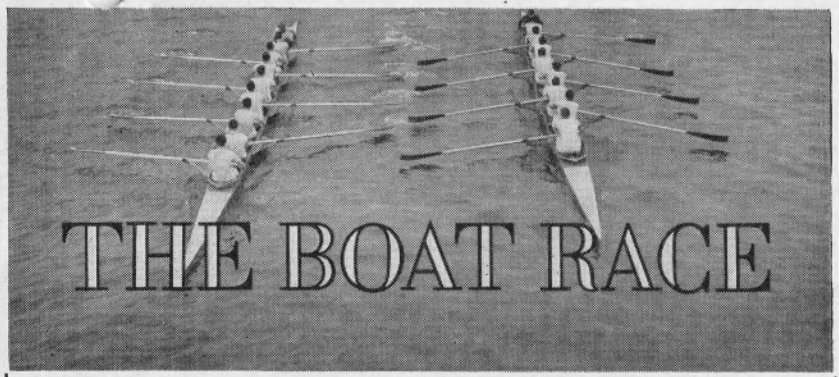
University Boat Race

Oxford versus Cambridge

SATURDAY MARCH 24
1956

Putney - Mortlake

Official Souvenir One Shilling



THE BOAT RACE

Oxford	*Cambridge*
President J. G. McLEOD Sydney Univ. and New College	President K. A. MASSER Shrewsbury and Trinity Hall
Secretary E. V. VINE Geelong G.S. and Brasenose	Secretary M. G. BAYNES Bryanston and Trinity Hall
Treasurer C. V. DAVIDGE	Treasurer DR. E. V. BEVAN
Coaches P. GLADSTONE DR. T. R. M. BRISTOW DR. A. G. S. BAILEY A. D. ROWE G/CAPT. H. R. A. EDWARDS D.F.C., A.F.C.	Coaches C. B. M. LLOYD H. H. ALMOND J. R. F. BEST J. R. OWEN H. R. N. RICKETT

Umpire : K. M. PAYNE

Official Timekeeper : JOHN SNAGGE

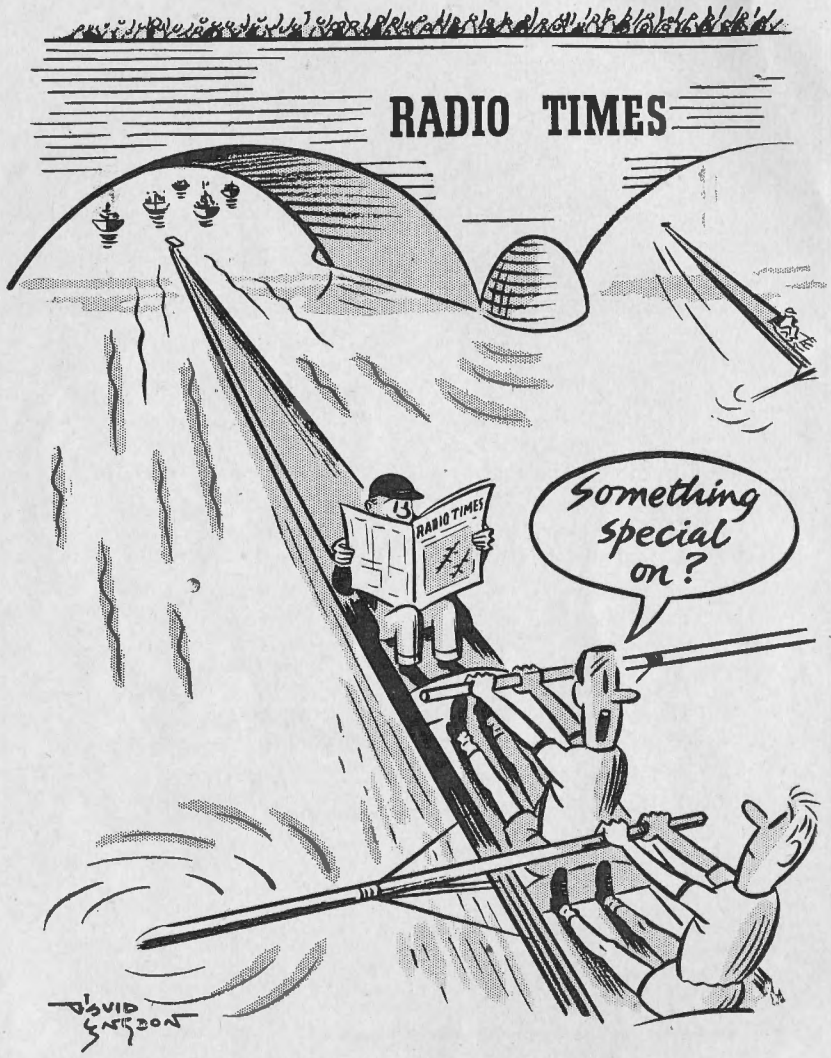
Finishing Judge : J. de R. KENT

SATURDAY, MARCH 24 1956, AT 11.30 A.M.

OVER THE PUTNEY TO MORTLAKE COURSE

*

Official Souvenir Programme



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PRE-JUDGING A BOAT RACE IS SO SIMPLE!

by

GORDON ROSS

THE Boat Race of 1955 was the tenth since the second World War, and looking back through the long years of Boat Race history it would seem fair to suggest that this decade has been one of the most interesting since that June evening at Henley in 1829, when this great contest was inaugurated. In terms of bare results Cambridge have won seven races to Oxford's three, but two races, perhaps, excepted —the famous dead-heat of 1877 and the year of Pitman's spurt in 1886, we have been privileged to watch the greatest races of all time. First the win by Cambridge in 1949 by a mere quarter length, and then, three years later in a raging blizzard, Oxford got home by a canvas. In these post-war years, a new course record was established by a Cambridge crew in 1948 despite the fact that a crab was caught almost at the start. This could easily have had a tremendous impact on the crew, but instead they were quietly ordered to stop rowing and their great Irish stroke, C. B. R. Barton, steadied his men with unruffled calm, and then set about Oxford in no uncertain fashion. Admittedly, everything was in favour of a fast time on that particular day but I venture to suggest that, notwithstanding the fact that we live in an age of record-breaking, this time of seventeen minutes fifty seconds will stand unchallenged for many days to come; it may never be broken, although 'never' is a long time.

