



JOURNAL OF THE
THAMES ROWING
CLUB

1951

THAMES ROWING CLUB

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MEMBERSHIP

Full	130
Life	101
House	96
Country (and Overseas)	166
University	102
School and Cadet	99
Temporary	11
On Service	40
Total	<u>745</u>

STAFF

<i>Boatman :</i>	<i>Assistant Boatman :</i>	<i>Steward :</i>
R. W. PHELPS	W. BURR	J. H. PARKER



THE PRESIDENT

Winner, Diamond Sculls, 1895 - 1896

Winner, Wingfield Sculls, 1896



Henley Royal Regatta, 1951 — The Stewards Four

Stearn & Sons, Cambridge



Express Newspapers

*H.R.H. Princess Elizabeth
and Ian Fairbairn—Head of the River Race, 1951*

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FUTURE FIXTURES AND ACTIVITIES

1952

MARCH 22ND	HEAD OF THE RIVER RACE
MARCH 29TH	THE UNIVERSITIES BOAT RACE
JULY 2ND-5TH	HENLEY ROYAL REGATTA
SEPTEMBER 20TH	THE CLUB INVITATION REGATTA

THAMES ROWING CLUB

EDITORIAL

The year 1951 was memorable in the history of THAMES for the unique distinction that H.R.H. Princess Elizabeth accorded the Club by the honour of her presence on the occasion of her patronage of the Head of the River Race.

This auspicious opening to the season presaged another successful year; after losing the Headship by one second, a magnificent effort for what was virtually a scratch crew, the Club went on to Henley to place yet another Stewards win on the honours board. The climax of the season saw the Senior crews sweep the surface of the Serpentine clear of all opposition in the Festival of Britain Regatta.

In this issue we are privileged to reproduce an article from the 'Listener', the subject of the excellent B.B.C. talk by Mr. Roy Meldrum (on the Third Programme). In our opinion this polished exposition merits preservation and we like to believe that this Journal is a worthy receptacle for that purpose.

With the memory of the 1948 Olympic Games still green in our recollection, we find the Captain, Ronnie Symonds, deep in the trials and tribulations of preparation for the 1952 Olympic Trials. A severe training programme is in full swing and the Club hopes run high; may the fruits of this hard labour bring success—the chronicle of which we hope to lay before you in our next issue.

CAPTAIN'S REPORT

LOOKING back on the past season it surely must be concluded that it was not without interest and incident. The facts, figures and description of all worthwhile happenings are faithfully recorded in the *Journal*, which has, itself, become an eagerly sought highlight of the year to every member, at home and abroad. We are all greatly indebted to the Joint Editors, 'Swat' Swatton and Bill Williams, who must be congratulated on producing such a worthy record for our bookshelves.

Much was achieved by the Club last year and it can truly be said that it maintained its proud position as the leading rowing club. At the end of the season, the senior crews, in the eyes of the experts and in the words of the *Times* Rowing Correspondent, 'showed us rowing of the very highest quality.'

The outstanding happening of the year occurred on the Head of the River day when we were honoured by a visit to the Club by H.R.H. Princess Elizabeth. Her Royal Highness watched the race from the balcony and showed great interest in the great Tideway event. An account of the memorable occasion appears elsewhere in this issue.

Next in importance is the fact that a Henley win was chalked up. For quite a long period (1933 to 1946 inclusive) no first-class event was won at the Royal Regatta, yet in four of the last five years we have taken at least one of the major 'pots' and have become almost blasé about winning the Stewards Challenge Cup.

The A.R.A. for the first time sponsored a championship race for Coxed Fours with the next Olympics in mind. It was rowed at Henley on August Bank Holiday when four brave men undertook the strange task of lugging along this unusual type of craft. Winchester College very kindly and courageously loaned us a brand-new boat, in which the race was duly won, but only after a hard race in the final against Clifton R.C., who had been admirably coached by a Thames man—Dorrien Belson.

The 1st VIII had a fairly successful year. In the winter they lost the Boustead Cup to London R.C. but after several drastic changes had been made the crew fell together and under the excellent leadership of Peter Kirkpatrick deserved a little more luck than to be beaten by a mere second in the Head of the River Race.

At the beginning of the summer the Club's fortunes were undoubtedly affected by the effort to produce, on composite lines, an Olympic VIII, by Leander Club. This imaginative scheme which secured the full support of Thames, in the national interest, did not quite come off. Nevertheless, the Club's contribution seriously depleted the best material at our disposal.

Despite this, the residue slowly but surely became an eight well up to 'Grand' standards, due to excellent coaching, particularly by Arthur Sulley at Henley. It lowered its colours only to L.M.B.C., all other races being won easily, and it was a source of regret that we had no opportunity of putting it across the gentlemen who had temporarily transferred their allegiance to the 'Pink Palace.' After Henley, the crew, strengthened by the return of some of the prodigal sons, disposed of all opponents in confident style. The 1st IV, apart from a strange lapse at Marlow, also won at all the major regattas, including the very convincing 'Stewards' victory at Henley.

The culminating performance of the season was at the Festival of Britain Regatta, sponsored by the *Evening News*, when Thames crews invaded the Serpentine and gave the citizens a display of first-class rowing in Eights, Fours and Pairs, winning all the Senior events in impressive style.

The 2nd VIII was not strong in the early stages but, after Henley, gradually improved and carried off a number of trophies. Not the least of their triumphs was the defeat of the London R.C. 1st VIII on the Serpentine where they were second only to their own 1st VIII.

This was a year in which the Junior-Senior Eight suffered somewhat severely as it was continually combed for the Wyfold Four. Stroked by the veteran stalwart 'Ferdie' Bull, it did, however, race very well in the Boustead Cup, beating the London 3rd VIII by five or six lengths!

The 1st Juniors won their 'Maidens' at Hammersmith and the Junior (Clinkers) at Putney. They followed these successes by winning their Juniors very easily at Twickenham. The 2nd Juniors won at the Metropolitan Regatta quite easily. The calibre of the Juniors this year was well up to Thames standard and we shall see some of them at Henley quite soon.

The veterans renewed their annual battle with London again and lost the Fours, after a gruelling race, by $\frac{1}{2}$ length. It was a fitting reward that they should win the Eights, which they managed comfortably, beating London by two lengths with Kensington and Auriol third.

No Captain had a better right-hand man than the Deputy Captain, 'Swat' Swatton. His loyalty, support and advice based on many years' experience as an oarsman and administrator have never been excelled.

Success on the river has been largely due to the excellence and enthusiasm of the coaching team; their willing response to the needs of the Club has enabled us to look back on a happy year. In particular I would mention Freddie Page, 'Sparrow' Morris, Alan Burrough, Arthur

Sulley, Charles Allanson-Winn, Felix Badcock, 'Swat' Swatton, Jack Dearlove and, of course, the perennial 'Berry.' To the many other willing workers we also tender our grateful appreciation.

In the office, the administration of the Club has once again been conducted efficiently by that very able team, Freddie Page, Bill Williams and Jock Lane. The extent of their service to Thames is, perhaps, known only to the Officers of the Club; it is an undoubted fact that much of the present prosperity of the Club, in all departments is due to their unrivalled staff work. The social life of the Club continues to flourish. Ham Ward toils with dynamic energy to achieve the success of the various functions he organises; his sweepstakes threaten to challenge their Irish and Calcutta rivals; the New Year's Dance was an outstanding success and the Annual Dinner has become the premier banquet of the Rowing World.

Dick Phelps, with his able assistant once again contributed to the success on the river. His untiring loyalty and good humour (sometimes under trying—and difficult—conditions), and his magnificent service, enabled the crews to compete in good heart with first-class equipment at all regattas. A new Steward and Stewardess, Mr. and Mrs. Parker are recent additions to the staff. Their enthusiasm for all things 'Thames' has already been made self-evident, and the Club welcomes them and wishes them both a long and happy service. Before passing to the detailed chronicles of the past year it may be mentioned that the outlook for the coming year, with our eyes on Helsinki and the coming Olympic Games, is bright. Under the captaincy of Ronnie Symonds we are assured of a good performance—his enthusiasm and energy command the confidence we all have in the future of Thames.

Visit of H.R.H. Princess Elizabeth

On 17th March, 1951, the Club was accorded the great honour of a visit from H.R.H. Princess Elizabeth, who having started the Head of the River Race from Mortlake then drove to Putney to watch the finish from the Club balcony.

The Princess was escorted to the clubhouse by Ian Fairbairn, in his capacity of President of the Head of the River Race, and was received at the entrance by Jack Beresford, representing our President (who was prevented by absence abroad from being present), and by Mrs. Beresford. At the same moment Princess Elizabeth's Personal Standard was broken from the flagstaff. On either side of the door leading into the clubhouse stood Dick Phelps and Edwin Phelps, wearing their Doggett's Coat and Badge dress, which the Princess examined with much interest. In the main room of the clubhouse, where a large company of members and their guests had assembled, a party representing the Vice-Presidents of the Club, and consisting of 'Felix' Badcock and Mrs. Badcock, 'Bill' Killick and Mrs. Killick and 'Freddie' Page and Mrs. Page, and the Captain, 'Hank' Rushmere, with Mrs. Rushmere, were presented. Further presentations included three ladies who had been invited to attend as guests of the Club, Miss Amy Gentry and Mrs. Lester, both representing the Women's Amateur Rowing Association, and

Mrs. Field ('Len' Field being, of course, still on duty in the Starter's Barge at Mortlake).

The Royal Party then moved out on to the lower end of the balcony, where an enclosure had been prepared, and watched the racing for about an hour. Ian Fairbairn and James Hartley who, with Mrs. Hartley, was also in attendance on behalf of the Committee of the Head of the River Race, explained details to the Princess, and as the leading crews disembarked, representatives were invited into the enclosure and presented to Her Royal Highness, who had expressed a particular wish to discuss the racing with those who had actually taken part.

After tea had been served in the small rooms opening from the balcony the Princess went down to the boathouse, and spent some time inspecting the boats; Jack Beresford and Dick Phelps showed sufficient knowledge of boat construction to deal adequately with this part of the proceedings. Her Royal Highness then entered her car and drove away in the direction of Putney Bridge, cheered by a large gathering of local residents.

Princess Elizabeth was attended by Lady Palmer (Lady-in-Waiting), Lieut.-General Sir Frederick Browning (Comptroller), Major M. Charteris (Private Secretary) and Lieutenant M. Parker, R.N. (Equerry).

THE SEASON'S ROWING

Races and Regattas, 1951

BOUSTEAD CUP

3rd March

G. S. Dear (bow); P. S. Pusey; P. R. Simnett; B. C. Lawrence; R. A. F. Macmillan; R. A. Strong; G. C. Fisk; P. W. J. Simcox (stroke); G. Alwin (cox).

This race was rowed on a slack ebb tide in a cold N.E. wind making conditions choppy with a stiff headwind and rough water in the Chiswick Reach.

Thames won the toss and chose Surrey Station; the Umpire, Mr. 'Gully' Nickalls, got the crews away to a good start.

Thames struck 8:16:32 to London's 9:18:36 in the first minute, the latter taking the lead at once by half-a-length which they maintained to Barnes Bridge where they started to draw away to a length at Chiswick Steps. Here the wind, dead astern, seemed to get Thames off their feet and London drew steadily away to a lead of two lengths at Hammersmith Bridge. Thames made several determined spurts from Harrods Wharf to the finish but London, striking a slightly lower rate than Thames fought them off with determination, finishing $2\frac{1}{2}$ lengths ahead in the very good time of 19 min. 45 sec.

READING HEAD OF THE RIVER RACE

10th March

T.R.C. 'A' Crew: D. S. Goodes (bow); M. F. Alexander; J. C. Hyem; M. Legg; P. G. Alliston; F. E. Hunter; T. P. Wilson; A. J. R. Purssell (stroke); T. W. Tyler (cox).

Started 35th, finished 21st. Time, 15 min. 46 sec.

T.R.C. 'B' Crew: B. T. Ramm (bow); M. A. Penny; A. C. Riemer; T. J. L. Alexander; R. J. Bradbury; P. F. H. Andrew; A. C. Coates; W. Bull (stroke); R. C. Morris (cox).

Started 43rd, finished 26th. Time, 16 min. 1 sec.

HEAD OF THE RIVER RACE

17th March

Tony Rowe writes:—

Offered a seat in Thames R.C.'s 5th VIII in March, 1951, I was delighted to accept an alternative to the hell of early training for the Diamonds—a series of lonely journeys through the raging torrent of chemicals, corpses, logs and oil-drums which, with the addition of fast tugs, tempestuous winds and an endless succession of rain, hail and snow, signifies spring on the Tideway. The Eight, stroked by Peter Kirkpatrick with Tom Christie at 6, paddled well enough up to Mortlake on its first outing, but were horrified on arrival by instructions to take the 1st VIII over the course, and quite in-

credulous of its ability to keep up. However, a brilliant start gave us half a length's lead in the first minute, and we somehow held our own throughout a ramshackle row, which was enlivened by the intermittent clashing of oars and the piglet-like squeals of our cox as he tried, time and again, to sink the enemy.

Next day brought news of a reconstituted 1st VIII, to be made up as follows:

Bow	..	..	R. C. Morris
2	..	..	P. S. Pusey
3	..	..	R. A. F. Macmillan
4	..	..	R. A. Strong
5	..	..	A. D. Rowe
6	..	..	T. H. Christie
7	..	..	G. C. Fisk
Str.	..	..	P. C. Kirkpatrick
Cox	..	..	J. G. Dearlove

Our one and only practice outing took place after dark on the Wednesday before the race, and although that went well enough, we hardly hoped to do more in the race itself than save a place in the first division for Thames. Ultimately the feeling that there was nothing to lose nearly enabled us to gain everything.

