

JOURNAL OF THE
THAMES ROWING
CLUB

1961

THAMES ROWING CLUB

OFFICERS

Patron:

H.R.H. THE DUKE OF GLOUCESTER, K.G., K.T., K.P., P.C., G.C.B., G.C.M.G., G.C.V.O.

President:

THE RT. HON. THE EARL OF IVEAGH, K.G., C.B., C.M.G., D.L.

Vice-Presidents:

J. C. BADCOCK, J. BERESFORD, C.B.E., W. S. DOUGLAS, S. I. FAIRBAIRN, H. E. GREENWOOD,
G. C. KILLICK, J. H. PAGE, O.B.E., K. VERNON, M.M.

Captain: G. G. H. PAGE.

Deputy-Captains: D. R. GLYNNE-JONES (ROWING), J. E. SOUTHERN (ADMINISTRATIVE).

Honorary Treasurers: H. M. LANE, W. H. LYONS.

Honorary Secretaries: G. S. DEAR, J. P. M. THOMSON.

Honorary House Stewards: A. J. COOKE, R. S. HOLLLOM, D. H. MCLELLAN.

Committee: D. S. S. ELLIOT, A. C. HANCOX, R. A. F. MACMILLAN, R. W. MESSOM, R. L. PENNEY,
R. R. SWATTON, L. I. TANNER, J. H. M. WARD, K. A. WILLIAMS,
C. A. BRISTOW (I.C.B.C. Representative).

MEMBERSHIP

Honorary	17
Full	160
Life	148
House	182
Country	162
University	78
School	120
Overseas	84
Cadet	39
Temporary	3
On National Service	23
Awaiting Classification	1
Total	<u>1,017</u>

STAFF

Boatman:

R. W. PHELPS

Stewards:

MR. AND MRS. V. E. WEIR

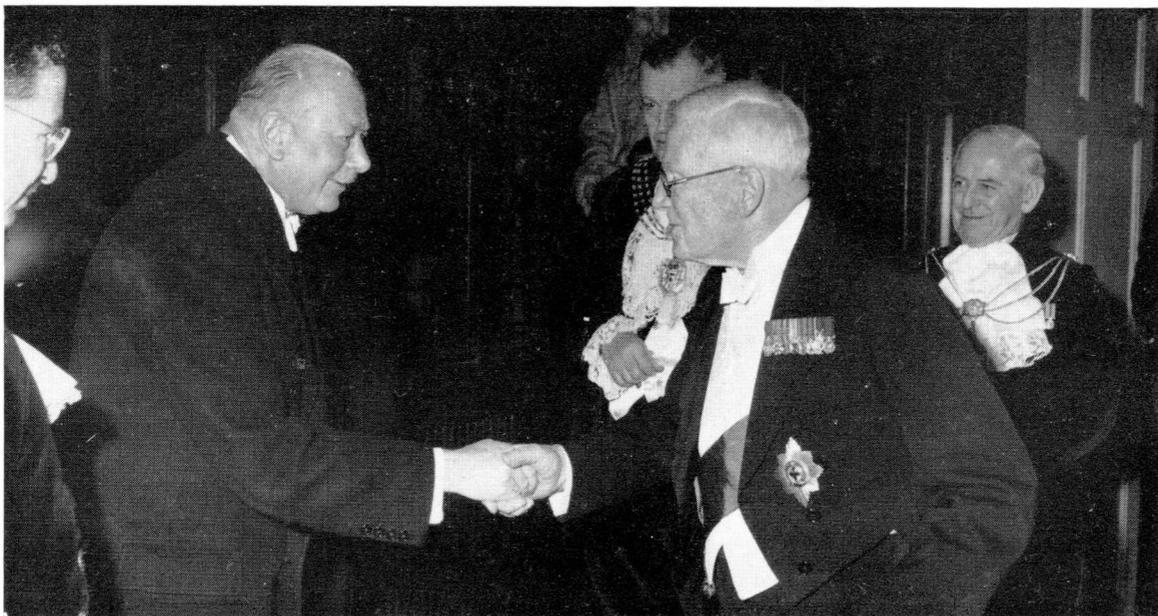


Photo: Charles Trusler

THE CENTENARY DINNER

The Duke of Gloucester, followed by The Lord Mayor, received by Lord Iveagh, President of the Club.



