

1932

BOYS FIRST BOAT (5-I-I)

Bow	Robert Mickle "Battler" Miles Jr. '33	5' 9"	163
2	Louis Calott Farley Jr. '32	5' 9"	168
3	Lionel Stewart Jackson '33	6' 1"	170
4	Lewis Johnson II '33	6' 1"	175
5	Albert Searle Field Jr. '32	6' 0"	166
6	Orson Smith Hammond '32	6' 2"	170
7	Douglas Franchot Hickok '32	5' 11"	176
Stroke	Henry Walter Livingston '32 (Captain)	6' 1"	173
Coxswain	Harold Hayward Baetjer '34	5' 4"	95
Average		5' 11 ³ / ₄ "	170 lbs.



First Boat Shell: *John Elser '32* (Sims & Sons, Putney, 1932)

Coach: Frederick Herbert Sill

Chairman: John Ward Gott '32

Manager: John Brooks Hawkins '32

Kent one and a half lengths ahead of Harvard 150lb. Varsity*

Kent three-quarters of a length ahead of Columbia Freshmen*

Yale Freshmen two and a quarter lengths ahead of Kent

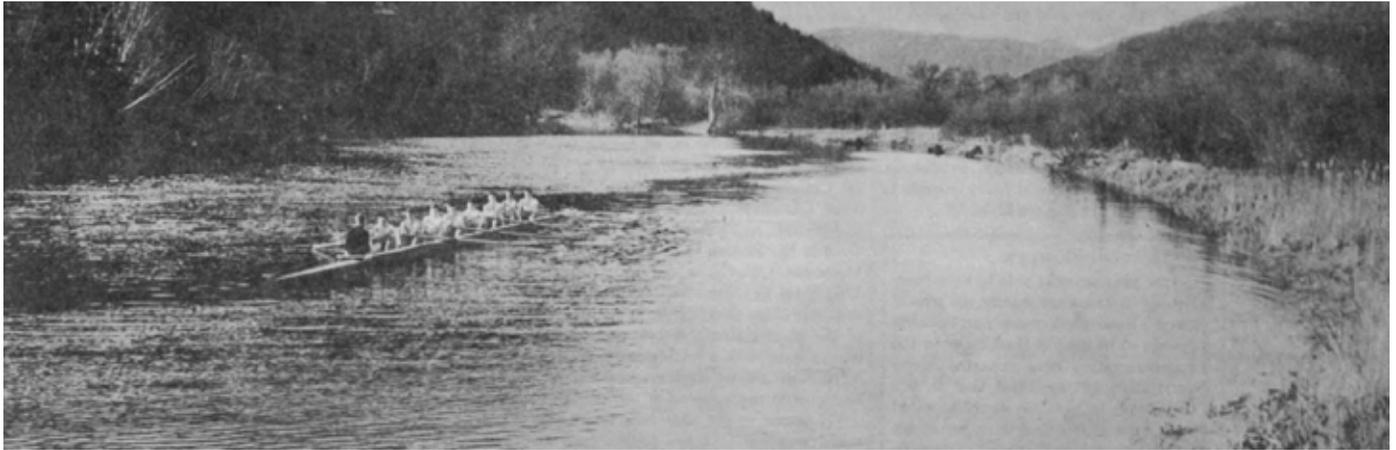
Kent Invitational Schoolboy Regatta: Kent seven-eighths of a length ahead of Tabor Academy

The Hun School of Princeton, New Jersey, ahead of Asheville School, North Carolina

Kent four lengths ahead of the Hun School, Kent classified first of 4

Kent in dead heat with Princeton Third Varsity

* course record



For the first time in history, a Kent crew got to take to the Housatonic, however briefly, in January. According to the *New York Times*, spring-like weather prompted Father Sill to launch three shells for a 4-mile row on January 14.