In this frame of mind we sallied forth on the great day and ploughed through flotillas of Eights up to Mortlake. The wind blew cold above Chiswick Bridge, and as we watched the arrival of such giants as London, Jesus and L.M.B.C. our enthusiasm was cooled by the reflection that in terms of training we were a trifle amateur. By the time the Princess had arrived we were colder still, but still we waited: a telephone from start to finish had broken down. At last they told us to remove our sweaters. We turned and drifted, freezing, to the start, caught a glimpse of a smiling Princess and were away steadily, smoothly and fast.

Of the first three minutes of that row I remember nothing except that it was perfect. The boat ran as steady as a Leviathan, the rhythm was sublime, the wind was following and we were supremely together. A minute before Barnes cox told us that we were overtaking Trinity College, Dublin, and in confirmation a rudder followed by an Eight appeared almost at once in view and was soon left astern. As far as Hammersmith there was still no break in the perfection, but there the wind became head, we became tired, and for a few strokes the beginnings became ragged. But a shout from cox that we were closing on Lady Margaret inspired us to fresh efforts which were maintained down the Crab Tree reach. At Beverley Brook, by some miracle, the rating rose spontaneously; opposite

Thames, by no miracle, it rose astronomically, and we finished like eight windmills just astern of Lady Margaret.

I have never enjoyed a row more, nor ever shall, nor have I ever rowed in a better (though perhaps in a fitter) crew or behind a better stroke. The result of the race, though not altogether surprising, was nearly too good to be true and at the same time tantalising: the margin between victory and defeat was the same as that in the 1949 Boat Race. But how much pleasanter it is to be a dark horse.

Started 5th, finished 2nd, 1 second behind the winners, Jesus College, Cambridge. Time 18 min. 42 sec.

2nd viii: G. S. Dear (bow); J. R. Johnson; J. Debenham; O. S. Heyward; P. R. Simnett; B. C. Lawrence; J. P. Dizer; P. W. J. Simcox (stroke); G. J. Alwin (cox).

Started 16th, finished 21st. Time, 19 min. 31 sec.

3rd viii: D. S. Goodes (bow); M. F. Alexander; J. C. Hyem; M. Legg; P. G. Alliston; F. E. Hunter; T. P. Wilson; A. J. R. Pursell (stroke); T. W. Tyler (cox).

Started 46th, finished 41st. Time, 19 min. 46 sec.

4th viii: B. T. Ramm (bow); T. J. L. Alexander; A. C. Riemer; G. P. Godenir; R. J. Bradbury; P. H. F. Andrew; A. C. Coates; J. Pope (stroke); R. P. Saville (cox).

Started 56th, finished 47th. Time, 19 min. 53 sec.

5th viii (1st Juniors): K. H. Worden (bow); S. McCarraher; J. H. Allsopp; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); J. W. Hartley (cox).

Started 174th, finished 106th. Time, 20 min. 31 sec.

6th viii: R. C. Bray (bow); R. H. Beaton; J. Blackwell; W. S. Ham; S. Hobbs; R. W. Beckley; J. A. Wilmot; G. C. C. Pepys (stroke); N. E. Lempriere (cox).

Started 74th, finished 139th. Time, 20 min. 53 sec.

7th viii: A. F. Webber (bow); R. J. Whitmont; K. N. Bray; P. J. Kennett; G. N. Sworder; P. R. Rumney; M. Stern; J. P. Stringer (stroke); C. G. Kaye (cox).

Started 94th, finished 194th. Time, 21 min. 46 sec.

8th viii: A. G. Thoday (bow); D. E. Goodall; W. S. Douglas; L. E. Simmonds; R. A. Cartledge; T. E. M. Douglas; K. Vernon; J. L. Cooke (stroke); N. Padwick (cox).

Started 104th, finished 139th. Time, 20 min. 53 sec.

9th viii (2nd Juniors): B. F. Middleton (bow); J. A. Tripp; R. W. McCracken; A. A. Jaworski; D. P. L. Platt; J. Ph. Raeymaeckers; J. N. Curtis; K. J. Crowley (stroke); B. Simmonds (cox).

Started 186th, finished 187th. Time, 21 min. 36 sec.

10th viii: D. A. Chipp (bow); P. Needham; T. R. Monteath; R. W. Bates; J. L. Grassi; P. J. B. Stevens; K. M. Diston; A. C. Penley (stroke); P. C. Poulton (cox).

Started 108th, finished 151st. Time, 20 min. 58 sec.

11th viii (3rd Juniors): C. J. Legoe (bow); R. F. Sharp; C. K. V. Owen; W. S. Green; J. H. M. Ward; L. D. de Pinna; P. J. C. Webster; S. A. Chester (stroke); T. R. Reynolds (cox).

Started 209th, finished 201st. Time, 21 min. 56 sec.

HAMMERSMITH REGATTA

5th May

Junior-Senior Eights

R. C. Bray (bow); D. E. Goodall; J. L. Cooke; F. E. Hunter; P. G. Alliston; P. J. B. Stevens; B. T. Ramm; P. W. J. Simcox (stroke); G. J. Alwin (cox).

Heat 3: Lensbury R.C., 1; T.R.C., 2; Latymer Upper School B.C., 3; 1½ length; canvas.

Marshall Hays Cup (Maiden Eights)

S. McCarraher (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat 4: T.R.C., 1; London R.C., 2; Lensbury R.C., 3; 2 feet; easily.

Heat 8: T.R.C., 1; Gresham R.C., 2; Linden R.C., 3. Final: T.R.C., 1; University College and Hospital B.C., 2; ½ length.

PUTNEY REGATTA

12th May

Reeve Challenge Cup (Junior-Senior Eights)

R. C. Bray (bow); D. E. Goodall; B. T. Ramm; F. E. Hunter; P. G. Alliston; P. J. B. Stevens; A. C. Riemer; M. F. Alexander (stroke); R. W. Morris (cox).

Heat 1: T.R.C., 1; Auriol R.C., 2; St. George's Hospital B.C., 3; 2 lengths; easily.

Final: University College and Hospital B.C., 1; Midland Bank R.C., 2; T.R.C., 3; ½ length; 1 length.

Eyre Challenge Cup (Junior-Senior Fours)

R. J. M. Thayer (bow, steers); D. E. Goodall; J. L. Cooke; M. F. Alexander (stroke).

Heat 3: St. Paul's School B.C., 1; T.R.C. lost on foul.

Beverley Eights (Clinker Junior Eights)

S. McCarraher (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat 1; T.R.C., 1; Ibis R.C., 2; Westminster Hospital B.C., 3; 2 lengths.

Final: T.R.C., 1; King's College B.C., 2; 3 lengths.

THAMES DITTON REGATTA

12th May

Sawtell Challenge Cup (Clinker Junior Eights)

B. F. Middleton (bow); R. F. MacIntyre; H. G. V. Denning; W. S. Green; D. P. C. Platt; R. F. Sharp; D. H. Drury; K. J. Crowley (stroke); P. C. Poulton (cox).

Heat 3: T.R.C., 1; Walton R.C., 2; ¾ length; 3 min. 8 sec.

Heat 7: St. Paul's School B.C., 1; T.R.C., 2; ½ length; 3 min. 3 sec.

VESTA ROWING CLUB OPEN DASHES

23rd & 24th May

Quintin Challenge Cup (Senior Eights)

P. S. Pusey (bow); G. S. Dear; M. Legg; R. A. Strong; S. Hobbs; R. A. F. Macmillan; H. W. Rushmere; A. J. R. Pursell (stroke); G. J. Alwin (cox).

Heat 1: T.R.C., 1; Putney Town R.C., 2; 1½ length.

Final: London R.C., 1; T.R.C., 2; canvas.

Fitte Challenge Cup (Senior Fours)

T.R.C. 'A' Crew: P. S. Pusey (bow, steers); A. J. R. Pursell; H. W. Rushmere; P. C. Kirkpatrick (stroke).

T.R.C. 'B' Crew: T. P. Wilson (bow, steers); A. C. Coates; J. F. Williams; W. Bull (stroke).

Heat 1: Vesta R.C., 1; T.R.C. 'B', 2; Westminster Hospital B.C., 3; 1 length; easily.

Heat 2: London R.C., 1; T.R.C. 'A', 2; $\frac{1}{2}$ length.

William Dash Challenge Cup (Senior Sculls)

P. C. Northam; A. D. Rowe.

P. C. Northam lost to T. A. Fox by 2 lengths.

A. D. Rowe beat E. M. Sturges and W. H. Fullick.

Final: T. A. Fox, 1; A. D. Rowe, 2; $\frac{1}{2}$ length.

RICHMOND & TWICKENHAM REGATTA

26th May

Liversidge Trophy (Wyfold Fours)

T. P. Wilson (bow, steers); A. C. Coates; J. F. Williams; W. Bull (stroke).

Race 16: T.R.C., 1; Lensbury R.C., 2; 1 length.

Final: Vesta R.C., 1; T.R.C., 2; 3 lengths.

Mayor of Twickenham Challenge Cup (Junior-Senior Eights)

B. T. Ramm (bow); D. E. Goodall; R. C. Bray; F. E. Hunter; P. G. Alliston; P. J. B. Stevens; A. C. Riemer; M. F. Alexander (stroke); R. W. Morris (cox).

Race 20: Tiffin School B.C., 1; T.R.C., 2; canvas; 4 min. 5 sec.

Twickenham Challenge Cup (Junior Eights)

D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Race 12: T.R.C., 1; Quintin B.C., 2; $1\frac{1}{2}$ lengths; 4 min. 14 sec.

Race 26: T.R.C., 1; Thames Tradesmen R.C., 2; $\frac{1}{2}$ length; 3 min. 41 sec.

Final: T.R.C., 1; Vesta R.C., 2; 1 length; 3 min. 52 sec.

CHISWICK REGATTA

2nd June

Wyfold Fours

T. P. Wilson (bow, steers); A. C. Coates; J. F. Williams; W. Bull (stroke).

Heat 1: Vesta R.C., 1; Molesey B.C., 2; T.R.C., 3; $\frac{1}{2}$ length; easily; 4 min. 40 sec.

Junior-Senior Eights

'A' Crew: B. T. Ramm (bow); M. F. Alexander; R. C. Bray; F. E. Hunter; P. G. Alliston; P. J. B. Stevens; A. C. Riemer; P. W. J. Simcox (stroke); R. W. Morris.

'B' Crew: D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat 1: King's College (London) B.C., 1; T.R.C. 'B', 2. 3 lengths, 4 min. 24 sec.

Heat 3: Midland Bank R.C., 1; T.R.C. 'A', 2; Auriol R.C., 3. 3 feet; easily; 4 min. 25 sec.

Ronald Studd Challenge Trophy (Junior Eights)

S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; D. P. C. Platt; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Heat 5: T.R.C., 1; University College and Hospital

B.C., 2; St. Bartholomew's Hospital B.C., 3. 3 lengths; easily; 4 min. 30 sec.

Semi-final: Northampton Engineering College B.C., 1; T.R.C., 2; Westminster Bank R.C., 3. $\frac{1}{2}$ length; 2 lengths; after a restart.

WALTON REGATTA

Goring Challenge Cup (Wyfold Fours)

T. P. Wilson (bow, steers); M. F. Alexander; P. G. Alliston; W. Bull (stroke).

Heat B: T.R.C., 1; Twickenham R.C., 2. 3 lengths.

Heat E: T.R.C., 1; National Provincial Bank R.C., 2. 2 lengths, 6 min. 1 sec.

Heat G: Molesey B.C., 1; T.R.C., 2. 3 lengths.

Sabin Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat A: T.R.C., 1; Kensington R.C., 2. $\frac{1}{2}$ length, 5 min. 6 sec.

Heat G: Midland Bank R.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 5 min. 22 sec.

Miskin Challenge Cup (Junior Eights)

S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Heat F: T.R.C., 1; Imperial College B.C., 2. $2\frac{1}{2}$ lengths, 5 min. 32 sec.

Heat M: St. Edmund Hall B.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 5 min. 21 sec.

Dan Fitte Trophy (Senior Sculls)

P. C. Northam lost to J. H. Pinches by $1\frac{1}{2}$ lengths in 6 min. 36 sec.

READING REGATTA

Reading Grand Challenge Cup (Senior Eights)

J. P. Dizer (bow); A. J. R. Purcell; M. Legg; R. A. Strong; S. Hobbs; R. A. F. Macmillan; H. W. Rushmere; P. C. Kirkpatrick (stroke); G. J. Alwin (cox).

Heat 1: T.R.C., 1; University of London B.C., 2. 3 lengths, 4 min. 41 sec.

Final: T.R.C., 1; Kingston R.C., 2. Easily, 4 min. 52 sec.

Stanmore Challenge Bowl (Senior Fours)

J. P. Dizer (bow, steers); A. J. R. Purcell; H. W. Rushmere; P. C. Kirkpatrick (stroke).

Heat 1: T.R.C., 1; Magdalen College B.C., 2. 1 length, 5 min. 5 sec.

Final: T.R.C., 1; Trinity College (Oxon) B.C., 2. 1 length, 5 min. 5 sec.

Austin Balsom Challenge Cup (Thames Cup Eights)

A. C. Riemer (bow); G. S. Dear; J. F. Williams; F. E. Hunter; A. C. Coates; P. J. B. Stevens; P. S. Pusey; P. W. J. Simcox (stroke); D. H. W. Thomas (cox).

Heat 5: St. Paul's School B.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 4 min. 52 sec.

Reading Vase (Wyfold Fours)

T. P. Wilson (bow, steers); M. F. Alexander; P. G. Alliston; W. Bull (stroke).

Heat 1: T.R.C., 1; Magdalen College (Oxon) B.C., 2. 2½ lengths, 5 min. 24 sec.

Heat 5: Vesta R.C., 1; T.R.C., 2. 1½ lengths, 5 min. 19 sec.