Photo: Wakefields Ltd.

THE GRAND EIGHT

*back row l. to r: R. W. Phelps; S. F. A. Miskin; P. Laws; B. S. Tanner; R. D. F. Anderson; R. L. Penney
front: J. F. C. Badcock; I. Wilson; G. G. H. Page (capt.); D. R. Mount; W. J. Griffith*



THE SECOND EIGHT

Photo: Wakefields Ltd.

*back row l. to r: R. W. Phelps; G. S. Dear; J. P. M. Thomson; D. King; A. Sacker; E. V. Harris; R. A. Matthiae
front : J. A. Stephenson; H. A. Wober; D. R. Glynne-Jones (deputy capt); M. S. Atkins; F. J. Lambert.*

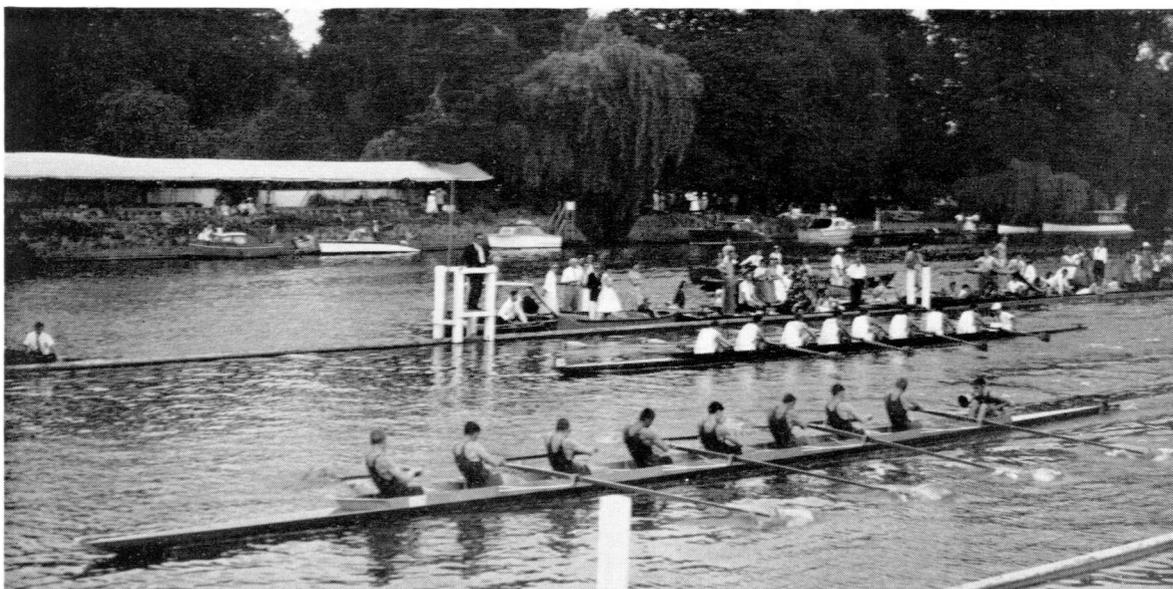


Photo: Geo. Bushell & Son

HENLEY ROYAL REGATTA
Semi-final of the Thames Cup. Detroit B.C., U.S.A., beat Thames.