Form crew member and Sixth Former **John Elser '32** had high hopes of making one of the KSBC boats in the spring, but tragically he succumbed to pneumonia in the Kent Infirmary on January 21, 1932.

The Fathers' Athletic Association had already ordered a new shell from Sims & Sons. When it arrived some weeks later, it was named after John.

The window dedicated to Saint Andrew in the

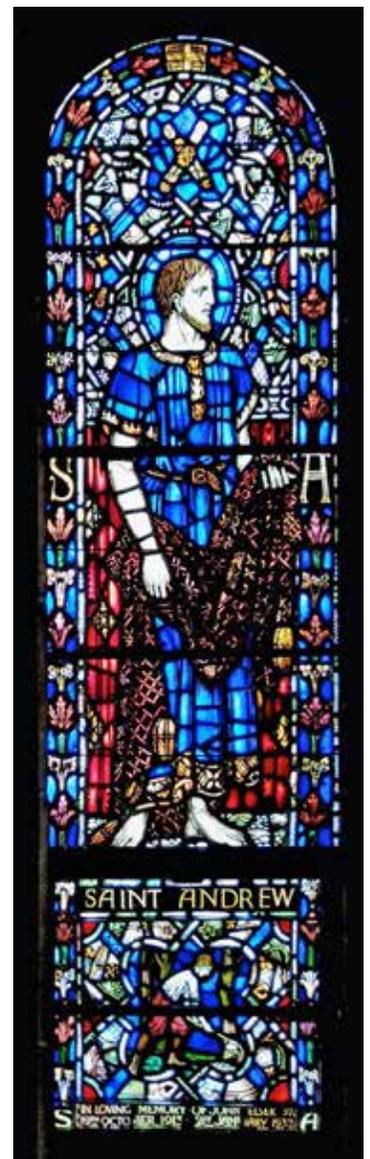


chancel of St. Joseph's Chapel was donated by John's parents in his loving memory, and John is buried in the Kent cemetery in the shadow of the bell tower.

By the spring, fourteen crews would be practicing daily.

With two course records against college competition in their first two races, the 1932 season began auspiciously. The win over the Columbia Freshmen was the first since 1927 after four straight losses.

Father Sill: "The First Crew has made a better start this year than ever before on account of the fact that every man in the boat has had some previous experience. The stern three are rowing together for the third consecutive season, all





Sill, Livingston, Hickok, Hammond, Field, Baetjer, Johnson, Jackson, Farley, Miles, Gott

being veterans of the Kent Henley crew of 1930.”

However, with the loss to Yale, Kent would have to wait one more year for a return to Henley. Four members of the '32 crew would be aboard in '33.

On Father's Day Weekend, in addition to the traditional inter-form regatta held in front of the campus, Father Sill organized a crew of Kent fathers for an exhibition row that elicited a great ovation from the crowd. Included were the father of **Dunstan Perkins '32**, who had rowed for the Harvard 150lb. Crew, Class of 1902, and the father and uncle of **Arthur Lawrence Derby Jr. '35**, both of whom had rowed for Harvard, Class of 1905. For more information on Perkins, see below, and for Derby, see 1935.

At 176 pounds, Pater himself coxed the Fathers' Boat.

For the entire season, First Boat 2-oar **Louis Calott Farley, Jr. '32**, lovingly kept a notebook of newspaper clippings from the *New York Times*, *Herald Tribune*, *Evening Post*, *Danbury Times*, *Hartford Courant*, *Bridgeport Post*, *New Haven Journal-Courier*, and *New Haven Register*, in addition to the *Kent News*, a reminder of a bygone era when prep school and college rowing was covered extensively in the local and national press.

Farley's father, Louis Calott Farley, had rowed for the US Naval Academy in 1903. He rowed bow-oar in the Kent Fathers' Eight in 1932. The younger Farley's daughter, Louise, would never row herself, but she would

marry a champion rower with a Kent connection. Robert Lee Rogen rowed bow-oar on the undefeated Western Champion 1974 Long Beach State University 150lb. Crew coached by Peter Davis Mallory '63.

