start of our race with

them we allowed them to get away from us but then held them well until the last 300 yards, when they pulled away from our very tired crew. The time was a fast one and Pembroke later won not only the Ladies' but also the Visitors Fours that year, so we were by no means disgraced.

1964-1965

This was a patchy sort of year, with crews successful when it was not expected, and failing when they should not have done so.

As we now had no boatman, the boathouse got more and more neglected, for people failed to tidy up and help maintain their boats and oars. Moreover, the entries in the Club Minutes Book got progressively more and more scrappy as the years went on and at times there were no entries at all, this for the first time since the inception of the Club, eighty years before.

MICHAELMAS TERM 1964

Directly Term started a Light Four was got together and progressed quite well under a variety of coaches, although it was noted that they always went better on Fridays and Saturdays, when coached by Mike Biscoe. However it is recorded that on one occasion he cycled to Baitsbite and back with them without saying a word, for what reason is not known!

When the Novices' Races came along, in the first round they had a good row and easily defeated Emmanuel 1. Next day, rather unexpectedly, the lost to Queens'. A Clinker Four, too, had been going out, coached by the Boat Captain. They undoubtedly learnt a lot from him but were beaten early on by 1st & 3rd Trinity.

We had two eights in for the Fairbairn Race but both lost places.

On a personal note. This Term I was elected Vice-President of the Club, the Master being, of course, President. This appointment at least partially legalised all the interference the Club had suffered from me for the past 40 years.

LENT TERM 1965

As usual oarsmen assembled before Term started to get ready for the Lent Races. The 1st crew had an infinite number of coaches, including one who made them row so short that it almost ruined them. However, a Trinity coach pulled them together at the last moment and in the Races rather to their surprise and everyone else's they made three bumps, only failing to catch St. Catharine's on the last night, who, too, had made bumps early on. The 2nd eight made one bump but Selwyn 3 went down no less than six places.

The 1st Lent crew this year was never recorded for posterity in the Minutes Book. They ended, however, 9th.

In the Vacation a crew rowed in the Reading Head and then came on to Univ. of London Boat House to be coached by me. This was to be the last time I coached a Selwyn crew on the Tideway for I later retired to Suffolk. I had rowed for a Selwyn crew in the Head Race for the last time in 1929 and then started coaching them there the following

year and had continued to do so ever since and so had enjoyed many generations of Selwyn oarsmen. It was all very sad having to give up now. But I "spent my all" on this crew. I needed to do so for they frightened me when I first saw them. One man seemed never to have rowed before and all needed a lot of help. However, as nearly always, they were keen and eager and in the Race, starting as a new entry they had great fun, passing innumerable crews and finishing 53rd.

MAY TERM 1965

The order of the 1st crew was soon settled and they were coached by Dr. Jennings, Maurice Banting, son of Rev. M. H. Banting of the 1924/28 Selwyn crews, and lastly by Mike Biscoe. I too came up several times to see them but they were always too tense and anxious and not confident enough in themselves to race as well as they certainly could do. On the first night of the Races they panicked and were bumped by Christ's but after that rowed over safely enough, ending 13th.

The 2nd eight, coached by Jerry Agelasto, did well, they bumped Magdalene 2 and Downing 2 and were about to bump Trinity Hall 2 when they were themselves bumped by a fast L.M.B.C. crew. We had five boats rowing. The 1st May crew was as follows:

Bow	B. G. H. Lamberty
2	P. Gentry
3	C. M. Smith
4	M. J. Dickenson
5	Brian Cutler
6	Douglas Dick
7	Rupert Knowles
Stroke	R. J. Snelson
Cox	R. M. E. Narraway
Position on river:	13

The eight was not considered fast enough to race at Henley, so a Four was sent instead to race in the Visitors. This was coached by Mike Biscoe throughout and, as was only to be expected, he made them into a fast crew.

But alas, Selwyn's luck in the Draw of latter years has been abysmal and, as last year, they drew the eventual winners in the first round, and although by striking a faster rate we held them almost to the Mile we were then exhausted and they got away, winning in a very fast time. A feature of our rowing was the immaculate, straight course steered by Rupert Knowles. The Boat Captain elect had been unable to row in the crew owing to displaced vertebral disc after the Mays. The crew was as follows:

Bow and steers	Rupert Knowles
2	R. J. Snelson
3	Brian Cutler
Stroke	Douglas Dick

1965-1966

For the next three seasons our rowing seemed to get shabbier and shabbier, matching the old Boathouse. Indeed, so bad was the latter that I and many other Old Men who came up at the time, wondered if the Club would completely disintegrate and disappear as a result of the dreadful conditions there. That this did not actually happen speaks wonders for the inherent tradition of Selwyn rowing.

We had another Blue this year, L. M. Henderson. His rowing career at Selwyn was peculiar, to say the least. As a Freshman, he was to have rowed in our Light Four of 1964 but he got a slashed hand and could not do so. After that he refused to row in any Selwyn crew, even the Four that went to Henley that Summer. Perhaps, after a time, he was not asked. And through his time with us he never rowed in any crew except a Light Four. When he rowed in the one this year he did not only us but himself a lot of good.

MICHAELMAS TERM 1965

Realising that we could produce a really fast Light Four, I urged them to go and practise on the Tideway for a fortnight before Term started and I got my old friend and fellow coach of Univ. of London, Alan Watson, to coach them. This he did and they improved fast and were obviously going to be good.

When they returned to Cambridge, Jerry Agelasto took them over and in the Races they went right through to the Final, where they were beaten by a fast L.M.B.C. Four. This was only the second time we had been in the Final, the other being, of course, in 1927. Once more a feature of our crew this year was the immaculate steering of Rupert Knowles. The Four was as follows :

Bow and	
steers	Rupert Knowles
2	Douglas Dick
3	Lindsay Henderson
Stroke	Drummond Challis

A Clinker Four was also entered for the Races and coached by Roger Snelson. But again they met the eventual winners in the first round.

And now a mistake was probably made. As an experiment, the crews for the Fairbairn Race only went out three days a week, the other three days being devoted to small boat training and weight-lifting sessions. But, owing to a lack of skill with these small boats, it is doubtful if the men derived much benefit from them and thus these days were wasted. Anyhow in the Fairbairn Race the 1st boat went down six places and the 3rd beat the 2nd!

Both Lindsay Henderson and Drummond Challis won their Trial Caps. Two important rules governing inter-College racing were made this Term by the College Captains at a C.U.B.C. Meeting :

- (1) Anyone was now eligible to row in the Lent Races from any College.
- (2) The 1st Division of the Lents could row in best boats.

LENT TERM 1966

The 1st crew came up early to be coached by Alan Doggett. They were going to be a strong but relatively inexperienced crew so I came up too and drew up a training programme for them and one evening explained it to them. This programme is set out below. The crew and coach carried it out to the best of their ability and it certainly made them very fit but perhaps rather short in the water, as their technique was not good enough to be able to hold it out at the higher rates. However, in the Race, after being bumped on the first night, they kept their heads, got a bump back on the third night and rowed over for the other two nights. Alas, our other crews both went down four places. This 1st Lent crew was:

Bow G. C. Strickland
 2 T. J. Stevens
 3 M. Nye
 4 R. J. Snelson
 5 C. M. Smith
 6 Douglas Dick
 7 Rupert Knowles
 Stroke W. D. Hopkins
 Cox R. M. E. Narraway
 Position on river: 9

In the Vacation, Lindsay Henderson rowed in the losing Cambridge crew and Drummond Challis stroked the Goldie crew.

A Selwyn crew rowed in the Bedford and Reading Heads, going up seven places in the latter, although they said they had a better row at Bedford. They did not come onto the Tideway.