Sandeman Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; B. T. Ramm; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat 1: T.R.C., 1; Auriol R. C., 2. 2 lengths, 5 min. 1½ sec.

Final: Midland Bank R.C., 1; T.R.C., 2. ¼ length, 4 min. 59 sec.

Maiden Erlegh Challenge Cup (Junior-Senior Fours)

R. C. Bray (bow, steers); J. L. Cooke; R. J. M. Thayer; D. E. Goodall (stroke).

Heat 8: T.R.C., 1; Barclays Bank R.C., disqualified.

Heat 10: Caius College B.C., 1; T.R.C., 2. Easily, 5 min. 25 sec.

R.M.C. Challenge Cup (Junior Eights)

S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; D. P. C. Platt; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Heat 11: T.R.C., 1; Reading Tradesmen's B.C., 2. 2 lengths, 5 min. 13 sec.

Heat 15: T.R.C., 1; Burway R.C., 2. 2 feet, 4 min. 57 sec.

Heat 17: T.R.C., 1; Neptune R.C., 2. ¼ length, 5 min. 6 sec.

Final: New College B.C., 1; T.R.C., 2. 1½ lengths, 4 min. 59 sec.

MARLOW REGATTA

Grand Challenge Cup (Senior Eights)

J. P. Dizer (bow); A. J. R. Purssell; M. Legg; R. A. Strong; S. Hobbs; R. A. F. Macmillan; H. W. Rushmere; P. C. Kirkpatrick (stroke); G. J. Alwin (cox).

Race 45: Lady Margaret B.C., 1; T.R.C., 2; London R.C., 3. 1½ lengths, 4 min. 15 sec.

Senior Fours Challenge Cup

J. P. Dizer (bow, steers); A. J. R. Purssell; H. W. Rushmere; P. C. Kirkpatrick (stroke).

Race 15: T.R.C., 1; Lady Margaret B.C., 2.

Race 63: T.R.C., 1; Leander Club, 2. 3 lengths; 4 min. 37 sec.

Final: London R.C., 1; T.R.C., 2. ¼ length, 4 min. 23 sec.

Marlow Eights Challenge Cup (Thames Cup Eights)

A. C. Riemer (bow); G. S. Dear; J. F. Williams; F. E. Hunter; A. C. Coates; P. J. B. Stevens; P. S. Pusey; P. W. J. Simcox (stroke); D. H. W. Thomas (cox).

Race 23: T.R.C., 1; Trinity Hall B.C., 2; Royal Air Force R.C., 3. Canvas, 4 min. 29 sec.

Race 76: Fitzwilliam House, 1; Oriol College B.C., 2; T.R.C., 3. ¼ length, 4 min. 25 sec.

Town Challenge Cup (Wyfold Fours)

T. P. Wilson (bow, steers); M. F. Alexander; P. G. Alliston; W. Bull (stroke).

Race 28: St. Edmund Hall B.C., 1; T.R.C., 2. 1 length, 4 min. 52 sec.

Junior Eights Challenge Cup

S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; D. P. C. Platt; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Race 60: Peterhouse B.C., 1; T.R.C., 2; Maidenhead R.C., 3. 2 lengths, 4 min. 34 sec.

Senior Sculls

P. C. Northam.

Race 75: H. Wilke, 1; J. H. Pinches, 2; P. C. Northam, 3.

KINGSTON BOROUGH REGATTA 30th June

Broken Vase Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; B. T. Ramm; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat 4: T.R.C., 1; Maidenhead R.C., 2.

Final: T.R.C., 1; Thames Tradesmen R.C., 2.

HENLEY ROYAL REGATTA

July 4th, 5th, 6th & 7th

GRAND CHALLENGE CUP

	st.	lb.				
J. P. Dizer (bow)	10	13
2 A. J. R. Purssell	11	7
3 M. Legg	12	9
4 R. A. Strong	12	10
5 S. Hobbs	13	6
6 R. A. F. Macmillan	13	8
7 H. W. Rushmere	13	8
P. C. Kirkpatrick (stroke)	13	13
G. J. Alwin (cox)	9	4
Average weight	12	11

Arthur Sulley writes:

When the Grand VIII raced at Marlow it was powerful and well together and by making a tremendous effort off the start managed to hold L.M.B.C. for about a minute, after which L.M.B.C. rowing 32/33 went steadily away while Thames rushed along at 37/38. A very real handicap in the later stages of practice had been the lack of any adequate pacing from other crews, and to meet a highly experienced crew in their first race was too much even for the old hands in the VIII.

So when we got to Henley on the Monday after Marlow we set about the cultivation of stride and the art of letting the boat run during that long, lazy forward swing (which has been one of the

most striking characteristics of the best Thames crews in the past) with as much practice as possible alongside other crews. We had no difficulty in getting much valuable and most enjoyable help from various college crews who were only too pleased to have a go at a Grand VIII. After the first morning when our plans were explained and tried out, we were accompanied by another crew on all outings except two—and on one of these Jack Beresford gave us some startling pacing in starts in his sculling boat. We have to thank Clare, Pembroke, Trinity, Trinity Hall, Queens and Emmanuel, Cambridge, and New College, Oxford for their help in practice, and Merton and London University for pacing the full course. Radley College came with us on the final outing before the Regatta.

The only full course was rowed on the first Friday evening and was rather disappointing. There was so much determination not to rush that by Fawley the rate had fallen to 30, and the second half was lifeless and uninspiring. There was not enough punch. We considered the possibility of having another trial row, but decided against it in view of the trouble we had had with bow's back. John Dizer had hurt himself on the first Tuesday morning and did not return to the VIII until the end of the week. Pusey had gallantly filled his place and worked very hard, in addition to his outings with the 2nd VIII.

The result of the draw was unfortunate—Kingston in the first round, then L.M.B.C. We could have done with a hard race to start with, so had to consider seriously how the first race should be rowed. Despite a certain amount of adverse criticism we decided to go all out to Fawley, and then paddled in, with Kingston a long way behind. It was the fastest Fawley of the day (3.21) and the Barrier had been 1.59.

In the second race, L.M.B.C. were faster than we had expected to the Barrier, where they led by 1½ lengths, and whilst Thames rowed very well and did not lose their form, they could only regain about half a length between the Barrier and Fawley, which was not enough. Still they have the satisfaction of having given L.M.B.C. a hard race and can rightly claim to have been the second fastest crew in for the Grand. Given a more satisfactory draw I feel sure they could have won.

The VIII came on splendidly as a crew—a sure testimony to good coaching in the earlier stages, and most satisfying to everyone concerned. One of its most interesting features was the amazing development of the two lads from Durham at 3 and 5, who, from being rough and ungainly earlier on, finally blended admirably and powerfully with the rest. Cox, too, was a great asset. Besides being pleasant and helpful in and out of the boat, he handled the crew with

considerate firmness. His steering was good, and few coxes have been able to get their boats on to the stake-boats with such quiet efficiency and avoidance of irritation to the crew.

Finally, few of us will forget the invaluable help of Dr. Joe Bailey in dealing with strained backs—3 was also afflicted on the Tuesday before the Regatta. Those of us who watched his ministrations in breathless apprehension in the changing tent had no idea that the human frame could be folded up so ingeniously.

Heat 1 of the Grand was rowed at 11 a.m. on Wednesday, 4th July. There was a following wind. The Kingston stroke had fallen ill on the Saturday before the race, and bow, in consequence, went to stroke and a spare man came in. The official record states that 'Kingston were too handicapped to do any good.'

No. 1 Station (Berks): Thames R.C.

No. 2 Station (Bucks): Kingston R.C.

Thames R.C. struck 10, 19½, 39 against Kingston R.C. 10, 20, 39 in the first ¼, ½ and 1 minute. T.R.C. led by 1½ lengths at the first signal, and by 2½ lengths at the second. Barrier time: 1 min. 59 sec. Fawley time: 3 min. 21 sec. At Fawley Thames were rowing 36. At the third signal, Thames struck 28 to Kingston's 34. T.R.C. led easily at the mile, paddling at 28. Thames won easily in 7 min. 9 sec. Conditions were fast, but the time must be considered good for a race in which the winners were never pressed.

Heat 2 was rowed on Thursday in a slight following breeze.

No. 1 Station: Lady Margaret B.C.

No. 2 Station: Thames R.C.

T.R.C. started at 10, 20, 39 to L.M.B.C. 10, 19, 36. L.M.B.C. led by ½ length at the first signal. The Barrier was reached in 2 min., T.R.C. spurting at 39 and gaining a little distance. L.M.B.C. led at the second signal by ½ length still. Fawley time: 3 min. 22 sec., L.M.B.C. rowing here at 28 to Thames' 38. At the third signal T.R.C. were spurting hard but making little impression. L.M.B.C. had a length at the mile, where Thames made another spurt at 39 with L.M.B.C. still rowing smoothly at 28. Up the enclosures L.M.B.C. picked up their stroke to 34, finishing smoothly at 28. They won by 1½ length in 7 min. 3 sec. Thames rowed a most plucky race, striking 5 strokes a minute more than L.M.B.C. throughout the race.

STEWARDS' CHALLENGE CUP

	st. lb.
J. P. Dizer (bow, steers)	10 13
A. J. R. Purssell	11 7
H. W. Rushmere	13 8
P. C. Kirkpatrick (stroke)	13 13
Average weight	12 7

Felix Badcock writes as follows:

The Stewards' Four at Henley this year needed no coaching as such. They were all experienced

and first-class watermen. They knew that when they steadied their slides those vital last few inches forward, they were in a class of their own. They also realised that when they were 'naughty' and hurried the beginning they bucketed, and were therefore barely mediocre. From the bank it was obvious that they would win the Stewards' or fail in their first heat miserably after a thoroughly bad row.

Their success in the Regatta is told below and the whole crew are to be congratulated on a very fine achievement.

The Wyfolds when I took them over were a problem. The men themselves were of different shapes and sizes and they rowed like it. However, they were a joy to coach and improved every time they went out. They had a tremendous amount of work given them and had the guts to do it, and I honestly believe that not for one stroke in the whole week did any one of them slacken off. That they did not have the consolation of winning a heat was disappointing, but the standard was high and I think they will agree with me their Henley was not wasted, and what is more, despite the moans of Bow (who had the rudder permanently against himself) that he was either over or under worked, they thoroughly enjoyed their rowing.

In conclusion, may I suggest to members of the senior crews at Henley how much inquests after each and every outing are to be deprecated. The habit is most reprehensible and seems to have grown during the last year or two. Once the crews are chosen for Henley, open discussion as to the whys and wherefores of a boat not going properly only tends to unsettle the newcomers and has the opposite to the desired effect. I know that it is caused by over anxiety to produce the very best and I sincerely hope that these remarks will not be taken personally by anyone, but it is for the more experienced men to help the lesser lights to settle down into a crew and not to make them feel that they and they alone are stopping the boat. After all, it is the crew that wins the Grand or Stewards', not the individual.

Heat 1 of the Stewards' was rowed on Wednesday, 4th July, at 6.15 p.m. in a following wind.

No. 1 Station: L.M.B.C.

No. 2 Station: Thames R.C.

L.M.B.C. started at 9, 17, 33 to Thames 10, 19, 36, and Thames led at the first signal by a canvas. The Barrier was reached in 2 min. 9 sec. The crews were level at Fawley, reached in 3 min. 36 sec. L.M.B.C. led at the third signal by 2 ft., rowing 27 to 32 by T.R.C. At the mile L.M.B.C. led by half a length, now rowing 30 to Thames' 34 or 35. Both crews spurted hard all up the enclosures, each in turn showing in front. Thames just got home by 2 ft. Time 7 min. 21

sec. The record says that this was a magnificent race between two good crews. Thames won because they could command a higher rate of striking. Conditions were fast, the time was eight seconds outside the record.

Heat 3 was rowed on Thursday at 5.15 p.m. in a medium head wind.

No. 1 Station: Thames R.C.

No. 2 Station: New College.

At the start Thames struck 10, 18½, 36½ to New College's 10, 19, 37. Thames led at the first signal by 1 length. The Barrier was reached in 2 min. 17 sec. Thames led at the second signal by 1¾ lengths. Fawley time: 3 min. 55 sec. Here T.R.C. were striking 29 to New College's 32. At the third signal T.R.C., at 29, were easily holding a lead of 2½ lengths, which they raised to 3 lengths at the mile. Thames won easily in 8 min. 13 sec., finishing strongly at 35. They were much too good for New College.

On Friday we rowed Heat 5 in grey weather and a light head wind.

No. 1 Station: T.R.C.

No. 2 Station: Veslacki Klub 'Gusar', Yugoslavia.

Thames led at once, striking 9½, 19, 37½ to the Jugoslavs' 9, 18, 37½. The Jugoslavs left their water and touched the Thames oars after half a minute; T.R.C. were half a length up at the top of the Island, and the same distance at the first signal. Barrier time: 2 min. 15 sec. T.R.C. had a lead of ¾ length at the second signal. Fawley time: 3 min. 46 sec. We led by 1½ lengths at the third signal, rowing 31 to the Jugoslavs' 36. Thames held this lead after the mile, their opponents steering becoming erratic again, and we won by this distance in 8 min. The Jugoslav crew had difficulty with their steering, but they could command a high rate and raced well.

There was a light bushes breeze for the Final on Saturday.

No. 1 Station: Leander.

No. 2 Station: Thames R.C.

Leander led slightly at the start, going off at 9½, 19, 37 to our 9½, 19, 37. At the first signal they were striking slightly faster than Thames and led by ¼ length. Barrier time: 2 min. 12 sec. Leander still led at the second signal, but T.R.C. were then rowing steadily at a slower stroke. At Fawley, reached in 3 min. 43 sec., Leander were off their station, and the blades overlapped. Thames led at the third signal by ¼ length. This lead was increased to ¾ length by the mile, where Leander were striking 32 and still steering erratically to Thames' 29½. We were clear at the last signal, with Leander right behind and off station. Thames won by 1½ lengths in 7 min. 53 sec. Thames had the better stride and always looked the better four.