CONTENTS

	<i>page</i>
OFFICERS	<i>Inside front cover</i>
EDITORIAL	2
CAPTAIN'S REPORT	3
THE CENTENARY DINNER	4
THE THAMES ROWING CLUB CENTENARY DANCE	5
THE GRAND EIGHT	5
THE SECOND EIGHT	7
JUNIOR ROWING	8
PROLOGUE TO THE REGATTA SEASON	9
THE SEASON'S ROWING	9
CONTINENTAL REGATTAS 1960	11
HENLEY ROYAL REGATTA	15
THE WYFOLD FOUR	16
REFLECTIONS ON ROME	22
SWEEPS AND DRAWS	24
OLYMPIC ROWING: A WOMAN'S EYE VIEW	25
HOUSE STEWARDS, REPORT	26
A LETTER FROM BILL KILLICK	27
PHELPS FAMILY CENTENARY	27

CALENDAR

1961

25TH MARCH	TIDEWAY HEAD OF RIVER
1ST APRIL	OXFORD AND CAMBRIDGE BOAT RACE
5TH-8TH JULY	HENLEY ROYAL REGATTA
13TH-14TH JULY	A.R.A. TRIALS (AT HENLEY)
31ST JULY-2ND AUGUST	A.R.A. TRIALS (AT HENLEY)

EDITORIAL

The Centenary Year of Thames Rowing Club was, of course, a time for appropriate commemoration and fitting celebration.

The Centenary Dinner was honoured by the presence of the Club's Patron, H.R.H. the Duke of Gloucester, and a doubly happy occasion marked the Golden Jubilee in the Club's Presidency of the Earl of Iveagh.

Thames R.C. has been very fortunate in its choice of Officers, and never has this fact been so apparent as in this historic year. The keen interest of Lord Iveagh and his Vice-Presidents in the welfare of this Club has been so generously demonstrated over the years, the benefit of their experience and advice so readily available to the executive officers, that it is easily appreciated how steadily the Club has risen to its present eminent position in the world of rowing.

We take this opportunity of congratulating one of our Vice-Presidents on the honour conferred upon him during the year by H.M. the Queen. We refer to the C.B.E. granted to Jack Beresford for his services to rowing.

An Olympian of great achievements, possibly to remain unparalleled throughout rowing history, Jack Beresford has made an immeasurable contribution to international relations in the rowing sphere, and, as ambassador at large, is known and respected wherever rowing is an integral part of the way of life.

Finally, as the thousand members of Thames Rowing Club look into the future with confidence, with the steadfast resolve to maintain and uphold the great tradition they have inherited, we suggest that, whilst honouring the great performances of their rowing ancestors, they remember that the Club was formed in the City of London, for 'organised pleasure'—one hundred years ago.

CAPTAIN'S REPORT

THE year 1960 was memorable for us because it was our Centenary. We must be forgiven for feeling a little pride in this significant achievement, and I am sure we are all conscious of adding a little bit to our history as we see this great Club with its great tradition safely through its first hundred years. It is particularly gratifying that our membership should have topped the 1,000 mark during 1960 and to know that more oarsmen than ever before are enjoying the good company and, we hope, good rowing, that have always been the hall-marks of Thames.

A history of the Club will soon be appearing in which proper tributes will be made to those who have in their several ways helped to make Thames one of the most powerful rowing clubs in the world. Meanwhile, we have celebrated our Centenary in various ways and those who were at the Centenary Ball at Hurlingham in April, and, more recently, at the Centenary Dinner at the Grocers' Hall, will remember these two outstanding events with considerable pleasure for many years to come. We were greatly honoured at the Dinner to have our Patron, H.R.H. the Duke of Gloucester, and our President, the Earl of Iveagh (who incidentally celebrates his 50th year in this office early next year) and the Lord Mayor, as well as many other eminent people, on the top table.

Besides these formal occasions we have had smaller, but none the less enjoyable, dinners at the Club. The dinners of the 1934 winning Thames Cup Eight (which, I might add, raised a highly creditable £50 for the Centenary Appeal) and the 1954 Empire Games Eight were especially successful. These, and other functions, the donations to the Appeal of long lost members and the many other enthusiastic gestures of support for the Club, show how well is affection for the Club maintained.