TRAINING — SELWYN 1ST LENT VIII 1966

Date	Distance	Rating	
January			
10. A.M.	3 × 3 minutes	18.20.22/18.20.22/18.20.22/	
	P.M.	6 × 2 minutes	18.20/18.20/18.20/18.22/18.22/18.22/
11. A.M.	3 × 3 minutes	18.20.22/18.20.22/18.20.22/	
	P.M.	3 × 5 minutes	18.20.20.20.22/18.20.20.20.22/ 18.20.20.20.22/
12. Wed.	2 × 10 minutes	18.18.18.18.18.19.19.19.19.20/ 18.20.20.20.20.20.20.20.20.22/	
13. Thurs.	3 × 5 minutes	18.18.18.18.20/18.20.20.20.20.22/ 20.20.20.22.22/	
14. Fri.	5 × 2 minutes	18.20/18.20/18.22/18.22/18.24/	
15. Sat.	Clayhithe and 5 × 4 minutes	18.20.20.22/18.20.20.22/18.20.22.22/ 18.22.22.24/18.22.22.24/	
17. Mon.	5 × 2 minutes	22.24/22.24/22.24/22.24/22.26	
18. Tues.	2 × 4 minutes	22.24.24.26/22.24.24.26/	
19. Wed.	5 × 3 minutes	24.24.26/24.24.26/24.26.26/24.24.26/ 24.26.28	
20. Thurs.	2 × 8 minutes	24.26/26.26/26.26/26.28/24.26/26.26/ 26.26/28.28	
21. Fri.	5 × 1 minutes	24/26/26/28/28	
22. Sat.	Lock to Lock	24 to Pike & Eel, 26 to Ditton, 28 to Finish	

24.	Mon.	5 × 3 minutes	26.26.28/26.26.28/26.28.28/26.28.28/ 26.28.30
25.	Tues.	2 × 8 minutes	26.28.28.28.28.28.30/ 26.28.28.28.30.30.30
26.	Wed.	2 × 5 minutes	26.28.28.28.30/28.28.30.30.32
27.	Thurs.	3 × 6 minutes	28.30.30.30.30.32/28.30.30.30.30.32/ 30.30.30.30.32.32
28.	Fri.	6 × 1½ minutes	Rate at 32, then settle successively to 26.28.28.30.30.32
29.	Sat.	Lock to Lock	26 to Pike & Eel, 28 to Ditton, 30 to Finish
31.	Mon.	9 × 1½ minutes	Rate at 32, then 30.30.30.30.32.32.32.32.34
February			
1.	Tues.	9 × 2 minutes	32.32/32.32/32.32/32.34/32.34/32.34/ 32.34/32.34/32.36
2.	Wed.	4 × 5 minutes	32.32.32.32.34/32.32.32.34.34/ 32.32.34.34.34/32.32.34.34.36
3.	Thurs.	4 × 3 minutes	32.32.34/32.32.34/32.34.36/34.34.36
4.	Fri.	4 × 2½ minutes	Rate at 36, then 32.34/34.36/34.36/36.38
5.	Sat.	Lock to Lock	32 to Pike & Eel, 34 to Ditton, 36 to Finish
7.	Mon.	9 × 1½ minutes	Rate at 38, then stride at 36/36/36/38/37/37/38/38/38
8.	Tues.	Little Bge. to Railway Bge.	Stride to 36, spurt to 38 after Corners
9.	Wed.	5 × 3½ minutes	Rate at 38, stride to 36.36.38/36.36.38/ 36.36.38/36.36.38/36.36.38/
10.	Thurs.	Little Bge. to Morleys Holt	Stride to 36, 38 after Corners
11.	Fri.	4 × 2½ minutes	Rate at 38, stride to 36.38/36.38/36.40/36.40
12.	Sat.	3 Red Grinds	Stride to 36, 38 after Corners, 40 spurt home
14.	Mon.	6 × 1½ minutes	Rate at 40, stride to 35/36/37/38/39/40
15.	Tues.	2 × 5½ minutes	” ” 36.36.38.38.40/ 36.38.38.38.40/
16.	Wed.	6 × 2½ minutes	” ” 36.38/36.38/36.38/ 36.40/36.40/36.40/
17.	Thurs.	2 × 5½ minutes	” ” 36.36.36.36.40/ 38.38.38.38.40/
18.	Fri.	5 × 1½ minutes	” ” 36/36/38/38/40
19.	Sat.	Little Bge. to Morleys Holt	Start 40, stride to 36, 38 out of Corners, 40 home
21.	Mon.	3 × 2½ minutes	Start at 40, settle to 38.40/38.40/38.40
22.	Tues.	3 × 1½ minutes	” ” 38/38/38

NOTES 1. Paddle light in between bouts of rowing, unless turning the boat round.
2. Starts are covered in the half minute rows, i.e. "Rate at".

MAY TERM 1966

It is difficult to write much about this crew for two reasons. I saw little of them and from now onwards for some years no records were kept at all in the Club Minutes Book and so it was impossible to know what people were thinking about at the time. Moreover, even the College Calendars are very sketchy and give no list of crews and other details. However I have been able to get these from other sources.

Several of the more experienced oarsmen now gave up rowing and whereas the 1st crew had a reasonable stern four the bows were very weak. And in the Races they had the ignominy of being bumped by two 2nd crews. The 2nd eight went down four places. We had four eights rowing. This May crew was:

Bow J. R. Stevens
2 P. R. Billingshurst
3 J. Purcell
4 W. D. Hopkins
5 C. M. Smith
6 Douglas Dick
7 Rupert Knowles
Stroke C. D. C. Challis
Cox R. M. E. Narraway
Position on river: 15

No one thought the Eight should go on to compete at Henley Regatta so the same successful Light Four as we had last October went in for the Visitors. In the first round they easily beat Oriel College, Oxford, but then met Pembroke, Cambridge next day and had a wonderful race with them. Locked together almost all over the course, with both crews steering perfectly, each led slightly as they spurted but after the Mile Drummond Challis and the crew put their heads down, spurted for home and got in first by less than a length. In the semi-final we met our old opponents of the Cambridge final, L.M.B.C., and once again they beat us.

1966-1967

Another dreary and unsuccessful year dragged by. But unknown to anyone of us help for the future arrived in the persons of two Freshmen who came up this year. Mike Gardiner's successes were self-evident from the start but Hugh Champion worked beaver-like on the lower boats. The latter was the son of Alan Champion who coxed us and the University Wartime crews in 1938-40. Much more will be told of these two as the years unfold.

MICHAELMAS TERM 1966

We still had three of our splendid Light Four left and with the addition of Mike Gardiner, who had rowed for the Leander Colts the previous season, it should have been really fast. But although it went again to train on the Tideway with Alan Watson it never developed properly and in the Races lost to 1st & 3rd Trinity in the first round.

LENT TERM 1967

The 1st Lent crew this year were bad and inexperienced and went down every night. The 1st crew was as follows:

Bow J. S. Tulip
2 A. H. L. Champion
3 A. Rideway
4 A. J. Simmons
5 Douglas Dick
6 M. I. M. Gardiner
7 P. N. Collier
Stroke W. O. Hopkins
Cox A. N. Kellett
Position on river: 13

But, after these Races were over, Douglas Dick and Mike Gardiner splendidly won the Foster Fairbairn Pairs, and both Lindsay Henderson, as President, and Drummond Challis rowed in the Cambridge crew.

MAY TERM 1967

Neither of our two Blues were available this Term, just when they were desperately needed, because the Cambridge crew kept together for Henley, so it was again a very inexperienced crew that practised for the Races. So bad were they early on that the Boat Captain seriously considered training most of the Term in Light Fours, the 1st designated for Henley, and only combining at the last moment to form a token eight for the Mays. I came over and saw him and managed to persuade him that until the Rules are altered, the May Races are the most important event in the College rowing calendar and must prevail over all else.

Somehow the eight kept going but in the Races lost two places and descended to the ominous position of Head of the 2nd Division.

This was dreadful, but all through the year Hugh Champion had been working hard teaching novices to row and even more important how to want to win races. All invaluable work, particularly at this time.

We had five crews rowing in the May Races.

The 1st May crew was as follows:

Bow	P. N. Collier
2	A. H. L. Champion
3	R. A. Harrison
4	A. J. Simmons
5	Douglas Dick
6	Mike Gardiner
7	J. S. Tulip
Stroke	D. F. P. Mount
Cox	D. R. Halbert
Position on river:	17

HENLEY ROYAL REGATTA 1967

It was agreed that a Four should go to Henley for experience and this was well justified as three of them were Freshmen. They were coached again by Sam Hall and won easily enough in the first round against Westminster School, but next day met 1st & 3rd Trinity and survived no longer.