THAMES CHALLENGE CUP

	st.	lb.
A. C. Riemer (bow)	12	4
2 G. S. Dear	11	1
3 J. F. Williams	12	5
4 F. E. Hunter	12	11
5 A. C. Coates	12	6
6 P. J. B. Stevens	11	8
7 P. S. Pusey	11	0
P. W. J. Simcox (stroke)	10	7
D. H. W. Thomas (cox)	9	8
<i>Average weight</i>	11	10

Heat 15 of the Thames Cup was rowed at 4 p.m. on Wednesday, 4th July, in a following wind.

No. 1 Station: University of Pennsylvania.

No. 2 Station: Thames R.C.

Pennsylvania started at 10, 18, 37 to Thames' 10, 19, 38, and led at the first signal by $1\frac{1}{2}$ lengths. Barrier time: 2 min. 1 sec. At the second signal, Pennsylvania had increased their lead to 2 lengths. Fawley was reached in 3 min. 25 sec., Pennsylvania rowing 29 to Thames' 33. At the mile, the American crew led by $2\frac{1}{2}$ lengths, and were going away from Thames, paddling at 26 to our 33. Pennsylvania won easily in 7 min. 10 sec.

WYFOLD CHALLENGE CUP

	st.	lb.
T. P. Wilson (bow, steers)	9	9
M. F. Alexander	10	6
P. G. Alliston	12	4
W. Bull	13	8
<i>Average weight</i>	11	7

Heat 12 was rowed on Wednesday, 4th July, at 5.50 p.m., with a light following wind off the Berkshire bank.

No. 1 Station: Trinity Hall.

No. 2 Station: Thames R.C.

Trinity Hall struck $9\frac{1}{2}$, 19, 37 to Thames' 9, $18\frac{1}{2}$, $36\frac{1}{2}$. Erratic steering by Thames at the start lost them at least half a length, nevertheless the crews were level at the first signal. Barrier time: 2 min. 16 sec. Thames led at the second signal by $\frac{1}{2}$ length, both crews striking 32. Fawley was reached in 3 min. 48 sec. with T.R.C. in the lead. We led at the third signal by $\frac{3}{4}$ length. At the mile this had been reduced to a canvas. Thames then steered badly and Trinity Hall took the lead, which they increased to $\frac{3}{4}$ length at the last signal. Trinity Hall won by $1\frac{1}{4}$ lengths in 7 min. 50 sec. Thames lost the race by bad steering. Hall improved the farther they went, and looked winners from the Mile Post in.

KINGSTON REGATTA

14th July

Ravens Ait Challenge Cup (Senior Fours)

G. C. Fisk (bow, steers); M. Legg; S. Hobbs; D. H. Neale (stroke).

Final: London R.C., 1; T.R.C., 2.

Coronation Challenge Cup (Thames Cup Eights)

'A' Crew: P. S. Pusey (bow); G. S. Dear; A. C. Coates; P. J. B. Stevens; J. M. MacDougall; D. T. H. Davenport; R. J. Cook; D. Fairbairn (stroke); G. J. Alwin (cox).

'B' Crew: A. C. Riemer (bow); M. F. Alexander; J. F. Williams; A. M. Duncan; P. G. Alliston; W. Bull; T. P. Wilson; P. W. J. Simcox (stroke); A. M. McG. Groom (cox).

Heat A: T.R.C. 'A,' 1; Westminster Bank R.C., 2. 1 length, 4 min.

Heat B: Kingston R.C., 1; T.R.C. 'B', 2. $\frac{1}{4}$ length, 4 min. 5 sec.

Heat G: Kingston R.C., 1; T.R.C. 'A', 2. 2 feet, 3 min. 53 sec.

Home Park Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); P. J. B. Stevens; G. S. Dear; P. W. J. Simcox (stroke).

Heat E: T.R.C., 1; Oriol Tortoises, 2. $\frac{1}{4}$ length, 4 min. 21 sec.

Heat H: Molesey B.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths, 4 min. 20 sec.

Dittons Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke), G. J. Alwin (cox).

Heat A: T.R.C., 1; London R.C., 2. Easily, 4 min. 14 sec.

Heat C: Midland Bank R.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths, 4 min. 1 sec.

Surbiton Challenge Cup (Junior Eights)

S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; D. P. C. Platt; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Heat B: T.R.C., 1; Molesey B.C., 2. $1\frac{1}{4}$ lengths, 4 min. 7 sec.

Heat K: T.R.C., 1; Kingston R.C., 2. $1\frac{1}{2}$ lengths, 4 min. 6 sec.

Heat O: T.R.C., 1; Weybridge R.C., 2. 2 feet, 4 min. 6 sec.

Final: Burway R.C., 1; T.R.C., 2. $\frac{1}{4}$ length, 3 min. 59 sec.

METROPOLITAN REGATTA

17th, 18th, 19th July

Champion Eights (Senior Eights)

M. Legg (bow); A. J. R. Purssell; S. Hobbs; R. A. Strong; R. A. F. Macmillan; P. M. O. Massey; G. C. Fisk; P. C. Kirkpatrick (stroke); J. G. Dearlove (cox).
Final: T.R.C., 1; London R.C., 2. Canvas.

Thames Cup (Senior Fours)

G. C. Fisk (bow, steers); A. J. R. Purssell; H. W. Rushmere; P. C. Kirkpatrick (stroke).
Final: T.R.C., 1; London R.C., 2. Canvas.

Amphill Challenge Cup (Champion Pairs)

H. W. Rushmere (bow, steers); P. C. Kirkpatrick (stroke).
Final: London R.C., 1; T.R.C., 2; Vesta R.C., 3. 1 length; easily.

Old Barnes Challenge Cup (Thames Cup Eights)

T. P. Wilson (bow); J. Pope; A. C. Coates; P. J. B. Stevens; J. M. MacDougall; D. H. Neale; R. J. Cook; P. W. J. Simcox (stroke); A. M. McG. Groom (cox).

Heat 2: Westminster Bank R.C., 1; T.R.C., 2; London R.C., 3. 1½ lengths.

Horton Cup (Wyfold Fours)

T. P. Wilson (bow, steers); M. F. Alexander; P. G. Alliston; W. Bull (stroke).

Heat 2: Vesta R.C., 1; St. Paul's School B.C., 2; T.R.C., 3.

Forster Cup (Junior-Senior Eights)

D. H. Drury (bow); P. R. Rumney; D. H. Rawlings; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); A. M. McG. Groom (cox).

Heat 1: T.R.C., 1; Auriol R.C., 2; St. Paul's School B.C., 3.

Final: Midland Bank R.C., 1; T.R.C., 2.

Layton Cup (Junior-Senior Pairs)

I. C. J. Galbraith (bow, steers); D. H. Neale (stroke).

Final: London R.C., 1; T.R.C., 2; Polytechnic Students B.C., 3. 4½ lengths.

Metropolitan Cup (Junior Eights)

'A' Crew: S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; L. S. Williams; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

'B' Crew: H. R. Doelly (bow); A. A. Jaworski; T. R. Monteath; H. J. Hodgson; L. J. Middleton; J. Ph. Raeymaeckers; J. R. Gaskell; C. J. Legoe (stroke); J. J. Merrett (cox).

Heat 2: T.R.C. 'A', 1; London R.C., 2; Cygnet R.C., 3. 3 lengths.

Heat 3: Quintin B.C., 1; T.R.C. 'B', 2; National Provincial Bank R.C., 3. 3 lengths.

Final: T.R.C. 'A', 1; Quintin B.C., 2; Westminster Bank R.C., 3. 1 length; easily.

London Cup (Senior Sculls)

P. C. Northam.

Heat 1: R. M. C. Martin, 1; J. H. Pinches, 2; P. C. Northam, 3.

MOLESEY REGATTA

21st July

Molesey Grand Challenge Cup (Senior Eights)

M. Legg (bow); A. J. R. Pursell; S. Hobbs; R. A. Strong; R. A. F. Macmillan; P. M. O. Massey; G. C. Fisk; P. C. Kirkpatrick (stroke); J. G. Dearlove (cox).

Heat B: T.R.C., 1; University of London B.C., 2. 2 lengths, 4 min. 28 sec.

Final: T.R.C., 1; London R.C., 2. 2½ lengths, 4 min. 28 sec.

Senior Fours Challenge

G. C. Fisk (bow, steers); A. J. R. Pursell; R. A. F. Macmillan; P. M. O. Massey (stroke).

Heat A: T.R.C., 1; Vesta R.C., 2. 2½ lengths, 4 min. 52 sec.

Final: T.R.C., 1; London R.C., 2. 2½ lengths, 4 min. 48 sec.

Thames Cup Eights Challenge Cup

T. P. Wilson (bow); M. F. Alexander; A. C. Coates; J. Pope; J. M. MacDougall; P. J. B. Stevens; R. J. Cook; P. W. J. Simcox (stroke); J. J. Merrett (cox).

Heat A: T.R.C., 1; Westminster Bank R.C., 2. Canvas.
Heat C: Kingston R.C., 1; T.R.C., 2. 1½ lengths, 4 min. 27 sec.

Junior-Senior Eights Challenge Cup

'A' Crew: B. T. Ramm (bow); P. R. Rumney; R. C. Bray; G. F. E. Joselin; L. Abel-Smith; F. E. Berry; R. P. Willcock; J. C. Holben (stroke); J. W. Hartley (cox).

'B' Crew: S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; W. S. Green; L. S. Williams; R. F. Sharp; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Heat B: Twickenham R.C., 1; T.R.C. 'B', 2. Canvas, 4 min. 42 sec.

Heat C: Tiffin School B.C., 1; T.R.C., 2. 1 length, 4 min. 42 sec.

Junior Eights Challenge Cup

B. F. Middleton (bow); A. A. Jaworski; T. R. Monteath; H. J. Hodgson; L. J. Middleton; J. Curtis; J. R. Gaskell; C. J. Legoe (stroke); J. J. Merrett (cox).

Heat H: T.R.C., 1; London R.C., 2. 1½ lengths.
Heat O: Weybridge R.C., 1; T.R.C., 2. 1½ lengths, 4 min. 50 sec.

Garrick Pairs

I. C. J. Galbraith (bow, steers); D. H. Neale (stroke).
Final: London R.C., 1; T.R.C., 2.

BEDFORD REGATTA

28th July

Talbot Jarvis Challenge Cup (Senior Eights)

P. S. Pusey (bow); G. S. Dear; S. Hobbs; R. A. F. Macmillan; H. W. Rushmere; T. H. Christie; G. C. Fisk; P. C. Kirkpatrick (stroke); G. J. Alwin (cox).

Heat 5: T.R.C., 1; Bedford R.C., 2. 3 lengths, 3 min. 34 sec.

Heat 6: T.R.C., 1; Bedford School B.C., 2. 1½ lengths, 3 min. 32 sec.

Final: T.R.C., 1; London R.C., 2. 2 lengths.

Senior Fours (Coxswainless Fours)

G. C. Fisk (bow, steers); T. H. Christie; H. W. Rushmere; P. C. Kirkpatrick (stroke).

Heat 3: T.R.C., 1; Molesey B.C., 2.
Heat 4: T.R.C., 1; Granta B.C., 2. 1½ lengths, 2 min. 3 sec.

Final: T.R.C., 1; London R.C., 2. ¾ length.

Junior-Senior Eights

S. McCarraher (bow); R. H. MacIntyre; J. F. Williams; W. S. Green; H. G. V. Denning; F. E. Berry; J. M. Bigg; K. J. Crowley (stroke); G. J. Alwin (cox).

Heat 1: Bedford School B.C., 1; T.R.C., 2. 1½ lengths.

STAINES REGATTA

28th July

Staines Eight

T. P. Wilson (bow); P. J. B. Stevens; A. C. Coates; J. Pope; J. M. MacDougall; R. A. Strong; M. Legg;

P. W. J. Simcox (stroke); A. M. McG. Groom (cox).
Heat 2: T.R.C., 1; Midland Bank R.C., 2. 2 lengths,
4 min. 36 sec.
Heat 5: T.R.C., 1; Staines B.C., 2. 2½ lengths,
4 min. 43 sec.
Final: T.R.C., 1; Westminster Bank R.C., 2. 1 length,
4 min. 43 sec.

Staines Fours

T. P. Wilson (bow, steers); J. Pope; M. Legg; R. A. Strong (stroke).
Heat 2: T.R.C., 1; Kingston R.C., 2. 1 length,
5 min. 5 sec.
Heat 6: T.R.C., 1; Westminster Bank R.C., 2. 1 length,
5 min. 10 sec.
Final: T.R.C., 1; Argosy B.C., 2. ½ length, 4 min.
55 sec.

Junior-Senior Eights

B. T. Ramm (bow); M. F. Alexander; R. J. M. Thayer;
G. F. E. Joselin; L. Abel-Smith; P. R. Rumney; J. S.
Donovan; H. N. G. Cowham (stroke); J. D. A. Hutchings
(cox).
Heat 1: Beaumont College B.C., 1; T.R.C., 2. 1 length,
4 min. 48 sec.

Junior-Senior Fours

R. C. Bray (bow, steers); H. N. G. Cowham; L. Abel-
Smith; J. C. Holben (stroke).
Heat 3: National Provincial Bank R.C., 1; T.R.C.,
disqualified.

Junior Eights

D. C. Morton (bow); A. A. Jaworski; H. J. Hodgson;
J. Curtis; L. J. Middleton; J. Ph. Raeymaeckers; J. R.
Gaskell; C. J. Legoe (stroke); J. J. Merrett (cox).
Heat 6: Quintin B.C., 1; T.R.C., 2. 1¼ lengths,
4 min. 55 sec.