A great responsibility lies with us now to make sure that Thames will continue to flourish and develop in the future. That the Club is healthy from the rowing point of view I have no doubt, but a great deal will have to be done to the structure and the fabric of the building. Among other things, repairs to and enlarging the tank, redecoration of the building, alterations to the Steward's quarters and the kitchens, improved washing facilities and possibly the building of a gymnasium at the back of the building are all vital and costly. There are many more vital but mundane repairs that will have to be carried out, all very costly, and I appeal earnestly to those who have not yet contributed to the Centenary Fund to give as much as they can possibly afford, and to those who have already contributed to see whether they can't squeeze another

pound or two from their purses before the Appeal closes.

We had hoped in 1960 to set the seal on our Centenary celebrations by seeing the First Eight chosen for the Olympics but, hard as we tried, it was not to be. Alas, all rows do not lead to Rome! Naturally, it was a big disappointment but this must not be allowed to detract from the crew's other performances. It was, in fact, a better crew than its predecessors in recent years and won 11 trophies in eight or fours, including the Grand and Stewards at Marlow and Molesey, the Champion Eights and Fours at the Metropolitan and the Stewards on the Serpentine. During the whole season the Eight and Fours failed to reach the final at one regatta only (Henley), an achievement which tends to be overlooked in the light of the failure of their Olympic aspirations.

The Second Eight, while they also disappointed on occasions, reached the semi-final at Henley and ensured the appearance of a Thames crew on Henley Saturday for the fifth time in six years. The crew had good wins at Reading and the Serpentine, and won Senior Eights at Staines on the same day that the First Eight won Senior Eights at Bedford. Four of the crew also won Wyfolds on the Serpentine and at Ghent the same four did well to finish second in the final of the International Coxed Fours.

During the season we boated three Junior Eights and won Maidens and two best boat Junior eights. By the end of the season we were boating two Junior-Senior Eights, reaching several finals, winning at Richmond and losing very narrowly on the Serpentine, while the third Junior crew was giving a good account of itself.

Altogether, we netted 28 regatta trophies, winning once again in all classes of eights, and in pairs, fours and sculling events, a healthy haul and indicating that the all round strength of the club has improved steadily during the last few years.

These successes were the result of much hard training, a very good spirit and, not least, to the patient coaching of several people, of whom I must especially mention David Glynne-Jones, who, half-hidden in a cloud of tobacco-smoke, once again chased the Second Eight up and down the river and backwards and forwards over the Channel, and Bill Williams, who exuded just the right mixture of confidence and despair and produced some very creditable Junior and Junior-Senior crews, as he has done so often in the past. To these two, and to Alan Hawes, who coached the Wyfold Four before and at Henley, my grateful thanks. This latter

crew were the unluckiest in the club, losing several finals by very narrow margins.

There were many others who also played their part in coaching, launch driving and the general administration, not least all those on the ever important sub-committees, and I hope they will forgive me if I mention by name only Tony Hancox, whose efforts over the last three years for the club have been very considerable.

We were all very sorry that Dick Phelps became ill immediately before Henley, and had to have a major operation, but all his many friends throughout the world will be glad to know that he is now fully recovered and fitter than ever. The many offers of help that poured in at Henley from other boatmen were a tribute

to the regard in which Dick is held by his fellows.

A report of the social activities of the club will be found elsewhere but I would like to welcome here our new, and excellent, Steward and his wife and daughter, Mr. and Mrs. Weir and Susan. May they long be with us!

Finally, a word of congratulation to John Beveridge and Roger Weston on being elected President and Secretary respectively of the C.U.B.C., and to Ian Elliott and Richard Bate, who hold the same offices in the O.U.B.C. Our congratulations also to the two latter and to R. L. S. Fishlock who rowed in the Oxford Eight which went to the Olympics. At least we made sure we were represented at Rome!