Watching our crew racing, I realised that we had again found someone as good at steering as Rupert Knowles. Our crew was as follows:

Bow and steers	Peter Collier
2	Hugh Champion
3	Douglas Dick
Stroke	Mike Gardiner

1967-1968

Owing to previous trouble with the examiners, Drummond Challis this year had to choose between either a possible second row in the University Boat or being our Boat Captain. Creditably enough he chose

the latter, but, as it turned out, he was virtually not even able to do that and had to content himself with some coaching and a single row for us.

The overall feature of this year is that our 1st crews did not train hard enough to be fit mentally as well as physically. The old, but true adage that you can never race harder than you have practised seems to have been forgotten.

MICHAELMAS TERM 1967

The whole foundations for the future success of a Club during the year should be laid this Term, and on this occasion this was not done.

A Light and Clinker Four were got together and both should have been better than they actually were. However both won their first rounds, only to be both beaten next day.

In the Fairbairn Race the 1st Eight simply had not trained hard enough and in practice were little faster than the 2nd boat. In the Race, the 1st Eight did go up five places to 18th, a far from exalted position. The 2nd boat, which had been excellently coached by Drummond Challis, rowed with real spirit and finished only two places below the 1st Eight. Hugh Champion took charge of two novice eights, both of which did well in the Race and later formed the basis of the 2nd and 3rd crews that were good later in the year.

Mike Gardiner, although a comparative lightweight, reached the semi-final of the Colquhoun Sculls and was later awarded a Trial Cap, when he rowed in the Trial Eights. He later in the year stroked a good Goldie crew.

LENT TERM 1968

Two provisional eights for the Lents came up two weeks early and Drummond Challis selected and coached the 1st Eight throughout. But he was never happy about them and late in training got into the boat himself and rowed 6 in the Races. This really seemed to make all the difference at least in morale, for on the first night they bumped Corpus and on the second only just failed to catch Christ's by inches. Their failure to do so, combined with their lack of fitness, seemed to break their spirit, for on Friday and Saturday they were bumped themselves and so lost one place overall.

The 2nd crew on the other hand were a very happy and confident lot right from the start of training. Virtually uncoached, they enjoyed every outing, got very fit and in the Races were about the fastest 2nd crew on the river. They convincingly won their oars and regained the 2nd Division, out of which in the past they should never have departed.

The 3rd eight made two bumps and the 4th went up three. These lower boat successes were unquestionably due to the hard coaching work

put in by Hugh Champion. He always realised the vital importance of the juniors for the future of the Club. The 1st boat crew was:

Bow A. H. L. Champion
2 W. J. Parsons
3 P. L. Tann
4 R. Evans
5 Douglas Dick
6 Drummond Challis
7 P. N. Collier
Stroke D. P. F. Mount
Cox N. A. Kellett
Position on river: 14

After the Lents a sort of fog of apathy settled on the Club and little work was done in the last two weeks. Hence when two crews competed at Bedford and Reading Head Races they did not do much good for themselves. No-one as yet had appeared to take over my annual coaching on the Tideway and no crew went there.

MAY TERM 1968

On academic grounds, Drummond Challis was now forbidden to row in the 1st May crew. However he, Alf. Twinn, the C.U.B.C. boatman, Rick Richardson and Roger Weston, coached the crew and just before the Races started it appeared to be going well. But it never had enough fire in its belly for undue exertion and this it needed to have, for Head of the 2nd Division, it would face two rows at least on the first night. When it came to the first of these rows the crew went very badly and only scraped over unbumped with difficulty. In their next row they never really raced at all and again rowed over, well down at the bottom of the 1st Division.

Next day, Nemesis overtook them and they were bumped by Caius. On Friday, after some plain speaking by Coach, the crew improved enough to bump Trinity Hall and so reach the top of the 2nd Division again. But that seemed as much as they were prepared to do and they then rowed over until the end of the Races. A chance missed, because the determination and confidence due to fitness was absent and all to do again next year.

Meanwhile, a good 2nd eight coached by Hugh Champion had been having an infuriating time. They were unquestionably fast but a stupid decision from a rather stupid Umpire denied them a bump early on and this decision was unexpectedly and inexplicably upheld by the C.U.B.C. There was a later re-row when for some reason they hit the bank. Understandably the whole crew got bloody minded and lost two places which, as their coach said, was a "travesty of justice".

We actually had eight crews rowing in these Races and how they all boated from the "Hovel" will never be known. The 1st May crew was as follows:

Bow W. J. Parsons
2 A. H. L. Champion
3 R. A. Harrison
4 A. J. Simmons
5 Douglas Dick
6 Mike Gardiner
7 P. N. Collier
Stroke D. P. F. Mount
Cox D. R. Halbert
Position on river: 17

Our Henley entry this year was a very controversial one. Almost certainly it should never have been made, for the Four that went was one of the very worst crews that ever represented Selwyn there.

The Captain Elect, Hugh Champion, was never consulted and would have preferred to have rowed an eight in Junior-Seniors at Reading and Marlow Regattas. Nor indeed was the Captain himself consulted, nor did he row in it. And the only man who might have made it go, Mike Gardiner, having given a promise to Goldie which he should never have given (but, having given, was entirely right to honour), had to stroke a very slow Goldie Four. Hence our crew was without Drummond Challis and Mike Gardiner, the two men who might have made the Four worth while.

As it was, Sam Hall had an unhappy time coaching it and it faded out on the first day's racing. The crew was:

Bow and
steers Peter Collier
2 Hugh Champion
3 Douglas Dick
Stroke D. P. F. Mount

1968-1969

The Club's history is so full of examples of the fatal results of neglecting to train Freshmen, that it is pleasant to be able to record this Season, when the excellent results obtained were directly due to the pains taken by the Boat Captain, in training Freshmen and others during the previous two years. Everything now paid off.

THE TOM PAGE BOAT HOUSE

But the first event to record is our move to the new boathouse, shared with King's and Churchill Colleges and the Leys School, but with separate accommodation for each. It was built opposite the old gas-works, largely through the financial generosity of the late Tom Page (see Henley 1936). The building of this boathouse had been delayed for some years, not in the least because of lack of enthusiasm on the part of the College authorities, but because of the longstanding differences of opinion between the Cambridge City authorities on the one hand, who wanted to widen Victoria Bridge and the Ministry of Town and Country Planning

and the Ministry of Transport on the other, who wanted to build a bridge elsewhere. At last it was settled and a bridge was built upstream of the Tom Page Boathouse.

When once this decision had been made, the greatest credit is due to our Bursar, Chris Johnson, who got on with the job and produced an excellent building in record time.

A quite unofficial opening was held by Churchill in the Michaelmas Term, whereas we in Selwyn whose boathouse it undoubtedly is, held our own official opening on April 12th, 1969, when more than 100 old Selwyn Rowing men gathered to inspect the building. Two new boats were then christened by the Master, one of which, the light four, had been generously given by him. Later that day, the Boat Club Dinner was held in the College Hall.

Undoubtedly this new building increased the morale of the Club enormously but, as has been said, it was not the whole story.

MICHAELMAS TERM 1968

Right from the start of the season we had an unexpected success. Our light four, which had seemed so bad at Henley in July, now, with only one change at no. 3, got into the semi-finals of the University Fours, beating Downing College, with 2 Blues, and Pembroke, on the way. They then lost to St. Catharine's by a few seconds. This result certainly made some of us wonder if we had not been wrong in our assumption that the crew should not have competed at Henley!

In the Fairbairn Cup, the 1st crew seemed overconfident, did not row well and dropped some places, a salutary lesson to be learnt early in the season! We had three eights rowing in this event.

Two Novice eights showed promise for the future in the Clare Novices Regatta and in the University Trial Eights Mike Gardiner again got a Trial Cap as did Derek Halbert, our cox.

LENT TERM 1969

No less than 20 oarsmen came up this Term a week early to train for the Lents and they rowed at first as two Trial Eights and the first crew soon sorted itself out. They trained very hard, both inside the boat and outside it in weight-lifting and circuit training, and on one occasion made a trip to London to race in the London R.C. inter-college regatta on the Tideway to gain experience. Alan Doggett helped with the coaching.

When the Races arrived, I came up on the first day and had a talk with the crew, They looked good to me but I was bitterly disappointed when they came to race. They were determined enough but would not go hard enough off the start and seemed stiff and inflexible. In their first race they were held up and had to row again later, when they rowed over.