Consider too, about the races in recent years how the favourites have so often been overthrown. Last year was surely the cardinal example. The experts (if indeed an expert exists who can forecast the result of the race year after year with impeccable accuracy) were solidly behind Oxford. I know this because I made many outings with both crews during this fascinating three weeks on the tideway when the river fairly bristles with observations and opinions, contradictory often, some supported by tradition—others moving with the tide of a modern trend, but all, quite frankly, finding it most difficult to pick the winner. Cambridge, remember, were in the grips of a childhood ailment—chickenpox; first one member of the crew caught it, then another; the comings and goings were enough to unsettle a most balanced crew, but what happened in the end? The Light Blues came out to confound a theory that they did not quite look the part and scored a merciless victory of sixteen lengths. It was a Boat Race, and a very good one, as far as Hammersmith. A newspaper strike deprived the crew of its full share of glory for there were no papers to chronicle the occasion.

If Oxford win this race today it will be the first time this century that five successive races have been won alternately by each University. Oxford won in 1952; Cambridge in 1953; Oxford in 1954 and Cambridge in 1955. Not only will it be the first time this century that such results have been achieved, but one has to go back as far as 1874-1880 to find a longer sequence of shared results, when Cambridge won in 1874, Oxford in 1875, Cambridge in 1876, the dead-heat in 1877, Oxford in 1878, Cambridge in 1879 and Oxford in 1880. Only once before this has something similar happened when the pendulum swung to and fro in the years from 1854-1861. Apart from these three periods the race has been decided in the main by unbroken sequences of varying lengths. It was Oxford who first asserted a decisive superiority when they won nine successive races from 1861-1869. It was Oxford again, in their golden age of the 'nineties who won another nine in sequence, but it was Cambridge who ruthlessly crushed the opposition for thirteen races from 1924 to 1936. Moreover, only one Oxford win, that in 1923, interrupted a Cambridge run from 1914 to 1936. We have talked just now of great races; titanic finishes, sustained spurts, but surely the races that will remain immortal are the ones when the long lane at last had a turning, when defeat upon defeat was at last turned into victory; these occasions must have stirred the sporting instincts in the hardest of men, whatever their colour or creed. There have been three such occasions.

First in 1870. Cambridge had not had a victory since 1860. This year of 1870 was "Goldie Year." John Haviland Dashwood Goldie (Eton and Lady Margaret), President and stroke, who was the prime architect of this first Cambridge win for a decade; the first of a triad of victories by which Goldie retrieved the fallen fortunes of Cambridge rowing. During practice Cambridge had clearly proved themselves the better crew, but the public would not hear of Oxford being beaten. The fashionable papers of the day quoted Oxford as favourites at 6-4 on. The race was started on a lovely April afternoon in the presence of the Prince of Wales, Prince of Teck, Prince Lenigen and Prince Hassan of Egypt. Cambridge were beaten at the toss and left to row on the Middlesex side. It was thus essential for them to hold a lead at Hammersmith Bridge; this they did, but Oxford spurted and were level at Chiswick Eyot. Goldie was unruffled; the great are seldom seen to ruffle and without even quickening the stroke he gradually lengthened out and assuredly drew away. Cambridge were there . . . the mighty had fallen . . . this was a triumph for an unflagging spirit and great determination.

Similar circumstances arose for Cambridge in 1899 when, once again, they put a stop to nine consecutive Oxford wins, and there was one common theme by which to identify the two occasions. J. H. D. Goldie had rowed in 1870; his son shared in the Cambridge success of 1899, and the joy in the Cambridge camp is best reflected in these words which Goldie wrote in the Cambridge book:

"It would be difficult to describe adequately the enthusiasm with which our victory was welcomed by the crowd ashore and afloat.

"The Cambridge steamer too, which puffed up soon after the race had ended was a scene of wild rejoicing. Conspicuous in her bows was Mrs. Gibbon, the mother of our stroke who saluted her victorious son and his crew with exultant wavings of her umbrella, to which we responded as best we could.

"A special word of praise is due to Payne. He had braced himself up to go through the race and not for a single stroke did he falter. Rowing behind him as I did, I could not detect the slightest weakness in his rowing. He was, of course, very much exhausted at the end, but very soon recovered. So ended the glorious and memorable race of 1899.

"Iside Triumphata Remigbus Suis Granta Memor
Floreat Cantabriga!!!!"
Claude J. D. Goldie,
Hon Sec. C.U.B.C.

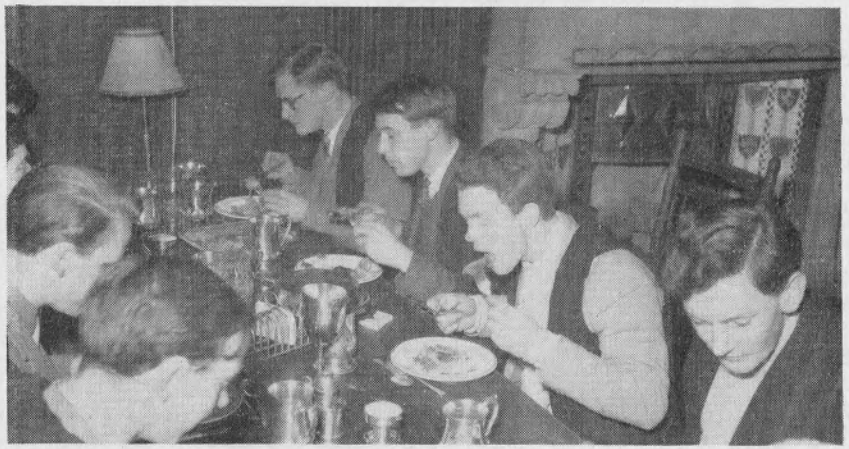
Payne, incidentally, was suffering from influenza and rowed the race with a high temperature.

Oxford, up until 1937, had not experienced such an occasion, yet when it did come it was the whole world who celebrated, a world that had waited each year with bated breath for a Dark Blue success. Year in, year out, as Oxford strove it was an accomplishment beyond them no matter how great their effort—and then, at last, the great day dawned—the day of March 24th 1937. Behind this great Oxford win there lies the story of a very fine President, the Australian "Jock" Lewes. During a vital period of training, the coach, the illustrious "Gully" Nickalls, diagnosed a weakness in the four bow oars causing the boat to run crooked. The President and another oarsman at once relinquished their seats in the boat; the effect was immediate. As the gallant crew came ashore after their victory Lewes was the first to greet them. The crew drove back for lunch at the Ranelagh Club in a big hired Daimler with "Jock" Lewes standing on the roof sounding a coach-horn all the way. This inspiring President was subsequently killed in the Western Desert; no man who rowed in that Oxford boat will ever forget him.