Senior Sculls

P. C. Northam.
Heat 2: P. C. Northam, 1; J. A. Gaze, 2. 3 feet.
Heat 4: A. A. Kemp, 1; P. C. Northam, 2. 1½ lengths,
5 min. 26 sec.

MAIDENHEAD REGATTA

4th August

'Daily Telegraph' Challenge Cup (Thames Cup Eights)

P. S. Pusey (bow); P. J. B. Stevens; A. C. Coates; J.
Pope; S. Hobbs; K. R. J. Trott; M. Legg; P. W. J.
Simcox (stroke); G. J. Alwin (cox).
Race 52: T.R.C., 1; Quintin B.C., 2. 1½ lengths,
3 min. 31 sec.
Race 82: T.R.C., 1; Colet B.C., 2. 1 length, 3 min.
27 sec.
Final: T.R.C., 1; Bedford R.C., 2. ¾ length, 3 min.
27 sec.

Orkney Cottage Challenge Cup (Senior Fours)

P. S. Pusey (bow, steers); J. Pope; M. Legg; R. A.
Strong (stroke).
Race 13: Argosy B.C., 1; T.R.C., 2. ¾ length,
3 min. 41 sec.

Maidenhead Challenge Cup (Junior-Senior Eights)

'A' Crew: M. M. Tanner (bow); T. J. Jellinek; M. A.
Penny; M. R. Phelps; B. T. Ramm; G. F. E. Joselin;
P. G. Alliston; J. C. Holben (stroke); J. D. A. Hutchings
(cox).
'B' Crew: S. McCarraher (bow); R. H. MacIntyre;
R. C. Bray; W. S. Green; H. G. V. Denning; F. E. Berry;
J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).
Race 37: Kensington R.C., 1; T.R.C. 'A', 2. Easily,
3 min. 50 sec.
Race 69: Radley College B.C., 1; T.R.C. 'B', 2.
1½ lengths.

Town Challenge Cup (Junior-Senior Fours)

D. E. Evans (bow, steers); J. C. Holben; L. Abel-
Smith; H. N. G. Cowham (stroke).
Race 76: T.R.C., 1; Marlow R.C., 2. 2½ lengths,
4 min. 1 sec.
Race 90: National Provincial Bank R.C., 1; T.R.C., 2.
2 feet, 3 min. 59 sec.

Woodhurst Challenge Cup (Junior Eights)

D. C. Morton (bow); A. A. Jaworski; T. R. Monteath;
P. J. Curtis; L. J. Middleton; J. Ph. Raeymaeckers; J. R.
Gaskell; C. J. Legoe (stroke); J. J. Merrett (cox).
Race 42: T.R.C., 1; Reading R.C., 2. ½ length,
3 min. 46 sec.
Race 54: Royal Air Force, Benson, R.C., 1. 6 feet,
3 min. 42 sec.

Jubilee Goblets (Junior-Senior Pairs)

L. D. de Pinna (bow, steers); P. J. B. Stevens (stroke).
Race 31: Eton Vikings B.C., 1; T.R.C., 2. 3 lengths,
3 min. 42 sec.

Double Sculls Challenge Cup

P. C. Northam; A. N. Watson.
Race 80: T.R.C., 1. ¾ length, 4 min. 26 sec.
Final: T.R.C., 1; Molesey B.C., 2. Easily, 4 min. 10 sec.

Junior Sculls

G. G. H. Page.
Race 1: D. Wilkinson, 1; G. G. H. Page, 2. 1½ lengths.

HENLEY TOWN & VISITORS REGATTA

6th August

A.R.A. Championship for Coxswained Fours

G. C. Fisk (bow); R. A. F. Macmillan; S. Hobbs;
P. M. O. Massey (stroke); G. J. Alwin (cox).
Heat 2: T.R.C., 1; Molesey B.C., 2; Durham A.R.C.,
3. ¾ length, 4 min. 42 sec.
Final: T.R.C., 1; Clifton R.C., 2; Stratford-on-Avon
B.C., 3. 1¼ lengths, 4 min. 37 sec.

Haileywood Challenge Cup (Senior Eights)

P. S. Pusey (bow); P. J. B. Stevens; J. F. Williams; J.
Pope; A. C. Coates; K. R. J. Trott; M. Legg; P. W. J.
Simcox (stroke); G. J. Alwin (cox).
Race 23: T.R.C., 1; Colet B.C., 2; Lensbury R.C., 3.
¾ length, 4 min. 27 sec.
Final: T.R.C., 1; Vesta R.C., 2; Bedford R.C., 3.
¾ length, 4 min. 15 sec.

Town Challenge Cup (Senior Fours)

P. S. Pusey (bow, steers); J. Pope; M. Legg; R. A. Strong (stroke).

Race 5: Marlow R.C., 1; T.R.C. disqualified.

Owing to difficulties in the transport of the boat from Maidenhead, the crew had not enough time to reach the start at the advertised time of the race. They were, however, within sight of the Umpire when he started the race two minutes late without including them.

Peter Beresford Challenge Cup (Open Pairs)

M. Legg (bow, steers); R. A. Strong (stroke).

Race 10: Lensbury R.C., 1; T.R.C., 2. 1½ lengths, 5 min. 33 sec.

Sagamore Challenge Cup (Junior-Senior Eights)

'A' Crew: D. E. Evans (bow); T. J. Jellinek; B. T. Ramm; J. C. Holben; L. Abel-Smith; G. F. E. Joselin; P. G. Alliston; H. N. G. Cowham (stroke); J. D. A. Hutchings (cox).

'B' Crew: S. McCarraher (bow); R. H. MacIntyre; R. C. Bray; G. F. E. Joselin; H. G. V. Denning; F. E. Berry; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Race 17: Maidenhead R.C., 1; Eton Excelsior R.C., 2; T.R.C. 'A', 3. 2½ lengths, 4 min. 27 sec.

Race 40: Winchester College B.C., 1; T.R.C. 'B', 2. ½ length, 4 min. 30 sec.

David Challenge Cup (Junior-Senior Fours)

D. E. Evans (bow, steers); J. C. Holben; L. Abel-Smith; H. N. G. Cowham (stroke).

Race 4: T.R.C., 1; Marlow R.C., 2; Maidenhead R.C., 3. 4 lengths, 5 min. 5 sec.

Race 41: National Provincial Bank R.C., 1; T.R.C., 2; Henley R.C., disqualified. 1 length.

Remenham Challenge Cup (Junior Eights)

D. C. Morton (bow); A. A. Jaworski; H. J. Hodgson; J. Curtis; L. J. Middleton; J. Ph. Raeymaeckers; J. R. Gaskell; C. J. Legoe (stroke); J. J. Merrett (cox).

Race 35: Henley R.C., 1; T.R.C., 2; R.A.F., Benson, R.C., 3. ½ length, 4 min. 29 sec.

Miller Challenge Cup (Junior Sculls)

G. G. H. Page, won Heat 1, lost Heat 2.

FESTIVAL REGATTA ON THE SERPENTINE

9th, 10th & 11th August

Senior Eights

'A' Crew: J. P. Dizer (bow); A. J. R. Pursell; S. Hobbs; R. A. F. Macmillan; H. W. Rushmere; P. M. O. Massey; G. C. Fisk; P. C. Kirkpatrick (stroke); G. J. Alwin (cox).

'B' Crew: T. P. Wilson (bow); G. S. Dear; P. S. Pusey; P. J. B. Stevens; A. C. Coates; K. R. J. Trott; M. Legg; P. W. J. Simcox (stroke); J. G. Dearlove (cox).

Heat 3: T.R.C. 'B', 1; London R.C., 2; Putney R.C., 3. ½ length, 2 min. 33 sec.

Heat 4: T.R.C. 'A', 1; Kingston R.C., 2; Lensbury R.C., 3. 3 lengths, 2 min. 30 sec.

Heat 5: Colet B.C., 1; Quintin B.C., 2; Midland Bank R.C., 3. ½ length, 2 min. 35 sec.

Final: T.R.C. 'A', 1; T.R.C. 'B', 2; Colet B.C., 3. 1½ lengths; 1½ lengths; 2 min. 25 sec.

Note: All the members of the Colet B.C. crew were members of T.R.C.

Senior Fours (Coxswainless)

G. C. Fisk (bow, steers); P. M. O. Massey; H. W. Rushmere; P. C. Kirkpatrick (stroke).

Heat 2: T.R.C. 1; London R.C., 2.

Heat 4: T.R.C., 1; Ibis R.C., 2. 2½ lengths, 2 min. 48 sec.

Final: T.R.C., 1; Molesey B.C., 2. 2 lengths, 2 min. 38 sec.

Senior Pairs

H. W. Rushmere (bow, steers); T. H. Christie (stroke).

Heat 3: T.R.C., 1; A. M. Clay and J. D. S. Hester, 2. 2½ lengths, 2 min. 43 sec.

Heat 6: T.R.C., 1; P. N. Carpmal and M. H. N. Plaisted, 2.

Final: T.R.C., 1; J. H. Pinches and R. V. Taylor, 2. ¾ length, 2 min. 55 sec.

Junior-Senior Eights

'A' Crew: D. E. Evans (bow); T. J. Jellinek; R. C. Bray; J. C. Holben; B. T. Ramm; G. F. E. Joselin; P. G. Alliston; H. N. G. Cowham (stroke); J. M. Baldwin (cox).

'B' Crew: S. McCarraher (bow); R. H. MacIntyre; H. G. V. Denning; C. Martinolli; F. E. Berry; J. M. Bigg; K. J. Crowley (stroke); J. M. Baldwin (cox).

Heat 1: Twickenham R.C., 1; T.R.C. 'B', 2. ¼ length, 2 min. 40 sec.

Heat 3: Staines B.C., 1; Vesta R.C., 2; T.R.C. 'A', 3.

Junior-Senior Fours

D. E. Evans (bow, steers); J. C. Holben; P. G. Alliston; H. N. G. Cowham (stroke).

Heat 1: T.R.C., 1; Vesta R.C., 2. 1½ lengths.

Heat 5: T.R.C., 1; National Provincial Bank R.C., 2. Canvas, 2 min. 52 sec.

Semi-final: Ibis R.C., 1; T.R.C., 2.

Junior Eights

D. C. Morton (bow); H. J. Hodgson; T. R. Monteath; B. F. Middleton; L. J. Middleton; P. J. Curtis; J. R. Gaskell; J. Ph. Raeymaeckers (stroke); J. J. Merrett (cox).

Heat 1: London R.C., 1; Twickenham R.C., 2; T.R.C., 3. 1 length, 2 min. 27 sec.

Senior Sculls

P. S. Pusey lost to J. H. Pinches.

Double Sculls

Heat 1: P. C. Northam and A. N. Watson, 1; J. E. Poulter and R. A. Poulter, 2; K. and R. Hylton-Smith, 3. 2½ lengths, 3 min. 5 sec.

Heat 3: E. Dawson-Groves and R. H. Nicholls, 1; T.R.C., 2.

Junior-Senior Sculls

Heat 4: T. P. Wilson lost to L. McEwen.

Heat 6: M. Legg lost to R. H. Nicholls after a dead-heat.

OPEN RACES FOR VETERANS

17th & 18th September

Cruft Challenge Cup (Veterans' Eights)

A. G. Thoday (bow); G. E. VasileSCO; J. H. M. Ward; T. H. Tyler; R. S. Hollom; F. E. Coles; R. C. Morris; R. R. Swatton (stroke); J. G. Dearlove (cox).

Final: T.R.C., 1; London R.C., 2; Kensington and Auriol R.C.s, 3. 2 lengths.

Veteran Fours

A. G. Thoday (bow, steers); R. C. Morris; R. S. Hollom; R. R. Swatton (stroke).

Heat 2: London R.C., 1; T.R.C., 2. $\frac{1}{2}$ length.

THAMES ROWING CLUB REGATTA

29th September

C. W. Hughes Bowl (Club Fours)

Final: P. S. Pusey (bow, steers), P. R. Rumney, R. A. F. Macmillan, M. F. Alexander (stroke), 1; R. C. Bray (bow, steers), W. S. Green, M. Legg, D. Sorrell (stroke), 2.

George Vize Beakers (Club Pairs)

Final: P. C. Northam (bow, steers), R. A. F. Macmillan, 1; R. C. Bray (bow, steers), M. Legg, 2.

Doubledee Cup (Club Handicap Sculls)

M. Legg, R. C. Morris, P. C. Northam, scratch; P. S. Pusey, 4 sec.; G. Sorrell, 5 sec.; W. Bull, J. Pope, 6 sec.; T. P. Wilson, 7 sec.; R. W. Bates, 10 sec.; G. E. VasileSCO, 12 sec.

Result: T. P. Wilson, 1; W. Bull, 2; P. C. Northam, 3; 3 lengths.

John Lang Cup (Junior Scullers in Rum-Tums)

Final: A. R. Reddin, 1; R. C. Bray, 2.

Invitation Eights in Best Boats

Final: T. P. Wilson (bow), D. M. Congreve (Derby R.C.), A. W. Prince (Westminster Bank R.C.), A. H. Lines, P. B. Rooksby, J. Pope, R. C. Morris, W. Allchin (Westminster Hospital B.C.) (stroke), G. R. Trent (Ibis R.C.) (cox), 1; R. C. Bray (bow), A. J. Follows (Derby R.C.), R. J. M. Thayer, A. R. Reddin, G. S. Lucas, R. J. Arundel, H. C. Street (Weybridge R.C.), A. C. Penley (stroke), A. J. Fawcett (cox), 2; E. J. Mowbray (Ibis R.C.) (bow), D. E. Goodall, D. P. C. Platt, C. D. Booth (Loughborough R.C.), C. S. Bell (Derby R.C.), D. K. MacLachlan, G. S. Dear, C. J. Legoe (stroke), B. Graydon (cox), 3. $1\frac{1}{2}$ lengths; 3 feet; 2 lengths.