On the second night they again rowed over without much life but on the Friday the crew pulled themselves together and got their bump on Downing easily enough, a bump they should have got on the first

night. Alas, on the last night they relapsed again and duly rowed over. However it was a start and they were up one to 13th.

The 2nd eight, too, disappointed. They were pretty to look at but would not race hard enough and went down one place.

The 3rd eight only just missed their oars on the last night but during the Races had the unusual experience of being overbumped by our 4th crew who were then disqualified by the C.U.B.C.! We also had a 5th eight. The 1st crew was:

Bow P. N. Collier
2 R. S. Joll
3 R. Evans
4 R. B. Shannon
5 R. A. Harrison
6 G. J. Davenport
7 M. I. M. Gardiner
Stroke A. H. L. Champion
Cox D. R. Halbert
Position on river: 13

No time was lost this season when the Lents were over and three crews went on training almost at once. These all competed in the Bedford Head and although the 1st eight is said to have had a bad row they went up to 12th and the 2nd, rowing in a shell boat, also did well, while the 3rd, although rather leisurely in its progress, beat several college 2nd boats.

Only the 1st eight rowed in the Reading Head when the Term was over and again, although not rowing as well as they could do, went up three places. Later this crew, with two substitutes from the 2nd eight, made a brief appearance on the Tideway and rowed in the Head there. Starting as a new entry, they had great fun carving their way past a vast flotilla of crews and ended exhausted, but happy, at 62nd.

MAY TERM 1969

For the training of the 1st eight this Term we had previously been able to lay on a series of coaches and they all coordinated their efforts splendidly.

Rick Richardson took them first and, as he had always wished, was able to start them off with a good foundation of technique. He was followed by Graham Hall, President of the C.U.B.C., and then Rupert Knowles, both of whom worked them very hard and almost to exhaustion. Roger Weston, at the end, had the tricky task of steering them through the examination period but managed it splendidly and they arrived at their peak for the Races.

During the training period, the crew entered for as many races as possible. Three weeks after Term started they competed in the Cam Head Race and, after a good row, ended 7th. Later they entered the Junior-Senior event in the Cambridge Regatta and by this time were very confident but perhaps over-estimated their technical ability. They had the same eight men rowing as in the Lent Races, permissible now owing to the change in the C.U.B.C. rules, but in a different and better order. When I saw them I was very happy and confident that they would go up.

They had a splendid beginning and let their boat run well but they were very short at the finish.

All through Term the Club had no less than nine crews rowing and all of them were meaning business and enjoying it all.

And now came the Races and the 1st Eight's all-important bid to get away from the Head of the 2nd Division and well into the 1st Division.

On the first night they had as easy a row Head as I had done when stroking the crew in 1925 and were similarly able to drop to a paddle going down the Long Reach. Later, at the bottom of the 1st Division, they rowed with real fire and determination and bumped Emmanuel in the Plough. Back again at last! on the second and third nights they bumped two college 2nd eights but on the last they really let themselves go and bumped Corpus at First Post Corner. Four bumps and the 1st Division!

Almost all of our nine crews made bumps, the 2nd two, the 3rd, a very fast crew indeed, made four, as did the 6th eight, a graduate crew who later raced at Huntingdon and Bedford Regattas. The final score was Bumps 23, Bumped 6, Rowed over 11. At last we really seemed on our way up and it was an hilarious Bump Supper that I, and many other Old Men, attended!

The 1st Eight was as follows :

Bow	P. N. Collier
2	R. W. S. Joll
3	R. B. Shannon
4	A. H. L. Champion
5	R. Evans
6	G. J. Davenport
7	R. A. Harrison
Stroke	M. I. M. Gardiner
Cox	D. R. Halbert
Position on river : 13	

HENLEY REGATTA 1969

An entry here this year was of course a 'must'. First the crew went to Marlow Regatta and after winning one heat in the Thames Cup event lost to Sandhurst in the semi-final.

When they arrived at Henley, Lou Bevan (C.U.B.C. & L.M.B.C., 1925/1928) and Sam Hall coached them and the two Fours into which they split in addition. They entered for the Ladies', the Visitors and the Wyfolds. The Visitors Four had meanwhile been selected to represent Cambridge in the Inter-University Regatta at Pangbourne. This race they won, beating Oxford and London Universities, a really excellent result.

In training, the Eight did not improve in the least from the Mays, almost certainly because they would not do what their coach told them. They did win their Eliminating Race, but on the Wednesday met, and were defeated by, Hartford, U.S.A., who later lost the final to Nereus.

The Wyfold Four did not survive even the Eliminating round but the Visitors Four beat Trinity Hall on Wednesday and Pembroke on Thursday. In the semi-final on Friday we met Clare. We raced very pluckily indeed but, as Clare's blades were effectively in the water a

third longer than ours every stroke, no wonder we lost. Technique still counts in rowing and it was a pity that the crew refused to learn from their coaches. Courage and fitness was not enough.

The Eight was the same as in the Mays, but the Visitors Four was as follows:

Bow and
steers P. N. Collier
2 A. H. L. Champion
3 R. A. Harrison
Stroke M. I. M. Gardiner

1969-1970

This was a critical year because the good showing of the previous season must not be thrown away as had happened so often in the past. As the year unfolds we shall see what happens but at the end of the first Term the Club suffered what at the time seemed a disaster. The Boat Captain was forced to resign owing to pressure of work.

MICHAELMAS TERM 1969

This was an extremely busy Term with our crews entering for every possible race.

We had two light fours and a clinker four, coached by Mike Brown (1952) and Peter Collier. None of them did well in their races but the experience gained was invaluable.

We had some excellent Freshmen and three of them from rowing schools entered for the Bushe Fox Sculls, and Tim Goode won through to the semi-final.

In the Fairbairn Race, the first crew went up eight places to 12th and the 2nd eight went up to 27th. We also entered for the Clare Novice races and I came across to watch two excellent College Trial eights race.

Richard Harrison had to give up the Captaincy of the Club, but Derek Halbert, having failed in his endeavour to cox the Blue Boat after his Trial Cap the previous year, splendidly took on the job of Captain instead.

LENT TERM 1970

We now had such a wealth of material that for the first two weeks two Trial Eights were rowed and then I and several other Old Men came up to watch and help with the selection.

Derek Halbert coached the 1st Eight throughout and they had a good race against St. Paul's School at Cambridge, an abortive one against Keble College at Oxford and a practice row at Bedford.

In the Races the 1st Eight on the first night had rather a spiritless row and allowed Emmanuel to get away and bump Caius. On the second night, we were so determined to get our bump that we rushed about as furiously and aimlessly as a herd of maddened bullocks and made hard work of what should have been an easy bump and did not get Caius until the Railway Bridge. To make amends next night we were as dignified as a set of maiden aunts at a church fete and so again had to

row far longer than we needed before we made our bump. But on the last night we really showed what we could do and, rowing with great power and control, made our bump in the Plough.

The 2nd, 3rd and 4th crews all went up as well and the 4th eight could have got their oars had they not had the misfortune to be behind the 3rd crew on the first night. and the 5th crew, after being bumped by two crews, both of whom had previously made overbumps, themselves made an overbump on the last night but, alas, six feet over the finishing line!

So ended a good and successful Lent Races for Selwyn. The 1st Lent crew was:

Bow	M. Laing
2	R. S. Joll
3	R. B. Shannon
4	P. H. Richards
5	B. A. Sullivan
6	G. J. Davenport
7	T. Goode
Stroke	M. C. Warburton
Cox	R. Wigley
Position on river: 10	

After these Races, the crews started training at once for the Bedford, Reading and Tideway Heads. But triple disasters hit the 1st Eight. No. 5 badly cut his hand and could not row again this Term, another man had to go off to America, where he got engaged to get married and never rowed again, and lastly, stroke was found to have glandular fever after a listless row at Bedford. The crew were then reorganised but did not have a good row at Reading and found it impossible to raise a good enough crew to row on the Tideway.

MAY TERM 1970

The problem that the 1st crew had to face was that they had to catch Downing before they got an extremely slow Caius crew in front of them. Fortunately our crew had a splendid set of Selwyn coaches and gloriously hot and fine weather throughout the Term. Alan Doggett coached for a week before Term started when he brought his City of London School crew up to practise with us. Then Rick Richardson, as usual and forcibly, got down to first principles and was followed by Rupert Knowles who worked them very hard. Peter Collier nursed them through the nervy period of the exams and finally Roger Weston, as usual, found the right psychological approach for the final winding up.