Superstitious followers of Oxford might begin to take heart because, of course, today's race is being rowed on the 24th March as was that of 1937. Here then are the statistics for races that have taken place on this day of the month of March. Oxford won in 1866. It was a dead-heat in 1877. Cambridge won in 1888. Oxford won in 1923. Oxford won in 1937. Oxford sank in 1951 and the race was declared void; it was rowed on another day. So only once in history have Cambridge won a Boat Race on the 24th March. This seems as good a reason as any for taking Oxford to win today. On the other hand, of course, the principle of averages might suggest that it is high time that Cambridge won another. If you prefer this line of thought then take the Light Blues. Pre-judging a Boat Race is as simple as that.

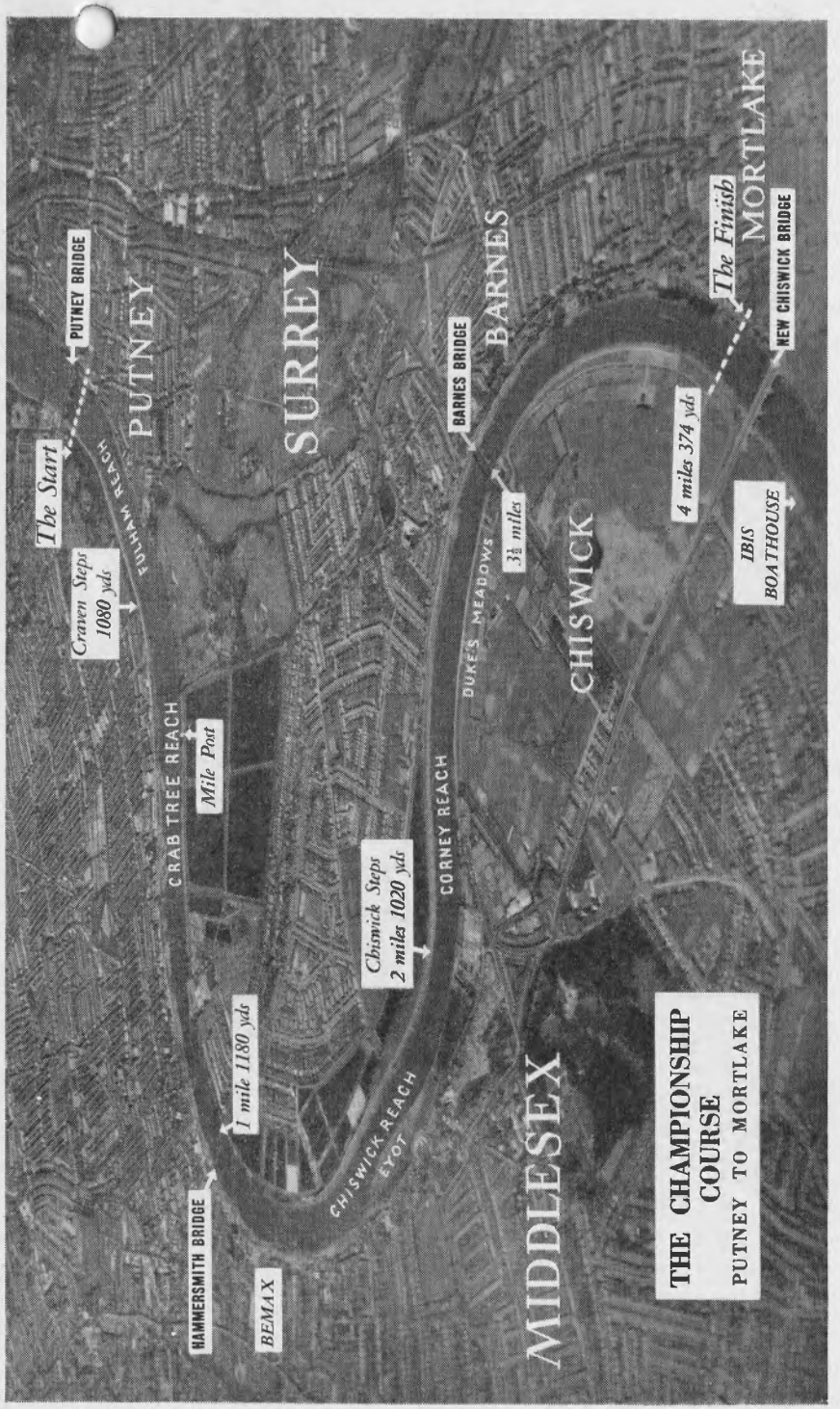
THE DAYS OF PEPARATION

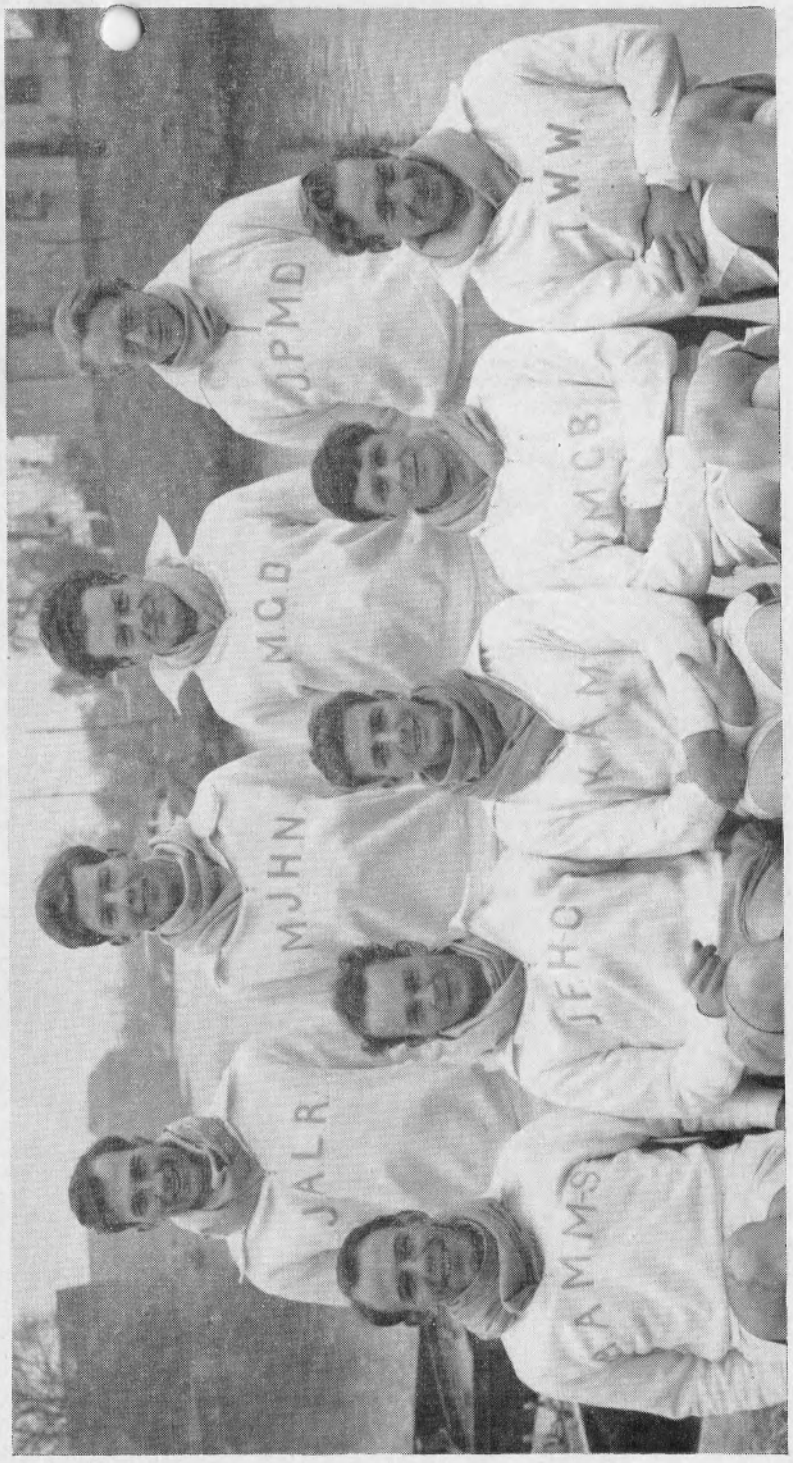
Cambridge afloat at Ely



Oxford dine at the Training Table in Balliol

Oxford waiting in Iffley Lock





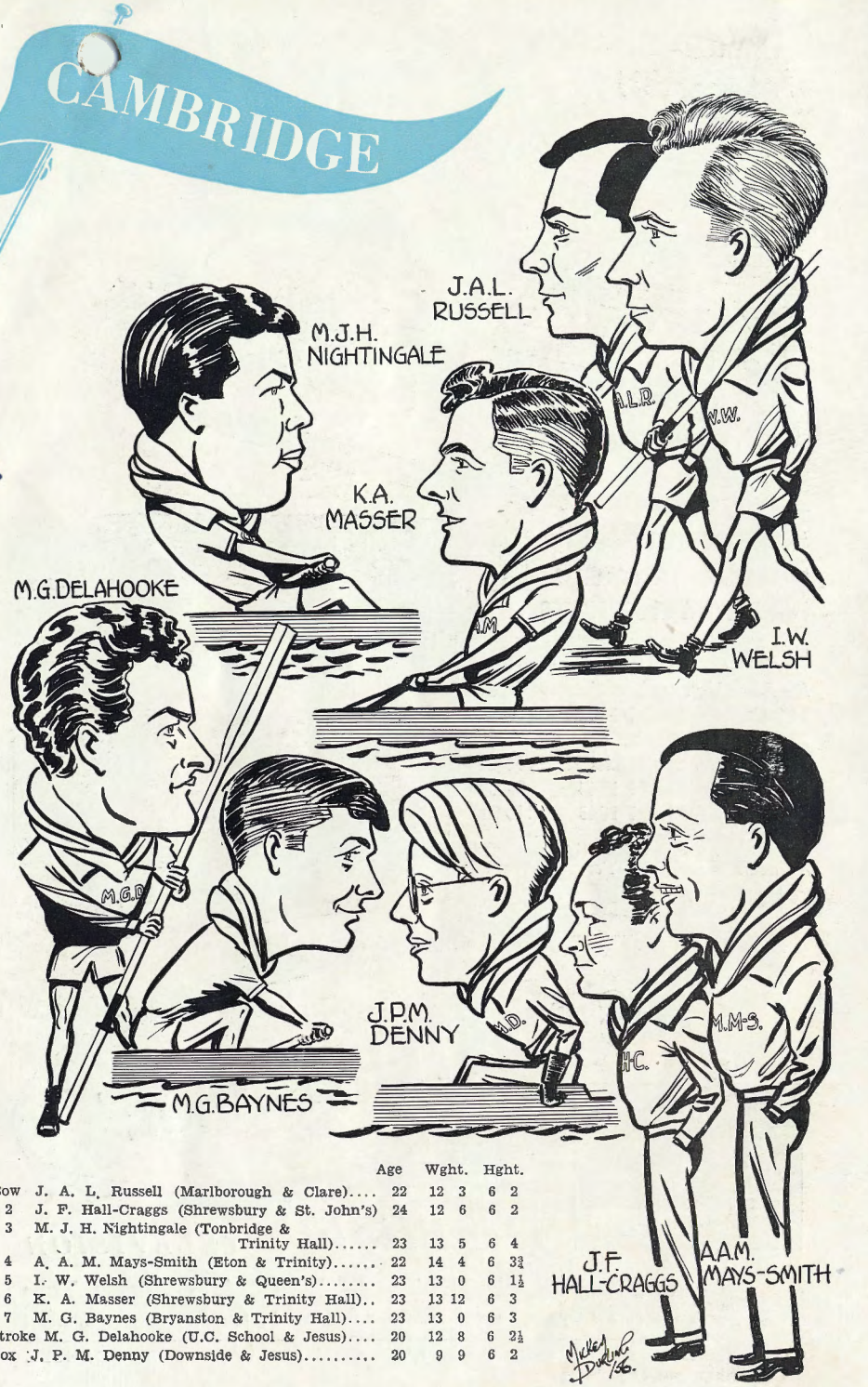
CAMBRIDGE UNIVERSITY 1956

Standing—J. A. L. Russell, M. J. H. Nightingale, M. G. Delahooke, J. P. M. Denny
Seated—A. A. M. Mays-Smith, J. F. Hall-Craggs, K. A. Masser, M. G. Baynes, I. W. Welsh

OXFORD UNIVERSITY 1956

Standing—J. H. M. Edwards (Spare Man), D. A. Cross, R. Barrett, N. Paine, K. L. Mason.
Seated—B. S. Mawer, J. G. McLeod, E. V. Vine, R. H. Carnegie.
On ground—B. E. B. K. Venner.