Later in the season, in honor of the Tenth Anniversary of Kent Crew, Kent hosted a regatta on its Housatonic course. with the Hun School, Ashville School, and Tabor Academy as invitees.

Kent News: “The two days of racing were most satisfactory for all concerned as the weather was ideal; and to add to the importance of the day, the first Kent crew, that of 1922, took to the water on Saturday afternoon with six of the nine men who started rowing at Kent sitting in the shell, and thus the entire regatta proved to be the most gala event in the annals of the history of Kent Rowing.”

Arthur Harrington Franklin (see 1927), Exchange Master from Westminster School, joined Tote Walker and Bronx Park in coaching form crews in 1932. British Rowing Historian Richard Burnell speculated that Franklin was the only man in history to earn a Blue without ever rowing the entire Boat Race Championship Course from Putney to Mortlake. In 1925, he had been brought into the Oxford crew very late, after the full-course trial, and then in the actual race, Oxford sank before the finish with him on board.



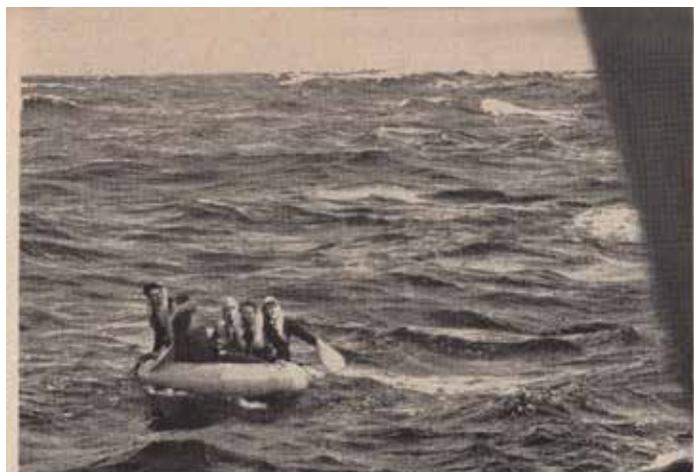
OUR FALLEN



Melvin in his Oxford Boat Race Blazer

ESU exchange student and Form Crew member **Henry Melvin Young '32** had a truly memorable life after Kent. Having begun his rowing career on the Housatonic, Melvin would later row to eternal fame in his home country of England: Oxford University Champion in coxless-fours in 1936, Head of the River in 1938 for Trinity College Boat Club, and then 2-oar in the Oxford Blue Boat which defeated Cambridge in the 1938 Boat Race, the epitome of British rowing.

In World War II, Young served with great distinction in the Royal Air Force. The December 2, 1940, issue



Raft load of British bomber crew, wearing orange lifebelts and skullcaps, floats up. The pilot commander is the man paddling at right. All five are cold and exhausted.

of *Life* magazine contained a story of five crew members of an RAF bomber shot down over the North Atlantic and rescued by pure chance after a harrowing 22 hours in an inflatable dinghy.

Their raft is a huge orange doughnut, and within its circle five men are squatting, one of them frantically waving a canvas paddle aloft . . .

One fellow paddles frantically until the raft bumps the ship's side. Now our propellers boilingly backwater at the command and ropes go writhing down toward their grasping hands. A ship's ladder goes over our side . . .

First man to be rescued is so weak he falls overboard. Sailor from destroyer dived in to help him, is looking into half-submerged face of the flier (extreme right).



One of the aviators rises wildly, unsteadily grapples at a rope, is too weak to wrap it around him, topples into the sea. Instantly a sailor goes over our rail, comes up behind the man with the loose-rolling head and wild eyes just out of the water. He ties the rope under his arms and pushes him to the dangling ship's ladder. But he's too weak to manage the rungs with cold hands and feet, so three sailors pull his sea-chilled body up and over



Bomber Pilot Melvin Young, hour after rescue, puts on White's spare suit, thanks the destroyer captain (right). Young is half American, went to Kent School and Pomona.

the side. The others with a little help from our sailors mount the wooden rungs and reach the solid safety of steel deck, and are half led, half carried down to the cozy warmth of our wardroom.