On the first night of the Races we went off fast but could not get within striking distance of Downing before they bumped Caius in the first 100 yards or so. On the next night and the third, although we did not row really well, we got our bumps all right but on the last night as in the Lent, we rowed at our best and, helped by some superb coxing, caught Magdalene on Ditton Corner. And so with these three bumps we ended 10th with only two more bumps to go before we got amongst the "big boys".

We had no less than nine crews rowing in these Races and had a net gain of 12 bumps overall. The 2nd eight was a great disappointment, going down every night, entirely because some of the crew refused to practise more than three times a week.

The 1st crew then got ready to compete at Henley in the Ladies' Plate. But, before that, they competed in the Junior-Senior event at Marlow Regatta. Here we met Emmanuel and Reading University in the first round. We got a good start and led by a few feet at the end of the first minute but then let off the work and Reading went right ahead and although we pulled them back a little they won by $\frac{1}{2}$ length. Reading went on to win the event.

At Henley we rather suffered from a plethora of coaches, Rick Richardson, Alan Champion, Mike Brown and Ran Laurie all taking the crew at different times. We won our Eliminating Race with great ease and raced Pembroke in the first round proper. We went off too slowly and they led by $\frac{1}{4}$ length at the first signal and gradually increased this distance all over the course, without any noticeable attempt on our part to lessen it. This was a race that we should have won.

But it had been a good year. 10th in both Lents and Mays, with a healthy feeling of real keenness in the Club, thanks to the good Captaincy of Derek Halbert.

The 1st May, Marlow and Henley crew, 1970, was:

Bow	T. J. R. Goode
2	P. H. Richards
3	R. W. S. Joll
4	M. H. Laing
5	B. A. Sullivan
6	G. J. Davenport
7	R. A. Harrison
Stroke	M. C. Warburton
Cox	D. R. Halbert
Position on river:	10

1970-1971

This was a year when the early promise brought forth nothing but bitter fruit and there were ominous signs in the Club that all was not well. Far too many senior oarsmen showed that they rowed chiefly for themselves and their own glorification and gave little thought to others in their crew and Club.

Bob Quayle was a dedicated Boat Captain and, once he had overcome his totally unjustified feelings of inferiority at not being a 1st May colour, captained well and his personal rowing by the May Races was such that most Selwyn crews would have been glad to have his services as a heavyweight oarsman.

MICHAELMAS TERM 1970

Some of the Old Men subscribed a sum of money to purchase prizes for the winners of the College Trial Eights with an idea of encouraging beginners to take up rowing and to encourage people to coach them. The cups were ultimately presented but the object for which they had been given was hardly realised.

Two Light Fours were entered for the Races. Both beat Magdalene Fours but both were then beaten by L.M.B.C.

Directly these races were over, there was an unholy rush to enter the 'Varsity Trial Eights, despite the fact that very few Selwyn oarsmen had any chance of getting very far. This was a selfish policy, as it left only the Boat Captain to do any real coaching of the younger oarsmen and this lack of coaches and consequent dearth of properly trained oarsmen was very apparent later in the year.

But with our already trained oarsmen we did quite well in the Fairbairn Race, ending 6th, equal with Jesus and L.M.B.C.

At the end of Term, although Paul Richards and Kim Winfield were in Trials almost to the end, only Brendan Sullivan, at 5, got a Trial Cap.

LENT TERM 1971

I came up at the beginning of this Term and cycled with and coached the 1st and 2nd Eights. I was most impressed with two members of the 2nd crew who later rowed in the 1st May boat, and with the whole of the 1st Eight. The latter was then stroked by Paul Richards but, alas, he was later forced by some sort of Svengali influence to give up rowing altogether.

The crew were well coached by Jerry Agelasto, Adrian Buckmaster, the Clare Blue, and Brian Rothwell. They improved steadily throughout practice. In the Races on the first night we had a scare as Bob Quayle was thought to have acute appendicitis but it all proved groundless and he rowed throughout.

But, as usual with Selwyn crews nowadays, they rowed badly on the first night. They were far too tense and lacked confidence in themselves and let Emmanuel ahead get away and bump Magdalene. However, on the next day we did bump Magdalene without any trouble and on the third night rowed exceedingly well to catch Emmanuel. On the last day's racing, we were chasing L.M.B.C. and made up on them over the first part of the course but, after Ditton, they rowed away from us. However we had ended higher than we had been since the 1939/45 War. The 2nd crew were a good one and made three bumps. The 1st crew were:

Bow	T. J. R. Goode
2	G. J. Fairclough
3	R. B. Shreeve
4	R. A. Morrison
5	R. B. M. Quayle
6	M. C. Warburton
7	R. A. Harrison
Stroke	M. H. Laing
Cox	K. Winfield
Position on river:	8

After these Races, two crews rowed in the Bedford Head, but neither did particularly well. The 1st crew were then due to row in the Reading Head but by that time the cox had resigned from the Club altogether, preferring to suit his own convenience rather than the Club's. So we did not go and had to start training a new cox from scratch, the no. 2 of the good 2nd Lent crew. He ultimately did quite well.

Brendan Sullivan rowed no. 5 in the very fast Cambridge crew of this year.

MAY TERM 1971

The weather was glorious once again all through the Term. The coaches for the first crew were Rick Richardson, Rupert Knowles and Mike Biscoe. I came over quite frequently to watch and was as deceived as to the pace of this crew as were all their coaches. We all judged them by their paddling when they had good beginnings, a good balance and covered quite a lot of water. But they were never so good when rowing under pressure, when they tended to rush and lose their rhythm. Moreover, they did not have the services of either Paul Richards, still prevented from rowing regularly, and Brendan Sullivan who was told to work only. And there was no experienced cox.

However they did a lot of work and one day rowed to Ely and back in the day. In the Head of the Cam Race they ended 9th, equal with L.M.B.C. and Emmanuel. But these crews improved and we did not.

In the Cambridge Regatta we entered the Senior Eights and raced 1st & 3rd Trinity, by far the fastest crew on the River and lost to them quite easily.

On the Sunday before the Races the whole crew came over to me in Suffolk and spent the day in the sun and playing croquet. They all seemed happy and well.

In the Races I went over and on the first day cycled with the crew. They paddled up well but after not being fully pushed out at the start, we started so slowly that we allowed Magdalene, behind, to come up on us so much that when, later, we clashed oars with a crew that had eased after making a bump, we could not escape and Magdalene duly caught us. Next night we were lucky, the crew behind us was bumped before it could be a menace to us. But, on Friday, we were duly bumped by Emmanuel and on the last night were again lucky when Caius came up to $\frac{1}{2}$ length from us before they themselves were bumped. So we went down two places, so hardly won the previous year. Meanwhile our 2nd crew, a happy bunch of men and well coached by Brian Rothwell, had made three bumps and were exceedingly unlucky not to have won their oars. On them, it would seem, must be built the recovery of next year. Altogether we had nine crews rowing in these Races. The 1st May crew this year was:

Bow	R. A. Harrison
2	M. C. Warburton
3	G. J. Fairclough
4	R. B. M. Quayle
5	R. B. Shreeve
6	R. A. Morrison
7	T. J. R. Goode
Stroke	M. H. Laing
Cox	I. J. Gaunt
Position on river:	12

After a great deal of consideration and in view of the fact that so many of the crew would be up next year, the permanent Henley Fund decided to donate money for the eight to go to Henley provided that Paul Richards came in to stroke them and our Blue, Brendan Sullivan, came back to us at no. 5. Both men enthusiastically agreed to row and

so the crew was made up and all arrangements to go made. But shortly before they were due to go Sullivan decided that after all he would rather not row for us and so the whole crew had to be disbanded. A Coxless Four for the Visitors went instead and, having won their Preliminary Race, also won on the Wednesday against Trinity College, Dublin. But next day Fitzwilliam put us out fairly easily.

However as the whole of this four would be up next year the experience they had gained was helpful. This crew was:

Bow and

steers T. J. R. Goode

2 R. A. Morrison

3 M. C. Warburton

Stroke M. H. Laing

1971-1972

Affairs this season began slowly but steadily, improving all the year and ending in a blaze of glory in the May Races.