		Age	Wght.	Hght.
Bow	E. V. Vine (Geelong G.S. & Brasenose)	21	12 0	5 9½
2	J. G. McLeod (Sydney Univ. & New College)	24	11 12	6 2
3	N. Paine (King's Canterbury & Trinity)....	21	11 12	6 1½
4	K. L. Mason (K.C.S. Wimbledon & Queen's)	24	12 1	5 11
5	R. Barrett (St. Edward's & Pembroke).....	20	14 5	6 3½
6	D. A. Cross (Winchester & Balliol).....	23	13 5	6 2½
7	R. H. Carnegie (Geelong G.S. & New College)	23	13 9	6 1
Stroke	B. S. Mawer (Epsom & Merton).....	22	11 12	6 1½
Cox	B. E. B. K. Venner (St. Edward's & St. Edmund Hall).....	21	9 0	5 6



		Age	Wght.	Hght.
Bow	J. A. L. Russell (Marlborough & Clare)....	22	12 3	6 2
2	J. F. Hall-Craggs (Shrewsbury & St. John's)	24	12 6	6 2
3	M. J. H. Nightingale (Tonbridge & Trinity Hall).....	23	13 5	6 4
4	A. A. M. Mays-Smith (Eton & Trinity).....	22	14 4	6 3¾
5	I. W. Welsh (Shrewsbury & Queen's).....	23	13 0	6 1½
6	K. A. Masser (Shrewsbury & Trinity Hall)..	23	13 12	6 3
7	M. G. Baynes (Bryanston & Trinity Hall)....	23	13 0	6 3
Stroke	M. G. Delahooke (U.C. School & Jesus)....	20	12 8	6 2½
Cox	J. P. M. Denny (Downside & Jesus).....	20	9 9	6 2

BIOGRAPHIES OF OXFORD

E. V. VINE (BOW)

Geelong G.S. & Brasenose. Reading History. Secretary of O.U.B.C. 1956. Geelong G.S. 1st VIII 1952, B.N.C. 1st VIII 1954-55 and rowed in Trial VIIIs in 1953-54. Boat Race Crews 1954-55. Age 21.

Vincent Vine

J. G. McLEOD (2)

Sydney Univ. & New College. Reading Physiology. Secretary of O.U.B.C. 1955 and President for 1956. Sydney University crew 1952-53 and represented New South Wales 1953. New College VIII 1954-55. Won O.U.B.C. Cox'less IVs 1954-55. Boat Race crews 1954-55. Leander Stewards IV 1955. Age 24.

J. M'Leod.

N. PAINE (3)

King's Canterbury & Trinity. Reading Physics. Rowed in King's Canterbury 1st VIII 1952-53 and Final Princess Elizabeth Challenge Cup 1953. Trial VIII 1955. Age 21.

Nicholas Paine.

K. L. MASON (4)

K.C.S. Wimbledon & Queen's. Reading Chemistry. Rowed in K.C.S. Wimbledon 1st VIII 1948-49-50 and Queen's 1st VIII 1954-55. Trial VIIIs 1954-55. Age 24.

Keith Mason.

R. BARRETT (5)

St. Edward's & Pembroke. Reading Engineering. Rowed for St. Edward's School 1st VIII 1952-53. Won Wyfold's at Henley in 1954 with Royal Engineers. Semi-finals coxed IVs in European Championships, Amsterdam 1954. Trial VIIIs 1955. Age 20.

R Barrett

D. A. CROSS (6)

Winchester & Balliol. Reading Languages. Rowed for Winchester 1st VIII 1949-50 and Balliol 1st VIII 1953-54-55. Head of River in "Eights" 1955. Trial VIIIs 1954-55. Age 23.

Dermis Cross.

R. H. CARNEGIE (7)

Geelong G.S. & New College. Reading P.P.E. Rowed for Melbourne University crew 1952-53 and New College 1st VIII 1954-55. Won O.U.B.C. cox'less IVs 1954-55. Trial Eights 1954-55. Leander Steward's IV 1955. Age 23.

R.H. Carnegie

B. S. MAWER (STROKE)

Epsom & Merton. Reading Chemistry. Merton 1st VIII 1954-55. Won O.U.B.C. Cox'less IVs in 1953 and O.U.B.C. Cox'less Pairs in 1955. Trial VIIIs 1953-54. Age 22.

B S Mawer.

B. E. B. K. VENNER (cox)

St. Edward's & St. Edmund Hall. Reading Engineering. Rowed for St. Edward's School 1st VIII 1952-53 and St. Edmund Hall 1st VIII 1954-55. Trial VIIIs 1953-54-55. Age 21.

Brian Venner

BIOGRAPHIES OF CAMBRIDGE

J. A. L. RUSSELL (BOW)

Marlborough & Clare. Age 22. Reading Law. Won Light IVs 1954. Foster-Fairbairn Pairs 1955. Home—Chelsea.

Jock Russell.

J. F. HALL-CRAGGS (2)

Shrewsbury & St. John's. Age 24. T.A. Captain in the Sappers. Represented the Sappers and Maidenhead at Henley. Shrewsbury VIII in 1950, won University Clinker IVs 1953. Head of the River in the Lents and Mays 1954. Home—Corbridge-on-Tyne.

John Hall-Craggs

M. J. H. NIGHTINGALE (3)

Tonbridge & Trinity Hall. Age 23. Reading History. Winner Visitors Cup, Henley 1955. Winner C.U.B.C. Light IVs 1956. Home—Tonbridge.

Mike Nightingale

A. A. M. MAYS-SMITH (4)

Eton & Trinity. Age 22. Reading Law. Captain 1st and 3rd Trinity Boat Club. University Boat 1955. Home—Rye.

Alan Mays-Smith.

I. W. WELSH (5)

Shrewsbury & Queen's. Age 23. Reading Law. Rowed for Shrewsbury 1950, 1951. Rowed for College Crew which won Ladies Plate 1955. Home—Birmingham.

Ian Welsh.

K. A. MASSER (6)

Shrewsbury & Trinity Hall. Age 23. Reading Engineering. Shrewsbury crew 1950, 1951 (Captain). Magdalene Pairs 1955, Colquhoun Sculls 1955, C.U. Coxswainless IVs 1955, Visitors Cup 1955. University Crew 1954, 1955. Home—Dublin.

Bill Masser.

M. G. BAYNES (7)

Bryanston & Trinity Hall. Age 23. Reading Medicine. Coxed School VIII in 1947, 1948. Rowed School VIII 1950, 1951. College VIII 1954, 1955. University Crew 1954. Won:—Magdalene Pairs, Light Coxswainless IVs, Visitors IVs. Home—West Byfleet.