THAMES ROWING CLUB CHRISTMAS EIGHTS

15th December

Result:

1. T.R.C. 1st scratch crew: Ffooks, Clayton, Mayall, Fairbairn, Vassilissin, Duncan, Morris, Dizer, Saville (cox).
2. T.R.C. 'A' crew: Pusey, Pursell, Coates, Lawrence, Legg, Pope, Essam, Dear, Alwin (cox).
3. T.R.C. 1st Junior crew.
4. T.R.C. 'C' crew.
5. I.C.B.C. 1st crew.
6. Westminster Hospital B.C.
7. T.R.C. 'D' crew.
8. T.R.C. 'B' crew.
9. I.C.B.C. 3rd crew.
10. K.C.B.C.
11. I.C.B.C. 2nd crew.
12. T.R.C. 2nd scratch crew.

The race was rowed as a handicap race from the Club flagstaff to Chiswick Steps. The T.R.C. 'A' crew (2nd eight) started from scratch and finished overlapping the winners.

JUNIOR-SENIOR ROWING

The year started reasonably well with a fair number of suitable types. Unfortunately, as so very often happens as a season progresses, illness and work gradually thinned out the ranks until we were down to just the bare eight.

'Ferdie' Bull once more nobly came to the rescue and, more or less single handed, kept the Eight together from the stroke thwart. Anyhow, in the Boustead Cup it was the only Eight out of three to win against London, and in no uncertain fashion to boot—a matter of five or six lengths!

With the start of the summer season, owing to the Wyfold Four being picked out of this Eight, it was extremely difficult to produce even a Junior-Senior Four. It was not until the Junior Eight won at Twickenham that we again were able to put out a Junior-Senior boat.

This Eight, after the excitement of winning its 'Juniors,' fell by the wayside somewhat. It was

able always to give a good account of itself, but never seemed quite able to get to the top of its class, except on one occasion at Kingston Borough Regatta. Here they showed some true form, and after a close heat they won comfortably. After that, although showing plenty of spirit, they never reached the same heights again.

Towards the end of the Regatta season, the crew showed signs of the strain of three or four months' continual racing. They were joined in the last few Regattas by another crew composed of the second Junior crew and one or two Junior-Seniors who had been left over at the start of the season. They, too, seemed to just miss winning; they usually came up against crews a little too strong.

In any case, with the valuable racing experience behind them, these two eights will help materially to swell the ranks of the Senior crews this year, and the members will undoubtedly improve with time and further coaching.

JUNIOR ROWING

We were a little more fortunate this year in being able to commence the winter with a number of oarsmen who had just failed to get their 'Juniors' at the end of the previous Regatta season.

Just before the 'Head' they began to find their form, and rapid improvement at last began to take place. In the event itself they went up some 50 places and quite evidently had the best row up to that time.

In the meantime a good Second Junior Eight had been formed and had come into being just about three weeks before the 'Plum Pudding.' In the 'Plum Pudding,' owing to a slight miscalculation, by which they were given a very good start, they managed to keep going to the extent of winning by a length from the First Juniors! In the 'Head' itself they did not have a very good row but did manage to go up the odd place.

A Third Junior Eight was formed just before the 'Head' with the help of one or two Seniors, and starting about 208 went up half a dozen places, much to the surprise of all concerned, considering it was only the second time they had been in that particular order.

The first event in the season proper was, as usual, the 'Maidens' at Hammersmith Regatta, and after a very close do with London, which the 1st Juniors won by 2 ft., they went on to win the event quite easily.

At the next Regatta at Putney they went in for the 'Junior Clinkers' and won literally in a common canter. They won their 'Juniors' at Twickenham, the week after, very easily in spite of the most appalling conditions. To say that it merely rained was a gross understatement, and the language of Dick Phelps was quite picturesque, one is told, and certainly enlivened what would have been very drab surroundings.

Whilst the First Junior boat were winning their spurs, the Second Juniors were coming along very nicely. They had been entered for the Ditton Regatta in the Junior Clinker class, and acquitted themselves well, and after winning a couple of heats, went down to a fast St. Paul's School Eight which they were bringing back hand over fist when the finish loomed up.

Their next appearance at Reading was really a stupendous effort as after being led by over a length in two heats, they overhauled their opponents and won by the odd foot or two; unfortunately, in the final, they were beaten by a New College crew who were in a far better class. Eventually they made the grade at the Metropolitan Regatta quite easily.

Having got through two Junior Eights, bodies were getting very thin on the ground. However,

by devious methods and scraping the bottom of the barrel, we managed to put out a further Junior Eight at Molesey. The Eight was stroked by the one and only Chris Legoe who, ably supported by coxswain Merritt, produced a dashing if not very fast eight which won a heat or two.

For the rest of the season this crew struggled on manfully under the goadings and proddings of Legoe but success eluded it—probably due to the constant changes in its personnel.

DE MANCHA SWIMMING SHIELD

Our team this year consisted of Macmillan, Willcock, Lloyd Williams and Fisk. In the preliminary heat Thames got a good lead and increased rather than held it. But in the final we met a faster team from Quintin, and they just managed to win, beating us to second place, the finishing times being: Quintin B.C., 1 min. 14 sec.; Thames R.C., 1 min. 15 sec.

PUTNEY PERSONALITIES

'Ham' Ward has turned down all offers to appear at Bertram Mills' Circus as a trapeze artist (without trapeze). We are all glad to see him on the road to recovery after his recent argument with the parquet floor at the Club, in which he sustained a dislocated collar bone. Roger Bates (who should have been steadying the ladder) is still in hiding in Montmartre, where he was formerly the coach of the famous Moulin Rouge crew which took the 'Diamonds' so often in the 'nineties.

Answer to correspondent: 'Hebe' (Roedean) —A Mr. Rumney *does* row for this Club. It is regretted that we are unable to supply his Brighton telephone number (Club rule viii (a) 2). We will see that he gets the socks knitted by the lacrosse second eleven. (May we point out that the usual pattern of rowing sock ends below the knees.—Editor.)

Freddie Page has so far frustrated all the attempts of the two 'back-room boys' from Durham to settle their rowing bills with the poker dice. The Geordies, Sam Hobbs and Maurice Legg, are now working hard on Parker, the new steward; they have offered to teach him 'Crown and Anchor' and have promised to leave him at least one shirt.

Dick Phelps recently attended his twenty-first Club dinner. He resisted all Parker's efforts to make him wear spurs with his Doggett's Coat and Badge. Dick says that Combined Ops were unknown in Doggett's time.



DEITIES OF WOOD AND WATER

ROY MELDRUM

on Rowing as a Sport

(This B.B.C. talk was given in the Third Programme and is reprinted by courtesy of "The Listener.")

The longer I coach, the more I am convinced that a crew to be fast must not offend the deities imprisoned in wood and water. What I mean by 'deities imprisoned' is very much what the Greeks meant when they peopled their landscapes with naiads and dryads. The Greeks had a way, whenever beauty was in danger, of turning her into some convenient natural object, such as a stream or a tree, and thereafter that object was infused with beauty and had to be treated with deference. So it is with rowing. If a crew treats wood and water with the respect supposedly paid to anything more or less human, it will find them very definitely on its side. In fact, it is not too much to say that they will win races for it.

Take the wood: a racing eight or light ship is a long, tenuous structure, with the thinnest of skins and very sensitive to shocks. Her load may be anything up to three-quarters of a ton, live-carcass weight—the Cambridge crew which met

Harvard in 1951 was well over half a ton, excluding the cox; Harvard was heavier still—and the muscular strains and stresses such an active load exerts are immense. All the same, they can be exerted in such a way as to let the boat run her own course, and in her own way, and without the least suspicion of fret or jar. If you ever happen to be on a river bank when eights are practising and you notice a boat running as smoothly as if it were self-propelled and drawing the crew along without effort, you will know that it has unusual pace. Such a boat is continuously stealing inches for its crew; as if there were some understanding between them. And when you consider that in the 1951 European Championships the British eight won by two metres over a 2,000-metre course, you may judge that these inches can be important things.

It is the same with the water; an element easily antagonised and yet one that with patience can

be coaxed into being a very powerful ally. Strike it a vicious blow with a twelve-foot oar, and it will fly in all directions, giving the oar-blade no solid purchase whatever. But if the blade can slip into it unobtrusively, if it is the water itself that seems to take the blade from its flight through the air into a quiet, still grip, then you will be spared a good deal of effort every single stroke; and in a hard race the crew wins which is not too tired to use its brains after half way. For this sensitive use of the blade the oarsman, even when he is at full stretch, must have a wrist as lightly poised as a heron's neck; but whereas the heron is standing on firm ground, the oarsman has under him—or should have—a moving slide, and under the slide is a moving boat; and a racing craft can be most amazingly unstable.

How, then, does the skilful oarsman propitiate the deities imprisoned in wood and water? How is it that a crew equal in weight to a fair-sized bull can be just as nimble on its feet? How is it that eight powerful men can move with such balance that they let the boat glide along without a tremor and the water take a sure and instantaneous grip upon their blades? The answer is simple—at least, on paper: it is all a matter of timing—the timing by each of the eight oarsmen of a complex cycle of muscular movements, and, more than that, the synchronising of the same cycle of movements by the whole crew as a whole. I must stress that idea of synchronisation and identity of movement. Perhaps rather cold, unattractive words, but it is they that make rowing, as a sport, unique. Success in most games, we know, depends on accurate timing of movement; but in no game or rather in no sport—for rowing is not a game: the dictionary will not let you either play or play at rowing—in no other sport, then, does success depend so entirely on the exact synchronisation and identity of movement of so many people in one given area. In a game of football a good team certainly works according to a plan, and coordinates general movements; but within the plan the individual player kicks the ball in his own time and in his own way. The 11 players do not and could not synchronise any one single movement. In rowing, however, the eight members of a crew, if they want pace, must make precisely the same movement in the same way at the same moment; all precisely the same muscular movement.

It is possible that a crew might reach this high degree of 'togetherness' by their own efforts unaided. It is possible, but most improbable; and in the comparatively short time they have for training, they certainly could not do it without someone to direct them; that is, without a coach. The word coach may suggest someone who shows you how a thing is done, gives you helpful advice, then leaves you to act on it, and

then gives you more advice. So far that is true of the rowing coach, but there is more to it than that. As he is the only person who can see what all the members of a crew are doing in the boat at any moment, he has a position of very decisive power. If he sees that a member of a crew is not fitting in with the rest and no help makes him fit in, he has to fill the place with someone else. The oarsman in question may be quite effective in his own way but if that way is not, as seen by the coach, identical with that of the rest of the crew, he must go. To put it bluntly, although a coach may be guide and friend to his crew, he is really a dictator. He may be ready to consider suggestions—coaches are often quite reasonable men—but when it comes to decisions, his word has to be law. With him *ius est quod iussum est*.

Caste Discipline—

So in this unique sport not only must we have complete synchronisation, that is, complete and exactly timed mass-movement, but in order to have it we must inevitably use compulsion. Mass-movement and compulsion have a somewhat authoritarian ring about them. I doubt whether the cheering banks from Putney to Mortlake ever imagine they are watching some secret form of caste discipline. Why should they? They come to see a thrilling struggle, and they often see it. But on reflection, when it is all over, should they have any misgivings about what they have seen and its underlying significance? This sort of question is often asked about rowing, and it is a question which I think requires an answer. I would like to put the relevant facts before you, and as far as I know them they are as follows.

Rowing has always been an exclusive sport. To begin with, you must have suitable water where you want it. Then you must have equipment, and that is expensive. A football and a piece of waste land, or a public common, can give healthy amusement and exercise to 22 people at small cost. To put the same number on a river you would need two eight-oared and one four-oared boat, three sets of oars, at the least a shed to house them in, and some sort of hard from which to launch them—all in all a capital outlay of considerable amount. So in the past rowing has had to wait on riches; and this is still the case to-day, although there are signs that owing to a more reasonable distribution of wealth a greater number of people can afford the capital outlay and so there are more rowing clubs. All the same, their total membership is very small compared with that of other sports, and for that there seems to be no remedy. There is also another reason why rowing is exclusive; and it may not be entirely a matter of economics. It is a sport that eats up time. For the amateur to be good enough to compete in a major race he, or she, must spend much more time on it than most men or women can afford, and set against

a background of an exacting daily routine of work, to many that is too great a tie.

There is the fear that a sport which is allowed to usurp so much valuable time must have behind it some sinister, ulterior purpose. Some people might even say, 'If young men need exercise, let them plant and dig potatoes, or do some other hard and useful work in their spare time.' Others may not say but they may think that a sport of this kind is a subtle way of training men of the right type for positions of authority; men, that is, who can be trusted to conform to some particular code of social values. Certainly, in the past, many pillars of church and state have had distinguished rowing records; and to-day you find the same records allied to responsible business posts. Now it is possibly true that, in the past, rowing often went with a classical education, and idealistic schoolmasters may have thought that the discipline of rowing would produce a kind of Platonic ruling caste, philosopher-kings as it were. If so, it was a dream as Utopian as any in Plato himself. Certainly, rowing is a rigorous discipline; there is none more rigorous in any sport; it needs great endurance, concentration, and self-control on special occasions. It implies that men—again under special circumstances—are willing to pool their strength in a common purpose; and it should not be forgotten that nobody is forced to row against his will. But whatever it is, it is not some mysterious form of mental and moral processing. Personally, I have found rowing men just as free, independent, and gifted with initiative as any others; also just as lacking in these qualities. Like all sportsmen, perhaps owing to the emotional strains they undergo, they are a little prone to sentiment and to fall for prestige idols, but not, I think, more than all youth whom age plies with social flattery, whatever the arena or circle, athletic or intellectual. In practice, I find that if a man of promising physique has also a certain mental poise, he will do well on the river, and his mental poise will become greater by the experience of the physical poise essential to skilful oarsmanship. If, to begin with, he lacks mental poise, he may acquire some degree of physical poise, but it will have little effect on his mental maladjustment.