Splendidly captained, the Club too had the advantage of good coaching, mainly from its Old Men.

MICHAELMAS TERM 1971

The object pursued this Term and largely achieved was to get as much racing experience as possible, as well as to train the maximum number of people, especially Freshmen. The Boat Captain had already written over 100 personal letters to the latter urging them to row and later he and the 2nd Captain gave up their chances in 'Varsity Trials to organise and train the Club.

We had two Clinker Fours and the same Light Four as had raced at Henley last summer. The senior Clinker Four won one round and then lost but the other lost at once. The Light Four got into the semi-final but then lost somewhat unexpectedly to Pembroke. Our crew were probably trying to strike too fast a rate too early in the race.

People then disappeared into Trials, although only Robert Morrison had any real chance and indeed he did get his Trial Cap, rowing at no. 3 and at 12½st. being the lightest man in either crew! In the Fairbairn Race we two crews, neither of which did much good, the 1st dropping from 6th to 15th.

In the Clare Novices Race we had three crews and the Freshmen's crew did well to get through three rounds and only lost by a canvas in the semi-final. So ended a Term without any spectacular success but a good solid beginning. During it, I came up and gave a talk on Bladework, to my mind the key to all good rowing.

LENT TERM 1972

A good coaching team had been got together for the 1st crew that included Dicky Harrison, Jerry Agelasto and Peter Rhodes. The latter had rowed in the 1939 1st May crew as a Freshman and was the son and nephew of 1st May colours of the 1905 era. Peter had now come to a village near Cambridge as their G.P.

But the 2nd eight had little or no coaching and went out only when they felt inclined, which was not often. The present rule that all men may row in the Lents is not a wholly good idea as it precludes the senior men from coaching their lower boats. I came up once or twice and was pleased with the 1st crew at least.

I also came up for the first day of the Races and to my satisfaction cycled over with the crew exactly 50 years after I had rowed for Selwyn myself for the first time. And I saw a most exciting race. There was a following wind at the start and for the first time I can remember, the Starting Gun was late because the Chief Umpire had forgotten to turn up! When we did get started, Emmanuel, behind, came up fast but after a good spurt in the Gut, we went away from them and right up on L.M.B.C. But they in turn were up the tails of Fitzwilliam. We shot for our bump perhaps a shade too early but L.M.B.C. were adjudged to have got theirs first. Then even worse was to happen. Emmanuel came up and, running into us, smashed our boat up and claimed a bump. We appealed against this nonsense and the race was rowed again next day in the morning when we had not got our boat repaired and we were bumped when we rowed badly. Oh, for our own Boatman who would have worked all night rather than see us row in a strange craft! In the afternoon we rowed much better and when Emmanuel got their bump we were within $\frac{1}{2}$ length of an overbump on L.M.B.C. at the finish. On Friday and Saturday we made no mistake and got our two bumps.

Meanwhile, as might have been expected, the 2nd crew covered themselves with dishonour by going down the almost record number of places—seven, with an overbump. The same fate happened to the 4th crew, but a sort of “private army” in the 3rd crew won their oars. The 1st crew was as follows:

Bow	T. A. Halbert
2	B. W. Measures
3	J. D. Taylor
4	J. K. Taylor
5	T. J. R. Goode
6	R. A. Morrison
7	M. C. Warburton
Stroke	M. H. Laing
Cox	R. J. Laing
Position on river:	7

A unique feature of this crew was that the Freshman cox was brother to stroke. The two Taylors on the other hand were not related.

No small boat racing was done after the Lents but an eight competed in the Bedford Head and finished 8th, which was quite creditable.

MAY TERM 1972

For about one-third of every College this is a very sad Term, for the end of it marks the end of their youth as they say farewell to Cambridge. And this is all the more poignant as it is the loveliest Term of all, from the daffodils and crocuses and fresh foliage at its start to the scent of new mown hay over the glassy waters of Post Reach in the Races at its end. That when these Races were over Selwyn should be able to say

that they were at least as successful as we have ever been was due to two factors—good Captaincy and good coaching. The latter was done by Rick Richardson at the start and at the end, Rupert Knowles and Alf Twinn, the C.U.B.C. Boatman.

And this Term Brendan Sullivan returned to row in the crew and this made all the difference between mediocrity and a fast crew. Brendan was certainly the best heavyweight Selwyn has ever had and would undoubtedly have got another Blue and probably have rowed in an English Olympic crew, had his work as a medical student, so much more onerous than in my time, not prevented him.

Early in the Term Jerry Agelasto and I cycled with the crew to Clayhithe and we both then knew that we were watching a fast boat.

In training, they only had one bad patch when they raced in the Cam Head and were stiff and awkward, never relaxed and had a bad row. However, Alf Twinn then loosened them up and they rowed well in the Cambridge Regatta, beating amongst other crews, Trinity. Rick then gave them their final polish and confidence.

Meanwhile, the 2nd crew, too, had prospered with some inspired coaching, chiefly from Peter Rhodes and Alan Champion, both of whom rowed together in the same crew in 1942, the latter later getting a wartime Blue as a cox.

In the Races as usual on the first night I cycled with the crew but it got too far ahead and never saw the bump on Downing. Next night we caught Magdalene but on the 3rd Emmanuel escaped us by making a bump themselves. On the last night we caught Queens'. I have always said that you have to have luck as well as skill to make four bumps. The pity of it all was that we were only making up the three bumps we lost so unnecessarily last year. Meanwhile, the 2nd crew had made no mistakes. They got their four bumps to the top of the 3rd Division but could not quite get the 5th which would have taken them fully into the 2nd Division. There was great rejoicing about all this but I ruefully remembered when in 1935 our 2nd May crew got into the 1st Division, bumping Magdalene 1, St. Catharine's 1 and Emmanuel 1 to do so!

Our 3rd crew only made two bumps but the 4th got four so that our top fours crews made 13 bumps and, as we had eight crews racing, more than any other College of our size, we had really done well.

A most hilarious Bump Supper, which I attended with great joy, was held with quite as much noise as ever there was in the past. The 1st and 2nd crews were as follows:

1ST EIGHT			2ND EIGHT		
		st. lbs.			st. lbs.
Bow	R. A. Harrison	12 4	Bow	B. W. Measures	11 10
2	J. K. Taylor	13 2	2	S. J. Chalwin	10 10
3	T. J. R. Goode	12 6	3	P. Whiteman	12 11
4	G. J. Fairclough	13 9	4	P. J. Worsnop	13 0
5	B. A. Sullivan	14 9	5	A. G. L. Nichol	14 10
6	R. A. Morrison	13 0	6	C. R. M. Rustom	13 0
7	M. C. Warburton	12 3	7	T. A. Halbert	12 8
Stroke	M. H. Laing	10 13	Stroke	M. A. Seaman	12 5
Cox	R. J. Laing	9 10	Cox	M. P. Bell	10 1
Position on river:	9		Position on river:	33	

HENLEY ROYAL REGATTA 1972

As so many of the excellent 2nd crew were going to be up the following year, I had tried to get them to race at Marlow Regatta but the whole thing had been thought of too late and had to be given up.

The 1st Eight went of course and entered for the Ladies' Plate and, in addition, split up into two Fours for the Visitors and Wyfolds. The Eight was as in the Mays and the Fours were:

VISITORS FOUR
Bow and steers T. J. R. Goode
2 R. A. Morrison
3 M. C. Warburton
Stroke M. H. Laing

WYFOLD FOUR
Bow and steers R. A. Harrison
2 J. R. Taylor
3 B. A. Sullivan
Stroke G. L. Fairclough

These crews could not go to Henley at once as Sullivan had exams., so Mike Biscoe coached them at Cambridge and Stan Laurie took them over at Henley. The eight won their race against Worcester College, Oxford but then met 1st & 3rd Trinity who by now were by far the fastest College crew and they had really no trouble in beating us.

In the Visitors it was a pity that we should have been drawn against the eventual winners in the first round. As it was, again Univ. of London had no difficulty in beating us.

But the Wyfold Four gave us two most exciting races. In their first, against Kensington, our opponents led us rather more than a length at Fawley. But from the Umpire's Launch I was always confident that we would win. We were rowing well and steadily and, without quickening, Graham Fairclough gradually pulled them back, rowed past them and won by $1\frac{1}{2}$ length. Next day we met Vesta. Again we were led off the start and a minor shipwreck at the end of the Island gave our opponents almost three lengths at Fawley. But then Graham raised the rate and we began to pull up. We went up so steadily that, as we began to go along the Enclosures, we were not only level but beginning to draw ahead. But, alas, it was too much for one of our crew who cracked and Vesta went away to win.