Mickey Baynes.

M. G. DELAHOOKE (STROKE)

University College School & Jesus. Age 20. Reading Law. Won Fairbairn Cup 1954. Head of Lent Races 1955. Head of May Races 1955. Home—North London.

Michael Delahooke

J. P. M. DENNY (COX)

Downside & Jesus. Age 20. Reading Medicine. Fairbairn Cup 1954. Head of Lents 1955. C.U. Coxes Sculls 1954, 1955. Home—Burford, Oxfordshire.

Jon P. M. Denny.

THESE ARE SOME OF THE PUTNEY PROBLEMS

by

R. H. H. SYMONDS

THE University crews spend three full weeks at Putney before the race and without doubt they are the most important and nerve-racking of the whole long training.

Of course, if the crew is wrong or if there is a basic weakness in their method of getting a boat along there is little that any coach can do about it right at the end, but apparent miracles have happened and certainly, and far more often, crews which have arrived at Putney full of promise have just failed to develop and, indeed, slipped back.

The last three weeks is, so far as actual rowing time goes, the equivalent of six normal weeks. But, in addition to the two outings daily, the crew is living together in the strictest training and, virtually, living rowing in an ever mounting glare of publicity and popular interest.

Responsibilities Heavy

The responsibilities of the President at this time are heavy but are nothing compared with those of the coach.

The finishing coach's job does not just begin at Putney. Almost always he is the leader of the team and was probably the first person to be asked to help. He will have advised the President as to who the other coaches might be and at no stage will the President have done anything without consulting him; so that by the time they arrive at Putney he will know pretty well the capabilities of the crew, individually and collectively.

Liaison is Essential

By the end of January he will already have worked out the twice daily tides and established the days and times of his major rows; the two, or even three, full course trials, the "Bridge to Bridge," etc. He will have asked his President to liaise with the rival President and agree these times for it would never do for both Universities

The picture at the top shows C. B. M. LLOYD, one of the earlier coaches, talking to this year's Cambridge crew.

to row courses on the same tide, though sometimes it happens that one crew will row on the flood in the morning and the other on the ebb two to three hours later. This liaison is essential for it is more than likely that the two coaches will have picked the same tide for at least one of their courses. The tides vary from day to day either building up or dropping and since both will want to row towards the end of the two weeks preceding the race both are more than likely to pick the best tide and and the one that will approximate most to that of the race itself. On the flood, that is to say, coming up from the mouth of the river, the tide runs at its fastest about 1¼ hours before high tide. On the ebb it is at its fastest an hour after it has turned. But even the tidal predictions of the Liverpool Observatory and Tidal Institute can vary by as much as half an hour either way and every row he does the coach will be watching to make sure that he gives his crew the conditions he wants.

Natural Hazards

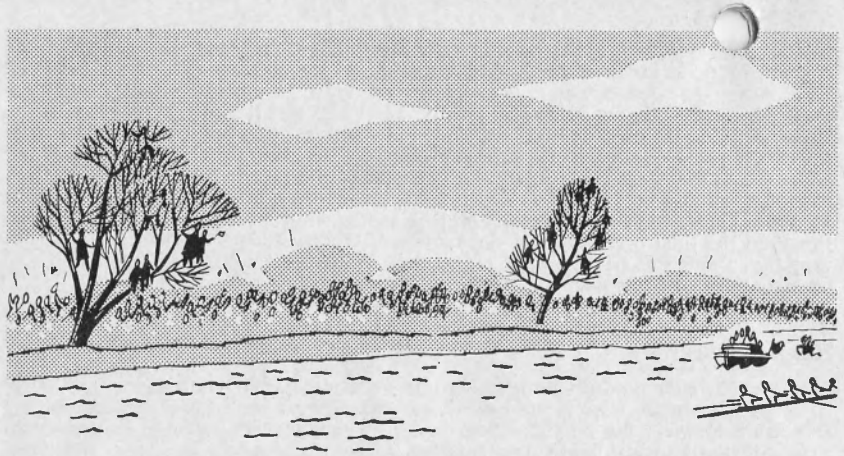
But whatever precautions he takes, however well he knows his job, full course trials are a nightmare. As if the natural hazards of wind and water between Putney and Mortlake were not enough, there is the inevitable river traffic to contend with and, with the built-up banks now running solidly right up the river, the wash and swell they throw up and back from a string of barges can make actual "rowing" in a light ship virtually impossible. A fast launch may keep ahead of an VIII for a mile or more and be most annoying but a string of heavily-laden barges will disturb the water for ten minutes or more and since they have to use the river at full tide they start coming up or down at just the time the crews want to row, and if you wait for one to come by (the crew getting cold meanwhile) there is sure to be another string coming along behind.

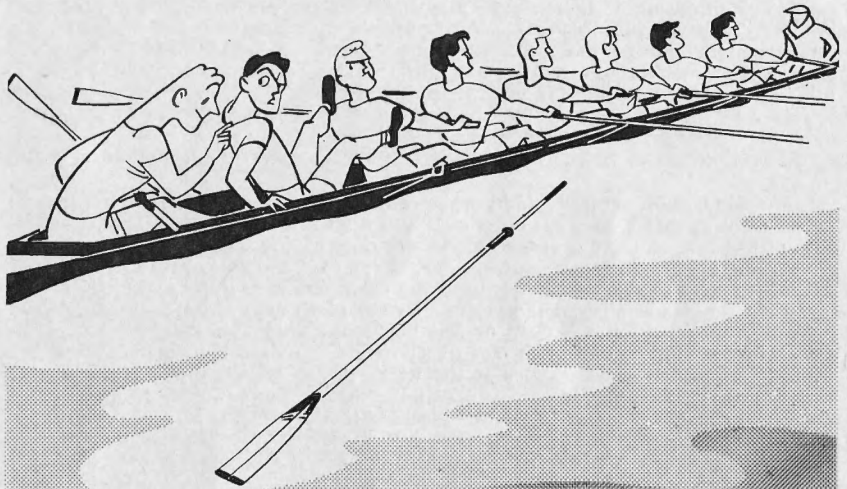
These strings of barges have another upsetting effect in the middle of a full course trial for they, naturally, hold to the centre of the river and the cox has to steer round them so that if they are encountered in both full course trials the cox arrives at the stake boat on the day of the race wihout once having steered his crew at racing pitch right over the correct course. The "P to M" course is probably the most difficult to steer in the world and, until the crew comes to Putney, the coach probably has no idea at all how the very important ninth man in the crew is going to turn out. Efficiency on the Cam or Isis meant nothing. The daily trips over the course in the University launch mean very little for I have known coxswains who steered consistently good courses at the wheel of the launch prove hopeless with rudder lines in their hands, and oarsmen the motive power: and no coaching in the world can teach a cox to "feel" his boat in the stream. The boat can be in exactly the right position approaching, say, Hammersmith Bridge, but position means little if it is across the Stream or held there by a strongly "braking" rudder.