Lying limp on the table, sprawled on the chairs, they are too weak even to raise their arms as we strip off their wet wool uniforms to be taken to the boiler room to dry. Their sea-water-soaked flesh feels cold and dead, the texture of cold boiled oysters. Slowly then they mumble out the story. Their big bomber on patrol came down in the sea yesterday. They had just 60 seconds after it struck the water to toss their inflatable life raft in the sea and climb on before the plane sank. That afternoon they drifted out of sight of land in spite of all they could do. All night they slapped and rubbed each other to keep awake, which meant keeping alive. The water seemed warmer than the air. An hour after dawn they sighted a ship, waved frantically. She came within a hundred yards. They shouted and screamed at her but she passed without seeing them.

They were getting ready for another night. They'd saved half their flask of brandy, intended to drink it in one big party at midnight.

No, they don't want food. Just a drink of water and then sleep. So, rubbing them down with hot, rough towels, we roll them into thick wool blankets, tuck them into our bunks where they sink immediately into sleep."

One of the five rescued airmen was Melvin Young, who quickly earned the nickname "Dinghy" after a second dunking just six weeks later.

Young never lost his love for Kent. He was married to his longtime sweetheart in St. Joseph's Chapel in 1942 while briefly posted in the United States as liaison for British flight training schools in Georgia.



IN MEMORY OF THE CREW OF AVRO LANCASTER ED887 AJ-A 617 SQUADRON RAF

On the night of 16/17 May 1943 Lancaster AJ-A was on the homeward flight from a raid on the German dam (Operation Chastise) to RAF Scampton. The Lancaster was hit by anti-aircraft fire and crashed about 2 km south from this point along the shoreline.

All seven crew members lost their lives and are buried at Bergen General Cemetery.

S/L	H.M. Young DFC*	Pilot
Sgt	D.T. Horsfall	Flight Engineer
F/Sgt	C.W. Roberts	Navigator
Sgt	L.W. Nichols	Wireless Operator
F/O	V.S. MacCauley (RCAF)	Bomb Aimer
Sgt	G.A. Yeo	Front Gunner
Sgt	W. Ibbotson	Rear Gunner

We Will Remember Them

Twice recipient of the Distinguished Flying Cross, Young rose to the rank of Squadron Leader. On May 17, 1943, he was part of the first wave of 617 Squadron, the legendary top-secret "Dam Busters", carrying out a sophisticated attack on the Möhne and Eder Dams. His was the second of three bombs which destroyed the Möhne Dam, but on the return trip his plane was shot down over the fortified coast of Holland. All were lost.

Later, their bodies were recovered and now rest in the lovely, quiet Dutch village of Bergen. A local family regularly places flowers by the graves of Young and his crew.

"The Dam Busters," a well-regarded theatrical film describing the 617 Squadron's mission, was recently restored but is unavailable in the United States.



The reception room in Old Main on the Kent School campus (now the Admissions Office) is dedicated to Henry Melvin Young '32.

Form Crew member **Dunstan Perkins '32**, Lieutenant, US 113th Cavalry Regiment, was killed in action in France, July 8, 1944. He is buried in the American Cemetery in Normandy.

First Boat 6-oar **Orson Smith Hammond '32**, Lieutenant, US Armored Force, recipient of the Bronze Star, was killed in action in France, November 11, 1944.

Rowing Chairman **John Ward Gott '32**, Lieutenant, U.S. Navy Reserve, was killed in action aboard the *USS Bunker Hill* in the Pacific, May 15, 1945.

May their sacrifices be forever remembered and honored.