And with this the year ended. Next year only two of the 1st Eight would be back again but there was a host of material in the lower crews.

1972-1973

This was unquestionably a bad year for the Club, bad because the morale was so poor. Far too many people only rowed when it suited them to do so and there was little keenness, except perhaps at the last moment in the 1st Lent crew. Against all odds, that crew went up higher than it had been for 35 years, but the rest of the season was by on means good and our Henley entries should never have been made.

LONG VAC TERM 1972

Quite a number of Selwyn oarsmen were in residence this Term and a Selwyn crew entered for the Cambridge City Bumping Races and finished 8th, the highest Cambridge College. Two Fours competed at

St. Ives Regatta, the first being a composite crew of two Selwyn men and one each from Queens' and Churchill. This won through to the Final of the senior event.

MICHAELMAS TERM 1972

Once again too much attention was paid to the Fours Races and not enough to the oarsmen for the future. We had a Light Four and two Clinker Fours, but all three crews lost in the first round.

The Fairbairn crews were then got together but as regards the 1st crew at any rate it was all a rather light-hearted affair and in consequence we went down to 18th, about as low as we have ever been. No attention was paid to the old adage "Never go in for a race unless you intend to win it." And for the remainder of the Term nothing much happened.

LENT TERM 1973

This produced about the most amazing crew Selwyn ever had. From the start no one in it seemed keen except the Captain and stroke and one or two others. Mark Seaman wrote to me early in the Term to say that it was no good my coming up as "they were staggering from crisis to crisis." Peter Rhodes, who was coaching them in the first stages, said that he never had the same crew twice running. Lastly, the week before the Races, one of the crew decided that he did not like rowing and gave up and a totally unfit man, who had however rowed at St. Paul's School, was persuaded to take his place. "Dickle" Harrison took over the coaching for this last two weeks and very well he did them. But when I came up and cycled with them I thought them a terribly bad crew, as I did later when I saw them paddling down on the first night. I predicted a continuous descent for them. Yet how wrong we all were! When they came to race they utterly confounded everyone, including probably themselves, by making a bump every night and ending 3rd on the River, higher than before the 1939/45 War. And the crews they caught were all good ones, the first boats of Queens', Emmanuel, 1st & 3rd Trinity and Pembroke. This latter, on the last night, was an epic affair, well worthy of the great days of fifty years ago. We gradually wore them down all over the course and just when it seemed too late, produced a final desperate spurt that got them in the last 100 yards.

Undoubtedly the chief credit must go to Mark Seaman who stroked us so brilliantly that I was reminded for the first time almost since then of the great Teddy Richardson of 1926/28.

We had four crews in these races, but the 2nd went down one and the 3rd down three. The 1st crew was as follows:

Bow	J. D. Taylor
2	E. Scott
3	S. Pudge
4	P. Worsnop
5	T. Halbert
6	C. R. L. M. Rustom
7	C. Laurie
Stroke	Mark Seaman
Cox	R. J. Laing

MAY TERM 1973

The coaches of the 1st Eight this term were to have been Rick Richardson, Rupert Knowles, Alf Twinn, and finally Rick again. But business engagements prevented the latter from doing any regular coaching and the crew definitely suffered in consequence. I came up several times to see them but was never impressed. I cycled with them in the Head of the Cam Race when, although we were a heavy crew rowing into a head wind, we allowed a light Clare crew to catch up with us. Again I saw them later row a thoroughly bad race against Emmanuel in the Norwich Regatta.

Meanwhile Trevor Halbert, bow and steers and Charles Laurie, stroke, entered for the Magdalene Pairs and after a dead-heat in the semi-final only just lost in the re-row.

In the Cambridge Regatta, our eight had improved slightly and won the Senior "B" Eights event.

I came up again towards the end of Term and again thought little of them but hoped for the best, seeing how wrong I had been in the Lents. But on the first night they were pushed out ten seconds too soon and then rowed so nervously that they were bumped by Trinity Hall. For the other three nights there was little opposition and we rowed over safely.

The 2nd eight rowed pluckily but were bumped on the first night through lack of training as they had only rowed three times a week most of the Term, and they then lost another two places. We had no less than eight crews rowing but between them all they could produce only one bump.

HENLEY AND MARLOW 1973

After these Mays it would probably have been better if the Club had licked its wounds, taken stock of the future and, if they had wished to continue rowing, rowed in less exalted company than the Royal Regatta.

And indeed this appeared to be the idea of the Henley Judge who saw the crew for the first and only time on the Saturday of the Races and then said, "A Four only". And yet in some mysterious way the assets of the Permanent Fund were wasted by sending an eight and no less than two Fours. These crews were coached by Stan Laurie who was never able to understand why they had come to Henley in the first place. The rather mediocre May eight was further weakened by having to introduce two men from the 2nd May crew and these two were by means the best two from that rather bad crew. And, hardly had they got to Henley, than Mark Seaman, their stroke, strained his back and could no longer row. Brendan Sullivan was brought hastily from Cambridge and Charles Laurie went to stroke and the crew were probably not weakened by the change.

One Four competed at Marlow Regatta and won two heats in a rather junior event in a borrowed boat, as our own had been badly damaged on the way to the Regatta. The 2nd crew lost at once.

At Henley itself all three crews in the preliminary races drew crews even slower than themselves and won through, but they all lost on the first day of the Regatta proper.

These crews were as follows:

1ST MAY
 Bow R. A. Harrison
 2 B. W. Measures
 3 A. G. L. Nichol
 4 P. J. Worsnop
 5 T. A. Halbert
 6 G. J. Fairclough
 7 C. A. Laurie
 Stroke M. A. Seaman
 Cox M. P. Bell
 Position on river: 10

HENLEY
 Bow B. W. Measures
 2 M. P. Owen
 3 S. J. Pudge
 4 P. J. Worsnop
 5 Brendan Sullivan
 6 G. J. Fairclough
 7 T. A. Halbert
 Stroke C. A. Laurie
 Cox M. P. Bell

VISITORS FOUR
 Bow and
 steers T. A. Halbert
 2 G. J. Fairclough
 3 Brendan Sullivan
 Stroke C. A. Laurie

WYFOLD FOUR
 Bow and
 steers B. W. Measures
 2 M. P. Owen
 3 S. J. Pudge
 Stroke P. J. Worsnop

1973-1974

The Club this year was splendidly captained by Trevor Halbert who really cared what happened to Selwyn crews and left behind him a happy and keen, if rather inexperienced, set of oarsmen.

We had a brilliant failure to go Head in the Lents and a steady advance in the Mays. At Henley we at least did better than in recent years and raced really hard.

MICHAELMAS TERM 1973

The Boat Captain had worked out a definite plan for the whole year and started it this term. He had intended to row a light and a clinker four but on the advice of various Old Men gave up the idea and concentrated on the eight. A squad of 12 men for this was formed to row throughout until Henley with changes in personnel as necessary. This is always a good plan unless one has the material for an outstanding Four, which is but seldom.

In addition Novice Eights were got together gradually until four were going out regularly and raced each other later in the Term. I saw these races and presented the prizes, realising then that there was a wealth of material coming on for the future years.

Our main eight trained hard for the Fairbairn Race but just before the day of the Race a hard frost froze the Cam from bank to bank. The Race was delayed for five days until a part at least of the ice had melted and it was then rowed over a shortened course. But alas our crew, geared for the whole distance, stupidly rowed a suitable rate for the whole course which was much too slow for the shortened distance and we finished 7th instead of in the first 3 as we had hoped.

Various members were in Varsity Trials but only Charles Laurie gained a Trial Cap and later rowed in the Goldie crew that this year was most certainly faster than the official Cambridge crew.