THE CENTENARY DINNER

The Centenary Dinner was held in the presence of our Patron, H.R.H. The Duke of Gloucester, K.G., at the Grocers' Hall, London, E.C.2, on 8th December, with our President, The Earl of Iveagh, K.G., in the Chair.

The Club's guests included in the distinguished gathering Viscount Simon, C.M.G., Viscount Bruce of Melbourne, P.C., Lord Cottesloe, and The Lord Mayor of London, Sir Bernard Waley-Cohen, and the Sheriffs.

After the Royal Toast the Chairman proposed the health of the Lord Mayor and the Corporation of the City of London and the Sheriffs. Sir Bernard replied in a characteristic, amusing speech.

The Toast of the Club was proposed by an old friend of Thames, and honorary member, Viscount Bruce. He paid tribute to the memories of Steve Fairbairn and J. Beresford, Senr., in his resumé of the Club's history. Geoffrey Page, Captain of the Club, replied.

After a short interval the company returned to hear J. H. Page propose the health of our guests and the reply by Viscount Simon, Chairman of the Port of London Authority.

The Chairman of the Centenary Appeal, G. C. Killick, then reported progress.

After a general accounting so far he dropped a very acceptable 'bombshell' on the gathering—no less than an announcement that Ian Fairbairn had donated a sum of £2,000 towards the cost of a new tank. This will be named the 'Steve Fairbairn' tank in memory of his famous father.

This inspired timing on the part of the speaker led to a spontaneous rustle of cheque-

books in support of Ian's very generous gesture, and we hear that they whispered a merry tune to the value of a further £1,000.

Bill Killick then appealed for a final spurt in the donations from those unfortunates not at the dinner and any others who had postponed their contribution. His speech was accorded warm acclamation in appreciation of his prodigious efforts for the Centenary Appeal.

The last Toast of the evening, that of the health of our Chairman, was proposed by G. O. Nickalls, and was received warmly by the company, a tribute to the personal popularity of Lord Iveagh, President of Thames for almost fifty years. The Chairman replied and referred to his very long and happy association with the Club.

After dinner, the assembly adjourned *en masse* to the Club-house and the Embankment at Putney rang to several rallying cries for several hours into the night (and morning) until the last nightcap had been dispensed by the popular steward.

And so to bed.

A most excellent Centenary Dinner, worthy of this historic year in all respects. It will be long remembered.

It remains to thank and congratulate John Macmillan, Chairman of the Dinner Committee, on his splendid arrangements and, finally, Bill Williams on the excellent potted Club history inserted in the souvenir menu.

This impressive example of the Master Printer's art was beautifully presented under the expert eye of member Ralph Simnett—to which nothing need be added, except—many thanks.

The Thames Rowing Club Centenary Dance

This very enjoyable occasion was held at Hurlingham Club on Friday, 8th April, 1960, when 400 members and friends attended. The excellent combination of a good band, supper and surroundings resulted in a tremendous success both financially and socially. We understand that the additional band in the candle-lit parlour (translation: 'Smooching

room') produced a peculiar brand of music entirely suitable for the tempo of the dancing couples.

After many requests, the committee have agreed to hold a further dance at Hurlingham Club on Friday, 7th April, 1961.

Details will be sent to members in the near future.

The Grand Eight

By GEOFFREY PAGE

What can one say of the 1960 Grand Eight? It would be misleading to say that it was a failure, although in its main objectives it certainly failed. But it was a happy crew and no one can say that a happy crew has completely failed. In these days of international aspirations one is apt to forget that one of the main reasons for rowing is enjoyment, and while winning races certainly adds to one's enjoyment, winning without enjoying the rowing is a hollow victory.

In case it would seem that I am advocating a reactionary policy of 'it doesn't matter what we do as long as it is all good fun,' I must stress that our 1960 crew rowed and trained very hard indeed and with considerable determination, but despite some disappointments which the crew must have felt very keenly, it never lost its spirit and was probably still improving at the end of the season. If we can't win, what more can we expect?