So, on the whole, I think the spectators from Putney to Mortlake can watch the annual struggle without misgiving.

—and Pleasure

I have used the word skill a good deal; I have also spoken of discipline; but there is one word I have not used: pleasure. Deliberately, for it is a good word to end with. In their several ways Maupassant and Renoir have given glimpses of the potential conviviality that may lie behind rowing. What takes place on the last day of any regatta after the racing shows, if less artistically, that they were right in their impressions. But

you may ask, in the act of rowing itself is there any real pleasure or is it all merely a stoic disregard of pain, compromised by an itchy hankering after success? I remember one day on the Cam two women with a straggle of children blocking the towpath, and as I threaded my way through them, one woman said to the other, 'Aren't they lovely?' She was not looking at her children; she was looking at a good Lady Margaret crew. And she added, 'They seem just to glide over the water.' She was right. They did—at that moment. What she felt was as truly an æsthetic pleasure as any given by ballet, concerto, or picture; and it is that pleasure, which she felt through her eyes, that a crew can feel from toe to finger-tip. True, there is nothing like sculling for the sheer joy of rhythm, winged and effortless; but oarsmen can also feel it, and when they do, they have the added pleasure of a complete understanding and a complete confidence in one another. Such understanding and such achievement, I would suggest, are by any standards no mean form of enjoyment. They have a lasting quality beyond the thrills of more obvious successes.

DERBY & CHRISTMAS DRAWS

Members will be pleased to hear that in spite of the stringency of money, the result of the two draws has been most gratifying.

The Committee wish to thank all members for their support and hope they will redouble their efforts for the next Derby Sweep.

HONORARY HOUSE STEWARDS' REPORT

It is with considerable pleasure that we report the advent of a new steward and his wife at the Club. Mr. and Mrs. Parker took over their appointment in the middle of October and regular members cannot fail to have been impressed by the many improvements which have been effected under the new regime. The Steward is a veteran member of the Royal Scots Greys and has had wide experience as a quartermaster.

Increasing costs of foodstuffs (and beverages) have necessitated some small adjustments in prices of meals and drinks, but, to date, the House Stewards have been able to placate both the Finance Committee (praying for profit) and the diners and drinkers (clamouring for cheap sustenance). An average of seven resident members make life amusing for the one member of the House Committee who is himself in residence. Reservations for accommodation should be placed with the Honorary Secretary.

NEWS FROM THE UNIVERSITIES

A CAMBRIDGE LETTER

(from Jeremy Debenham, of King's College)

Although the Cam continues to be as overcrowded as ever, the melancholy fact is that there are fewer oarsmen from THAMES involved in the mêlée than of recent years. Of last year's six Blues only one remains.

R. F. Sharpley, the remaining Blue, coached one of this year's Trial Eights and G. T. Marshall and J. Debenham rowed in the race at Ely, particularly memorable for being rowed against a steady hurricane. B. A. Skinner was awarded his Trial Eights Coxswain's cap and is this year's captain of the growing FITZWILLIAM HOUSE B.C.

A typical and conspicuous instance of the general trend is the disappearance of a well-known and luxuriant moustache from the stern of the SELWYN Eight. Hugh Cowham, we understand, is now a master at U.C. School and is inculcating the elements of leg-drive in the young.

D. A. Chipp is also seen on a bicycle alongside the KING'S Eight whenever he can be spared from his journalistic labours in London.

The connection between THAMES and CORPUS remains strong as the club is now captained by R. H. Nicholls, who won the double sculls at the Serpentine Regatta. From the same club, D. Kirby-Johnson achieved a different type of success—a television set obtained through his wife's skilful choice of ticket in the THAMES Christmas draw.

It was sad that the 'showing the THAMES flag' outing to Cambridge should have been mistimed so that many who hoped to see the Thames crew did not do so. However, members of the Club are looking forward to a visit in 1952 and, meanwhile, wish the best of luck to the Club's forthcoming activities.

AN OXFORD LETTER

(from A. M. Duncan, of Oriel College)

THAMES R.C. members were as prominent as ever on the Isis this year.

In the Easter Term the NEW COLLEGE Torpid again stayed Head of the River with Ian Galbraith at '7.' Several of the ORIEL Torpid, which made five bumps, and the MERTON Torpid, which made four, were members of the Club. The Junior Pairs were won by MERTON, with K. R. Spencer at stroke.

Of the ill-fated OXFORD crew in the Boat Race, four men were members of THAMES R.C.; C. G. V. Davidge (TRINITY, President), L. A. F. Stokes, M. J. Hawkes (NEW COLLEGE) and A. J. Smith (MERTON).

The next term MERTON went Head of the River in Eights Week. They were rowing on a device seldom seen outside Oxford, called a 'fixed pin,' but had several members of THAMES in the crew—K. R. Spencer and C. D. Milling, at 2 and 3, and R. L. Arundel and A. J. Smith, at 5 and 6. Many of the MAGDALEN crew which lost the Headship to MERTON were members of London R.C.

There was the usual sprinkling of THAMES men in other crews—in QUEENS, for the first time. In the Second Division JESUS made five bumps in First Division style. They had trained on the tideway under Freddie Page and included some members of THAMES R.C.

The Silver Sculls were won by C. G. V. Davidge for the second time.

The Coxswainless Fours in November resulted in a dead-heat between MERTON and NEW COLLEGE. THAMES was represented by A. J. Smith in the MERTON crew and, as last year, by three of the NEW COLLEGE crew—Ian Galbraith, L. A. F. Stokes and M. J. Hawkes.

THAMES coaches are still often to be seen among those negotiating the earthworks which are ostensibly helping the construction of a sewer across the river and towpath just below the O.U.B.C. boathouse. 'Bill' Williams, 'Bean' Vernon and 'Sparrow' Morris have all been up. But the best news of the year has been that Adrian Stokes, the new President of the O.U.B.C., has had swivels fitted to all the University boats and persuaded Freddie Page to coach the University crew for two separate periods.

It is largely due to the influence of THAMES men that strenuous efforts are being made to reform Oxford rowing. The Club members in the University Trial Eights included M. J. Hawkes, C. D. Milling and F. R. Hall (stroke), in the winning crew, and A. J. Smith in the other. Some of them will, no doubt, be occupied on the tideway next March.

THE HISTORY OF THE THAMES ROWING CLUB

THE FIRST FEW YEARS

A brief sketch of the early history of the Club, dealing with the first 50 years of its existence, was published about 1910, and one copy of this is preserved in the Club. In 1908, W. H. Eyre published his own account of the history to 1882 in R. C. Lehmann's 'The Complete Oarsman.' From these and other sources we have ventured to put together the following account of the Club's history and to publish it, in instalments, in the Club Journal.

The first entry in the original minute book of the Club, which is preserved in the Clubhouse, is the heading—

CITY OF LONDON ROWING CLUB

Established 1860

The original rules, entered under this heading, show that the object of the Club was organised pleasure or exercise rowing and racing under the control of the captain. Members could engage boats during the day, but had to return them to the boathouse by 6.30 p.m. unless with the special permission of the captain. We read that 'the rowing train will leave Waterloo at 6.35 p.m. and the crews be formed at 7.0, Saturday excepting, when the captain will decide the time and give due notice of the same in the Club Room. The Club days throughout the season will be Wednesday and Saturday.' Further, 'The only part of the uniform required of members shall consist of a white straw hat and the Club ribbon.' The ribbon is not described.

Piggy Eyre writes that when the Club was thus established the members were principally clerks and salesmen in the 'rag trade,' i.e., the big city drapery warehouses, of Fore Street and St. Paul's Churchyard.

The first list of officers is as follows:—

Captain: Mr. Frederick Catty.
Hon. Secretary: Mr. Molyneux.
Treasurer: Mr. Johnson.
Committee: Mr. Tibbatts, Mr. Rudd,
Mr. Shepherd, Mr. Robertson,
Mr. Cocker.

The minute book records meetings held at the Raglan Hotel, Aldersgate Street, on 23rd January and 7th February, 1861, but there is a break in the continuity of the entries at this point, and the next entry refers to a meeting held early in February, 1862. The Club is then referred to as the 'Thames Rowing Club.' This meeting was also held at the Raglan Hotel; the accounts of the past year were examined and passed, showing a balance of £8; and Officers were elected for the ensuing year. Mr. F. B. Catty was elected Captain, Mr. Johnson became Secretary and Treasurer, and Messrs. Oswin,

Cocker, Molyneux, Tibbatts, Holman, Tubbs and Robertson formed the Committee.

Eyre writes that at the time we took on club racing and altered our name to 'Thames,' we asked leave to assume that title from old Frank Playford, the only known survivor of the celebrated Thames Club crews of the eighteenth-forties. 'Wherefore he was ever after asked to the Thames dinner, to which he invariably came, and was an honoured and valued guest.' It is interesting to note that early badges of the Club, one of which is now in the Club bar, bear the title 'Thames Rowing Club,' but the arms of the City of London, thus marking our origin. Indeed these arms are used in connection with many of our activities to this day.

The first recorded meeting of the Thames Rowing Club passed a revised and enlarged set of rules, many in the same terms as the original ones. Constitution and objects remained practically the same, but some members seem already to have been growing ambitious, as a new rule provided that 'the hire of outriggers or canoes as extra boats, at the risk and expense of the Club, be strictly prohibited.' The Club ribbon of the earlier rules does not seem to have materialised, as Rule 16 ordains that 'members shall wear a white straw hat and a black ribbon.' The subscription was, as two years earlier, one guinea per annum, but the Club had power to make a further call on members at a special general meeting in the event of accidental damage to boats which the Club funds could not meet.

Pleasure rowing formed a prominent feature of the Club for many years but a more ambitious scheme was soon set on foot, and on 3rd March, 1862, the Committee fixed the following races for the season:—

17th May	Pair oar gigs	4.30 p.m.	Putney to Hammersmith
31st May	Pair oar	4.0 p.m.	Putney to Hammersmith
	outrigger		
14th June	Outriggers fours	4.45 p.m.	Hammersmith to Putney
5th July	Pair oar gigs	6.0 p.m.	Putney to Hammersmith
19th July	Eight oar gigs	6.0 p.m.	Putney to Hammersmith
2nd Aug.	Four oar gigs	5.30 p.m.	Putney to Hammersmith
30th Aug.	Pair oar	5.0 p.m.	Putney to Hammersmith
	outrigger		
13th Sept.	Pair oar gigs	4.0 p.m.	Putney to Hammersmith
27th Sept.	Pair oar gigs	4.0 p.m.	Putney to Hammersmith

These days were all Saturdays. By Rule 18, in any case not provided for in the Rules of the Club, the rule or practice of the London Rowing Club (founded three years before Thames) was to be taken as a precedent; but this rule was soon varied slightly and 'in consequence of some difficulty attending the start of a race on 3rd May, it was decided to adopt the Laws of Boat Racing of Oxford and Cambridge and the principal Boat Clubs in London.'

At this time, and for many years after, the Club boated from Simmons' boat-house, which was on the site now occupied by Messrs.

Ayling & Sons. During the rowing season we had a Club Room at the Red Lion Hotel, which stood on part of the site now occupied by the White Lion at Putney Bridge. In those days, the old Red Lion and the White Lion were adjoining premises, the former being nearer to Putney Bridge. The boats used in 1862 were hired from Simmons at a cost of about £57; 68 members paid subscriptions that year, and in January 1863 there was a cash balance of £9 8s. 3d. General and Committee meetings were held in the winter in the City, and this practice was long continued, at the Raglan Hotel until 1868, then at the London Coffee House until 1870, and at the Salutation Tavern, Newgate Street, in the winter of 1870-1.

Thirty-nine new members were elected at the Annual General Meeting in January, 1863, and 24 more in February of that year. In all, 152 subscriptions were paid in 1863. It was resolved in January, 1863, that 'members of the Club do wear colours, and that the colours be a red flag with a white cross and the letters of the Club in black.' The cross was a saltire or St. Andrew's cross, and this flag is still to be seen on the Club buttons, while the Club possesses a flag made to this pattern. The old flag was, nevertheless, abandoned in 1870 and replaced by a new flag consisting of 'nine vertical stripes, red, white and black.' In 1863 the Club colours were embodied in a 'riband consisting of a red, white and black horizontal stripe.' It was resolved that the Club colours 'be not worn on Sunday.'

The list of Club races was shorter in 1863 than in the previous year, but there seems to have been an improvement in the rowing, as the three pair oar races were all for outriggered boats with coxswains, and the two races for fours seem to have been on the same lines. On 21st July the Committee resolved to accept a challenge from the Excelsior Boat Club of Greenwich, but there was no race until the next year, when the challenge was renewed.

Even at this early date, the Club was anxious to possess a house of its own, and a sub-committee was appointed in July, 1863, 'to consider whether it is possible for the Club to construct a boat house at Putney for its sole accommodation.' Negotiations were begun for the lease of a site, and an architect was engaged to prepare plans and specifications for a boat-house with Club Room and Dressing Room above, or alternatively for a boat-house with Dressing Room only. A building fund was established, and a dramatic entertainment was organised to raise money; but in the end the scheme fell through, and the balance of the account was carried to the general account in 1865. The dramatic entertainment took place at the St. James's Theatre on 11th December, 1863, and consisted of two farces 'Done on Both Sides' and 'The Unfinished Gentleman,' and a drama 'Not a Bad Judge.' It made £49 6s. 5d.