The Cox

I think that coaching the cox is one of the most difficult things the finishing coach has to do. It is old Boat Race history now but how many people, I wonder, have ever realised that when Oxford sank in 1951 they did so because of what happened *before* the race? Conditions were bad but Oxford won the toss and chose their station. But before they ever reached the stake boats the Cambridge cox had cleverly turned his boat round inshore. The Oxford cox turned his in mid-stream and, in the BBC launch, we watched them sitting there, across the tide, with the water pouring over the side so that they arrived at their stake boat already half full. How does a coach teach his cox not to do that sort of thing?

Yes, there are plenty of problems for the Boat Race coaches at Putney. Young, keen and willing-to-oblige oarsmen never seem to realise that newspaper men and photographers are really only interested in doing *their* job—not yours—and a movie cameraman who has been given permission to film the crew bringing their boat back to Putney after a full course trial is not concerned that one of the oarsmen waiting in mid-stream in a chilling east wind has a cold and that that cold aggravated may cost the crew the race. It has happened and will, undoubtedly, happen again. Fun it all is: tremendous fun. But its a great relief when it's all over!





Summary of Races

OF THE 101 RACES, CAMBRIDGE HAVE WON 55, OXFORD 45, WITH 1 DEAD-HEAT

Year	*Date*	*Winner*	*Course*	*Time* min.	sec.	*Distance*	*Average Weights Winner* st.	lb.	*Loser* st.	lb.
1829	June 10	Oxford	Henley	14	30	Easily	—		11	1¾
1836	June 17	Cambridge	W. to P.	36	0	1 min.	11	8⅝	11	7¾
1839	April 3	Cambridge	W. to P.	31	0	1 min. 45 sec.	11	0¾	11	10½
1840	April 15	Cambridge	W. to P.	29	30	¾ length	11	8	11	10½
1841	April 14	Cambridge	W. to P.	32	30	1 min. 5 sec.	11	5⅝	11	4⅛
1842	June 11	Oxford	W. to P.	30	10	13 sec.	11	9⅝	11	3¾
1845	March 15	Cambridge	P. to M.	23	30	30 sec.	11	2⅝	11	9
1846	April 3	Cambridge	M. to P.	21	5	3 lengths	11	8⅜	11	4½
1849	March 29	Cambridge	P. to M.	22	0	Easily	11	2½	11	0⅝
1849	Dec. 15	Oxford	P. to M.	—		Foul	11	5⅞	11	5¾
1852	April 3	Oxford	P. to M.	21	36	27 sec.	11	6½	11	8½
1854	April 8	Oxford	P. to M.	25	29	11 strokes	11	1⅞	10	10¼
1856	March 15	Cambridge	M. to P.	25	45	½ length	11	9⅜	11	0⅝
1857	April 4	Oxford	P. to M.	22	50	32 sec.	11	5⅞	11	8
1858	March 27	Cambridge	P. to M.	21	23	22 sec.	11	7⅞	11	10⅝
1859	April 15	Oxford	P. to M.	24	40	Camb. sank	11	8¾	11	5½
1860	March 31	Cambridge	P. to M.	26	5	1 length	11	6½	11	10½
1861	March 23	Oxford	P. to M.	23	30	47 sec.	11	4¼	11	4⅞
1862	April 12	Oxford	P. to M.	24	40	30 sec.	11	11⅜	10	13⅛
1863	March 28	Oxford	M. to P.	23	6	45 sec.	11	8½	11	5¾
1864	March 19	Oxford	P. to M.	21	40	27 sec.	11	7½	11	11½
1865	April 8	Oxford	P. to M.	21	24	4 lengths	11	11¼	11	9⅞
1866	March 24	Oxford	P. to M.	25	35	3 lengths	11	12¾	11	11⅝
1867	April 13	Oxford	P. to M.	22	39	½ length	12	0⅜	11	12
1868	April 4	Oxford	P. to M.	20	56	6 lengths	11	11⅝	11	11⅞
1869	March 17	Oxford	P. to M.	20	4	3 lengths	12	0¼	11	12⅛
1870	April 6	Cambridge	P. to M.	22	4	1½ lengths	11	13¼	11	13¼
1871	April 1	Cambridge	P. to M.	23	10	1 length	12	1⅜	12	4⅛
1872	March 23	Cambridge	P. to M.	21	15	2 lengths	11	12⅞	11	11⅛
1873	March 29	Cambridge	P. to M.	19	35	3 lengths	11	11	11	5¾
1874	March 28	Cambridge	P. to M.	22	35	3½ lengths	11	12⅛	11	9⅛
1875	March 20	Oxford	P. to M.	22	2	10 lengths	11	12⅜	11	10¾
1876	April 8	Cambridge	P. to M.	20	20	Easily	11	13⅞	11	13⅞
1877	March 24	Dead-heat	P. to M.	24	8	—	O.11	13¾	C.12	3⅞
1878	April 13	Oxford	P. to M.	22	15	10 lengths	12	3⅝	11	12¾
1879	April 5	Cambridge	P. to M.	21	18	3 lengths	12	1⅝	12	0¼
1880	March 22	Oxford	P. to M.	21	23	3¾ lengths	11	13¼	11	9½
1881	April 8	Oxford	P. to M.	21	51	3 lengths	11	11¾	11	9¾
1882	April 1	Oxford	P. to M.	20	12	7 lengths	11	11⅛	11	12⅝
1883	March 15	Oxford	P. to M.	21	18	3½ lengths	11	12	12	2¾
1884	April 7	Cambridge	P. to M.	21	39	2½ lengths	11	13	11	12¾
1885	March 28	Oxford	P. to M.	21	36	2½ lengths	12	6¾	11	13
1886	April 3	Cambridge	P. to M.	22	30	2/3 lengths	11	13¾	12	3¾
1887	March 26	Cambridge	P. to M.	20	52	2½ lengths	11	13¼	12	3½
1888	March 24	Cambridge	P. to M.	20	48	7 lengths	11	12	11	13¾
1889	March 30	Cambridge	P. to M.	20	14	3 lengths	12	0¼	12	3½
1890	March 26	Oxford	P. to M.	22	3	1 length	12	1½	12	1½
1891	March 21	Oxford	P. to M.	21	48	½ length	12	3¾	11	10
1892	April 9	Oxford	P. to M.	19	10	2¼ lengths	12	3⅜	11	11⅞