LENT TERM 1974

This was of course an especially important Term because, starting 3rd in the Lent Races, we had a good chance of going Head for the first time in our history. Accordingly the crew, plus some reserves, came up a week before full Term started and so managed to get in two outings a day on an almost deserted river. This had always been done some years before and had always been found to pay off provided good coaching was obtained. I sent up the Rates of Striking Scheme last used by the Lent crew of 1966 and this provided the basis of training. A letter I sent with it went as follows:—

OPERATION. LENT HEADSHIP 1974

“It is almost impossible to exaggerate the importance of Rating, i.e. Rates of Striking. Many and many an inferior crew has beaten a technically better one by overrating them, in bumping races especially.

This schedule is a modification of the one I used when 10 years ago I was coaching the Univ. of London crew that that year won the Grand at Henley. We then spent seven months learning it. You’ve got to do it in two. Everyone in the crew must be rating conscious, especially stroke. He can have a stop watch on the stretcher in front of him and should at first constantly consult it to see what rate he is striking and soon he will learn what is it instinctively. But coach must keep asking him what he thinks is the rate and coach too therefore must know himself what it is. If possible coach should have someone with him who can do this Rating/ Timing for him.

It will feel, and actually will be, hard work. This is no bad thing and the crew must get used to it. If an interval does not reach the Rate laid down, then that interval must be done again. If, and God forbid that it should be so, a days outing is missed, then the programme must go on to the following day and rather harder work be done. It is no excuse that the weather is bad; the Schedule must be completed. If seven or more new men have to be drafted into the crew, no matter, the Schedule must be done. There is no excuse and no alteration!”

Peter Rhodes did the bulk of coaching of this crew until the last few weeks when Dickle Harrison took over for the crucial last period. No-one has ever been better at this than he. I came up twice and, cycling with them, greatly approved.

Came the Races and on the first night as usual I was with them on the towpath. But again as usual we had a bad row although we certainly closed on Jesus before they caught Clare and went Head whilst we rowed over with ease. Next night we caught Clare without any trouble at all.

On the Friday I advised the crew to “feel their way”, find out what pace Jesus had and where if anywhere, they raced worst. If we could catch them, good. If not, not to worry, there was always tomorrow. This they did and rowing over felt that next day they must try to go Head before Ditton.

I came up on the Saturday of course and followed on a bicycle. What a race! We gained slightly from the start and gradually overhauled them until coming into Ditton we were only $\frac{1}{4}$ length away from going Head.

One tremendous spurt after the corner and we could have done so. But, alas that spurt was not forthcoming, we were already rowing at our top. Jesus began to creep away, we never gave up but by the Railway Bridge they had a length and we blew up and Trinity caught us. No disgrace in that. Had we been content to row over 2nd we could certainly have done so but we tried and gloriously failed and all honour to the 1974 Lent Crew! Two lessons here, I think. The crew were very fit but could have been fitter still and they had not learnt a killing spurt, without which no crew can go Head.

Selwyn 2 also did well. Gaining 2 places they went from the 3rd to the 2nd Division. But on the Saturday evening, this crew of ours had an unusual experience. Owing to a "technical hitch" of the starting gun only ourselves and the crew behind us started and these two crews rowed over the course quite alone. L.M.B.C. behind gradually caught up on us but we kept our heads and our courage and although overlapped just at the end of the course, rowed over safely, robbing poor L.M.B.C. of their oars. Later we bumped Downing 2 to get into the 2nd Division.

The 1st Lent crew was as follows:

Bow	A. G. M. McEwan
2	J. E. B. Roberson
3	S. J. Purge
4	M. P. Wells
5	J. D. Taylor
6	P. J. Worsnop
7	T. A. Halbert
Stroke	C. E. Scott
Cox	C. M. Jakeman
Position on River:	3

The remainder of the Term was wasted from the rowing point of view for very little took place. This should be remedied in the future.

MAY TERM 1974

The same team of excellent Selwyn coaches was obtained for the first crew this term, with the addition of Alan Champion for 1 week. Rick Richardson as usual started them off, with occasional help from Bob Quayle who was then coaching the 2nd crew. At the end of this stint I came up and cycled with both crews to Clayhithe and watched them race home. They were going well and Rick handed them over to Rupert Knowles who worked them very hard during his fortnight. For the last week and the Races Dickle Harrison had them. The crew improved steadily throughout the Term but never seemed to have the vital spark of genius to make them really fast.

The 2nd crew were almost all Freshmen and were coached by Bob Quayle, Peter Rhodes, Alan Champion and the Boat Captain.

In the Races on the first night the 1st crew had a bad row almost entirely due to first night nerves to which Selwyn crews now seem very prone. Next day they made up for it all by bumping Trinity Hall quite convincingly and St. Catharine's on Friday. On Saturday they were chasing Clare but were never able to get inside their distance before Clare caught a bad Emmanuel crew.

The 2nd eight were not really able to do themselves justice since they only went up 1 place through failing to catch Corpus 2 on the third night. Our 3rd crew, made up of experienced oarsmen who could not row regularly, nevertheless won their oars. Their members included the cox of the 1973 first May crew who rowed 7 in this crew!

We had another four crews rowing in these races but their fate is better not described!

The 1st May crew was as follows :

Bow A. G. M. McEwan
 2 J. E. B. Roberson
 3 J. D. Taylor
 4 M. P. Wells
 5 T. A. Halbert
 6 P. J. Worsnop
 7 C. A. Laurie
 Stroke C. E. Scott
 Cox C. M. Jakeman
 Position on River: 8th

HENLEY ROYAL REGATTA. 1974

After the May Races and Balls there was great activity in the Club. Ed. Scott could no longer row so Jamie Roberson moved up to stroke and the excellent No. 6, Mark Owen, from the 2nd crew, who had rowed for us at Henley the previous year, came in at 2 in his place, and the crew were coached by a Pembroke man.

Later the eight and a four competed at Reading Regatta but with all these changes naturally did no good at all. Meanwhile Charles Laurie had gone off to Holland to a Regatta with a Coxed four, not Selwyn, and happily won his event. We could not compete at Marlow Regatta since that was Degree Day at Cambridge.

When we got to Henley we were coached by Ran Laurie and at the end of the week competed at Reading Town Regatta where the four won the Senior Fours event there, which boosted our morale.

The following crews competed in the Royal Regatta :

VISITORS FOUR			LADIES PLATE EIGHT		
		st. lbs.			st. lbs.
Bow & steers	T. A. Halbert	12 2	Bow	A. G. M. McEwan	12 2
2	(on strokeside)		2	M. P. Owen	13 3
	M. P. Wells	14 6	3	J. P. Taylor	12 3
3	(on strokeside)		4	M. P. Wells	14 6
	P. J. Worsnop	13 7	5	T. A. Halbert	12 2
Stroke (on bowside)			6	P. J. Worsnop	13 7
	C. A. Laurie	12 7	7	C. A. Laurie	12 7
			Stroke	J. E. B. Roberson	11 1
			Cox	C. M. Jakeman	9 13

The Four rowed in the qualifying races against St. Mary's Hospital and won easily, their opponents being disqualified. They then raced King's School Chester and won by 3 lengths, having a good, comfortable row. Next they met a Dutch crew, D.S.R. Laga, who had been seeded. We got a magnificent start and were $\frac{3}{4}$ length up when the Dutchmen went into the booms. They eventually got going but hit them again later and we paddled over without difficulty. In the semi-final we raced

Pembroke, a crew consisting entirely of Blues. We made an excellent race of it and never allowed them to relax but lost by $1\frac{3}{4}$ length. This was a very good Four of ours and with rather longer training would, a few years ago, have been good enough to have won the event. Pembroke next day won the Final.

The Eight had only one race against Kirkland House, USA. They were slow starters and we went off fast at $11\frac{1}{2}$, 21, 39 and at the Barrier had $1\frac{1}{2}$ lengths lead. At Fawley we had increased this slightly to $1\frac{3}{4}$ but then they began to come back at us and just after the Mile were level. We were unable to hold them off as we were already rowing at our peak and nothing in hand, just as against Jesus in the Lent Races. We did gallantly try a finishing spurt and gained a little but it was not enough and we lost a fine race by $\frac{1}{3}$ length.

Although we had won nothing it had been a satisfactory Henley and we should have learnt a lot from the races and from watching other crews

And now I must leave this History—a History that, I hope, will continue long after your Author, and indeed the youngest of his readers, is dead.

It is over 50 years ago since I first came up, and the pleasant years have rolled by far too fast. But every May Race I still get tense and excited and wonder if, *Perhaps THIS TIME . . . !*”