Catty resigned from the captaincy of the Club soon after the building fund was started, owing to a difference of opinion with members about who should be responsible for shouldering the costs of raising the money, and he was succeeded by T. Oswin. Mr. Robertson had become Secretary in April, 1862, and he continued in this office until the Annual General Meeting held in January, 1867.

The year 1864 is an important one in the history of the Club. A 'cutter' or racing four was hired for the first time, and the list of Club races includes two sculling races. The second challenge of the Excelsior Boat Club was accepted on 14th March, 'to row a friendly four-oared match in such boats and for such a distance as the members of the Thames Rowing Club wish, on the understanding that the return match take place early next year at Greenwich.' For this race, the Committee resolved that 'the Members be requested to wear a blue cap with the letters of the Club in black' (subsequently altered to white) 'embroidered in a monogram.' The race was rowed on 28th May from Putney to Chiswick. The prizes for this race were provided by the Club, contrary to the usual practice. The Thames crew was: W. Mares (bow), T. G. Radmall, J. E. Catty, A. Mares (stroke), W. Clare (cox). They were a light lot, and the Excelsior won with a heavier crew; but the return race, rowed at Greenwich on 1st July, 1865, had a different result and ended in the first victory of a Thames Rowing Club crew; the crew was: H. Gore (bow), W. S. Talbot, T. Orr, W. Kipling (stroke), W. Clare (cox). They were much heavier and stronger than the first Thames crew, and won comfortably.

It was in 1864 that Thames was offered a prize for a Club race by the Garrick Dramatic Club, and this was refused, though the Club was deeply sensible of the kindness of the offer, on the ground that T.R.C. 'never accept prizes from any but members.'

In February, 1865, Mr. Charles Dickens, junior, organised a meeting of various clubs for the purpose of arranging that all amateur rowing clubs between Teddington and Greenwich should open the rowing season at the same time and place, and to discuss other matters connected with the advancement of rowing. The day chosen was 25th March, but in consequence of the tide not suiting on that day, opening was postponed, in T.R.C. at any rate, until 1st April. That year the Club bought the first eight it ever possessed, and paid £12 for it. Mr. Dickens's meeting seems also to have led to the eventual starting of the Metropolitan Regatta. During the summer there was a race for Junior Eights, in which Thames won a heat, beating North London, but were beaten by L.R.C. in the final in our first race with London. There was a race that year for the Metropolitan Pairs, promoted by Mr. Dickens and Mr. Herbert Playford, and

the Committee resolved to send a crew to Walton Regatta to contend for the Junior Fours prize.

The office of Deputy Captain was instituted in 1866, the first holder of the office being T. G. Radmall. R. W. South was elected Assistant Secretary. This year marks an important stage in the annals of rowing for it was then that the Metropolitan Regatta was instituted, and took place early in August. Thames subscribed 10 guineas towards its expenses. The Committee resolved on 30th June that Mondays, Wednesdays and Saturdays be the days appointed for the eight-oar practice for the Metropolitan Regatta. The practice was effective, and, as Piggy says, we 'managed to knock up a good crew' and won the Junior Eights at the Regatta with the following crew: W. C. Small (bow), J. D. Hodgson, H. Gore, W. S. Talbot, J. Roby, B. F. Slater, J. E. Catty, W. Page (stroke), W. Clare (cox). The Metropolitan Pairs at the same regatta were won by the Thames pair, J. E. Catty and T. G. Radmall. These were the first open races the Club won.

In 1866 there were both an athletic meeting and a swimming meeting, and Piggy Eyre records that in the next year the Thames Hare and Hounds started out of T.R.C. Oswin resigned the captaincy at the General Meeting in January, 1867, and was succeeded by T. G. Radmall. B. F. Slater became deputy captain, R. W. South was elected secretary and Robertson became treasurer. At the beginning of the rowing season the Club left Simmons's boat-house, and took up its quarters in a then recently erected boat-house belonging to a Mr. Styles, of Isleworth; his manager at Putney was Mr. William East, a famous sculler and later King's Bargemaster. This boat-house is that later occupied by Bossy Phelps and now by his son, Ted Phelps. Reaction seems to have set in in the Club's rowing this year and in the next, for there are no victories to report in either year. In 1868, J. Catty replaced Slater as deputy captain, and R. Holman and H. Gore were elected joint honorary secretaries.

In 1869, Catty was elected captain, W. S. Talbot deputy captain, and E. H. Scovell hon. secretary.

A welcome revival of success followed in 1869. Many new members were elected in the early months of that year, amongst them G. H. Vize and W. H. Eyre, who had won his first Club race a week before he was actually elected. Piggy in later years looked back on his joining Thames with pleasure. In this year Thames won the Junior Fours at Walton Regatta, the crew being: W. H. Eyre (bow), J. A. Roby, G. H. Vize, A. J. Whitelaw (stroke), J. Shearman (cox). The cup they won is at Putney still.

(To be continued)

THE CHILDREN'S PARTY

This highly successful little function took place at the Club House on Saturday, 29th December.

There were about 60 children present, the majority of whom were in fancy dress.

This party has become very popular with all members, particularly those who feel that they must entertain some nephew or niece, etc., with the assurance that they will have plenty of fun. An annual show and this year provided an entertainment in the shape of a cinema show, which was additional to the many games that were played.

It is expected to be held again next year, and in view of the popularity of the fancy dress, will in all probability be put on again as such. It is earnestly hoped that all members will give their usual enthusiastic support.

THE NEW YEAR'S DANCE

There are varying opinions as to the suitability of a Monday evening for dancing and gaiety. On this occasion there was not much choice as the year 1951 decided to take its leave, perversely, at the beginning of the week. In the event, however, tremendous fun ensued and the pace set was well up to the high standard of previous years.

The Florida Club Band was, as usual, at the top of its form and, as midnight came (rather too quickly) a merry throng of revellers crocodile'd its way behind the minstrels through the gaily decorated club rooms.

Ham Ward, who was incapacitated, after an accident whilst festooning the big room, was present, heavily bandaged but in good heart; the success of this function was largely due to his enthusiastic organisation. David Fairbairn and a press-gang of Junior-Seniors did splendid work in completing Ham's work after his accident.

The Bar Stewards report that the stocks were satisfactorily depleted and that the rumour that Thames is rapidly becoming a teetotal club seems to be—only a rumour.

THE CLUB DINNER

The Annual Dinner took place in the Orchid Room of the Dorchester Hotel on 7th December.

When our President, the Earl of Iveagh, consented to take the Chair the success of this function was in safe keeping. It was subsequently voted the best ever by the record number of diners.

An excellent dinner was then followed by a programme of speeches of an unusually high

order as might have been anticipated after a glance at the menu.

Viscount Bruce of Melbourne set the pace in proposing 'The Club.' After saying many kind things about Thames he recalled that his worries as Prime Minister of Australia had rarely equalled those of his term of office as President of C.U.B.C. He also reminded the company that he had once coached a Thames 'Grand' crew and that the coxswain was there that evening. 'Little Moke' Greenwood rose to acknowledge the compliment. R. H. H. Symonds, Captain of the Club, responded with his usual light and graceful turn of phrase, thanking Lord Bruce for his remarks and the Officers of the Club for their loyal support in the past. He also spoke confidently of Thames prospects in the coming year. He paid a tribute to Dick Phelps who was attending his 21st consecutive Club Dinner.

Alistair Macleod, Deputy Captain of the Club, proposed the health of the guests. Lord Burghley replied at some length and spoke of the forthcoming Olympic Games, making a spirited appeal for financial support. Earl Beatty also responded and spoke with some feeling of his early rowing experiences in tubs on the Swiss lakes. Mr. John Pinches, of London Rowing Club, also replied.

The health of the Chairman was proposed by Mr. Gully Nickalls, who recalled that the Earl of Iveagh (then the Hon. Rupert Guinness) won the Diamond Sculls in 1895-6 beating his father, the late Mr. Guy Nickalls in the final in 1895; he also reminded the assembly that the Chairman had won the Wingfield Sculls in 1896.

In his response the Earl of Iveagh thanked the Club for a very happy evening, and the unanimous opinion of all present was that this Dinner would long be remembered. Finally, the Committee wish to place on record their appreciation of the personal service of Mr. Colombi and his staff at the Dorchester Hotel, which ensured the success of the evening.

GENERAL MEETINGS

At the Annual General Meeting held at the Club on 28th March, 1951, all the officers of the Club due to retire were re-elected, and P. W. J. Simcox was elected to the Committee. An amendment to By-Law XI was approved, increasing the charges for housing private boats. At a General Meeting held on 19th September, 1951, R. H. H. Symonds was elected Captain and A. L. MacLeod Deputy-Captain; the retiring Captain, H. W. Rushmere, expressed his thanks to all who had contributed in various ways to achieving another most successful season, and the new Captain announced that he had asked J. H. M. Ward to continue as Captain of Juniors. The only other business discussed was

the increase in boat-housing charges mentioned above, but it was ruled that the matter had been already decided and could not be raised again at this stage.

MEMBERSHIP

The Honorary Secretaries would be glad to receive news of the following, trace of whom has been lost:—

G. Carr, F. A. Cumming, I. G. Graham, G. Griffin, R. E. Harrison, E. R. Harvey, M. M. Holgate, C. D. Jensen, G. Norbury, J. W. Partridge, H. A. I. Rowland, E. J. Stewart, M. J. Stewart.

During the year T. H. Alves has moved to Cape Town, P. C. Crofts to Alabama, U.S.A., J. P. I. Fforde to Lusaka, S. Rhodesia, G. W. Harding to Singapore, and B. F. Sylvester has returned home to Omaha, U.S.A. Otherwise, our Overseas members appear to have remained at least in the same continents.

OBITUARY

During the past year we have learned with deep regret of the death of the following members:

L. S. Waterall, who died on 25th February, 1951, was the stroke of the Thames Cup crew in 1906. He was educated at St. Paul's School from 1895 to 1903, and lived at Maidenhead. He had not visited the Club much in recent years, but usually renewed old acquaintances at Henley and on Boat Race Day.

L. P. Langton died on 23rd March, 1951. He rowed in the Thames cup crews in 1908, 1909 and 1912, and in the Wyfold Four in 1913. He was at Dulwich College in 1897, but left young owing to ill-health, which did not prevent him from subsequently becoming a very active athlete, for in addition to rowing he played rugby football for Surrey, and was president of the Richmond R.F.C. He was an underwriter at Lloyd's, and on the Board of the Royal Masonic School.

A. McCulloch, who died on 5th September, 1951, had recently rejoined the Club as a House Member, but never rowed for Thames. He was at Winchester and University College, Oxford, obtained his Blue and won the Diamond Sculls.

W. G. Ross died in August, 1949, but news of his death did not reach us at the time. He rowed in the Grand crews of 1896 and 1897 and in the Thames Cup crews of 1894, 1895 and 1898, in which year he also rowed in the Wyfold Four.



Valerie Lilley, Surbiton

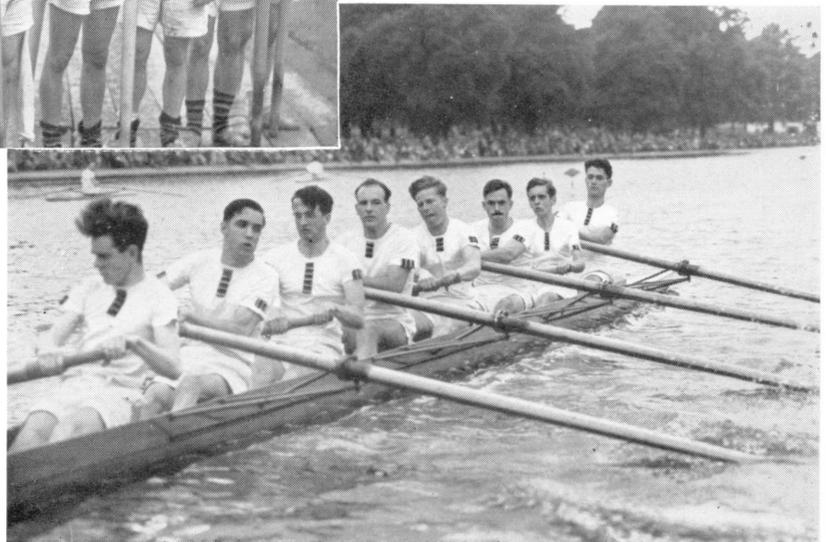
Kingston Borough Regatta, 1951 — The Junior-Senior Eight



Associated Newspapers Ltd.

*Festival Regatta
Senior Eights 'B' crew*

*Festival Regatta
Junior-Senior Eights 'B' crew*





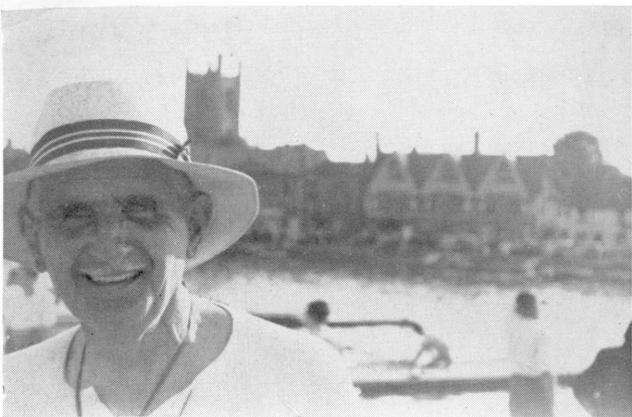
Henley Royal Regatta — The Grand Eight at practice



H. E. Greenwood at Remenham Club



Berry and Bill Williams at Henley



The 'Bean'
(looking for Ground nuts at Henley)



The Captain & Deputy Captain
(Trying to auction the Stewards' Cup in Leander Club)



Felix Badcock — A coach

looking for his Four



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