Year	Date	Winner	Course	Time min.	Time sec.	Distance	Average Weights Winner st.	Winner lb.	Loser st.	Loser lb.
1893	March 22	Oxford	P. to M.	18	45	1 lgth. 4 ft.	12	3⅛	12	0
1894	March 17	Oxford	P. to M.	21	39	3½ lengths	12	3	11	10
1895	March 30	Oxford	P. to M.	20	50	2¼ lengths	12	1⅞	12	0¾
1896	March 28	Oxford	P. to M.	20	1	2/5 lengths	12	6½	12	5½
1897	April 3	Oxford	P. to M.	19	12	2½ lengths	12	6¼	12	5⅜
1898	March 26	Oxford	P. to M.	22	15	†Easily	12	7	12	6½
1899	March 25	Cambridge	P. to M.	21	4	3¼ lengths	12	2¼	12	5
1900	March 31	Cambridge	P. to M.	18	45	20 lengths	12	4⅝	12	4⅜
1901	March 30	Oxford	P. to M.	22	31	2/5 lengths	12	3½	12	1¼
1902	March 22	Cambridge	P. to M.	19	9	5 lengths	12	1⅝	12	6½
1903	April 1	Cambridge	P. to M.	19	33	6 lengths	12	3¾	11	13½
1904	March 26	Cambridge	P. to M.	21	37	4½ lengths	11	8¾	11	9¾
1905	April 1	Oxford	P. to M.	20	35	3 lengths	11	12⅝	12	0
1906	April 7	Cambridge	P. to M.	19	25	3½ lengths	11	13⅜	12	3⅛
1907	March 16	Cambridge	P. to M.	20	26	4½ lengths	12	2⅞	12	1
1908	April 4	Cambridge	P. to M.	19	20	2½ lengths	12	3¼	12	1
1909	April 3	Oxford	P. to M.	19	50	3½ lengths	12	8¼	12	5⅜
1910	March 23	Oxford	P. to M.	20	14	3½ lengths	12	8¾	12	4¼
1911	April 1	Oxford	P. to M.	18	29	2¾ lengths	12	7½	12	3⅞
1912	April 1	Oxford	P. to M.	22	5	6 lengths	12	5⅞	11	12¼
1913	March 13	Oxford	P. to M.	20	53	¾ length	12	8¼	12	4½
1914	March 28	Cambridge	P. to M.	20	23	4½ lengths	12	9¼	12	6
1920	March 27	Cambridge	P. to M.	21	11	4 lengths	12	9	12	7½
1921	March 30	Cambridge	P. to M.	19	45	1 length	12	12½	12	7½
1922	April 1	Cambridge	P. to M.	19	27	4½ lengths	12	11	12	4
1923	March 24	Oxford	P. to M.	20	54	¾ length	12	8½	12	8⅞
1924	April 5	Cambridge	P. to M.	18	41	4½ lengths	11	13⅝	12	5½
1925	March 28	Cambridge	P. to M.	21	50	Oxford sank	12	1⅜	12	0⅞
1926	March 27	Cambridge	P. to M.	19	29	5 lengths	12	3¾	12	10½
1927	April 2	Cambridge	P. to M.	20	14	3 lengths	12	3⅜	12	8⅝
1928	March 31	Cambridge	P. to M.	20	25	10 lengths	12	9	12	6⅛
1929	March 23	Cambridge	P. to M.	19	24	7 lengths	12	10	12	4½
1930	April 12	Cambridge	P. to M.	19	9	2 lengths	12	8	12	6½
1931	March 21	Cambridge	P. to M.	19	26	2½ lengths	12	2½	12	3½
1932	March 19	Cambridge	P. to M.	19	11	5 lengths	12	2¾	11	13¼
1933	April 1	Cambridge	P. to M.	20	57	2¼ lengths	12	5	12	4⅜
1934	March 17	Cambridge	P. to M.	18	3	4¼ lengths	12	10¾	12	12½
1935	April 6	Cambridge	P. to M.	19	48	4½ lengths	12	8¾	12	13
1936	April 4	Cambridge	P. to M.	21	6	5 lengths	13	0½	12	10¾
1937	March 24	Oxford	P. to M.	22	39	3 lengths	12	13½	12	5½
1938	April 2	Oxford	P. to M.	20	30	2 lengths	12	13¾	12	6½
1939	April 1	Cambridge	P. to M.	19	3	3 lengths	12	9	12	5
1946	March 30	Oxford	P. to M.	19	54	3 lengths	11	8¾	12	4½
1947	March 29	Cambridge	P. to M.	23	1	10 lengths	12	4⅞	11	12¾
1948	March 27	Cambridge	P. to M.	17	50*	5 lengths	12	9⅝	12	9¼
1949	March 26	Cambridge	P. to M.	18	57	¼ length	12	10½	12	8
1950	April 1	Cambridge	P. to M.	20	15	3½ lengths	12	5	12	2
1951	March 24	Oxford sank near the Start—Race re-rowed								
	March 26	Cambridge	P. to M.	20	15	12 lengths	12	7	12	13
1952	March 29	Oxford	P. to M.	20	23	Canvas	13	0	13	2½
1953	March 28	Cambridge	P. to M.	19	54	8 lengths	12	10	12	13
1954	April 3	Oxford	P. to M.	20	23	4½ lengths	12	4	12	11¼
1955	March 26	Cambridge	P. to M.	19	10	16 lengths	13	2½	12	5½

† Cambridge water-logged. * Course record.

Both crews have included SMITH'S CRISPS in their training diet

READ REPORT OF THE LATE SIR JACK DRUMMOND.

I have had analyses made of samples of Potato Crisps (Smith's). Three samples bought in different parts of London, were examined.

POTATO CRISPS	%
Protein	4.7
Fat	35.5
Carbohydrate	42.7
Ash	1.3
Water	5.3
Aneurin Hydrochloride (Vitamin B)	0.07 mgms.
Ascorbic Acid (Vitamin C)	1.1 mgms.
Digestibility	81%

J. C. DRUMMOND
11th May, 1940.

due to their high nutritive value

Produced by Programme Publications Ltd., 19, Clarges Street, London, W.1 and Printed by Welbecson Press Ltd., 39-43, Battersea High Street, London, S.W.11.