Because we didn't win the Grand or the Olympic Trials it must not be thought that we had a weak crew. It is easy to be critical of a crew that does not win important races, but one must be realistic. Many times since the war the 1960 Thames Grand Eight would have won at Henley, but it is an unfortunate fact for us, though a most encouraging sign for British rowing, that two faster English eights appeared on the scene last season.

I have said we should be realistic; why was it, then, that with seven of the 1959 Mâcon crew still available and some really promising newcomers we nevertheless failed to reach the 1960 International standard?

Space will not allow a very detailed examination of this problem, and, in any case, different people will have different answers. I would

like, nevertheless, to make a few personal comments.

Apart from the fact that the German-type oars may have been slightly too long, I do not feel that either our rig or the oars were anything but an advantage. We made extensive experiments with rig and blades from the beginning of November, and it soon became clear that the German blades in particular had a definite advantage over the blades we had used in 1959 and while it is possible that the German blades could be improved upon, time and finance decreed that we should take them as we found them and give them a season's trial, at least. In this respect we were several months ahead of both Oxford and Barn Cottage (later Molesey), who both used variants of the short, wide blade. In fact, we were the first in this country to use these blades, which may well lead to revolutionary developments.

Nor was the attitude towards training anything but first class. In November we held a meeting of senior oarsmen at the 'Star and Garter,' as the guests of Lewis Tanner, to discuss and digest the lessons of 1959. As a result, the meeting decided that to get to Rome it would be necessary to train six days a week throughout the year. It was decided to take a properly planned course of weight-training in the winter, and to include Basketball as one of the activities, along with circuit training, tanking, tubbing and running, in addition, of course, to rowing in the eight.

We also decided on two other important things: not to row the First Eight in the Head of the River Race, and to train on a more thorough programme of interval training. We received some criticism for not entering the

Head, mainly because some people thought that we were afraid of competition. But we were looking ahead to August, and the plain fact was that our training centred on short repetitions at high ratings and the Head simply didn't come at the right time. It seems clear to me now that we made a mistake in starting off with the ratings as high as they were, but we were taking a gamble and did not feel in the mood for compromise.

I realise that there were some weaknesses in our training methods and we admittedly took many chances in rig, oars, technique and training. It was always on the cards that some of these might not come off, but our 1959 crew had not been good enough and if we were to improve on that crew's performance we had to experiment. To those critics of our style and methods last season I would say this: the way to success in the future does not lie in past methods. The training and technique of pre-war days will not win top-class races to-day, any more than the technique of high jumping or hurdling in the '20s would be good enough for the Olympics to-day. To find the way through we have got to experiment and in experimenting we shall sometimes fail, but to criticise a crew for trying something new shows lack of appreciation in the way rowing has developed, especially in Europe, since 1956. I was absolutely staggered when a senior member of the Club, a fairly prominent coach in University circles whom I had hitherto respected, referred to one of the crew's defeats as being the best thing that could happen for British rowing. This sort of comment brings only discredit to the speaker, for without experiment there can be no progress.

Although, as I have said, some weaknesses arose from our experiments, directly or indirectly, I think we gained more than we lost and I do not feel that the real cause of our failure, if that is the right word, was due in any great measure to these. One thing really defeated both the 1959 and 1960 crews: neither crew ever succeeded in overcoming the tension before a big race. Every crew has a needle, and a crew with practically no needle seldom wins big races, but needle and tension are not quite the same thing. A crew that tenses up too much before a race rarely does itself justice. In the final of the Grand and at Mâcon in 1959, in the final at Ostend, and in the race against Oxford at Henley in 1960, the crew rowed below its best form. At other times both crews produced magnificent rows, but big race tension, more than any other factor, beat the crew in the end,

and this is a problem we must solve in 1961.

Once the tension was over, the First Eight produced the form I had hoped for, breaking records and winning with ease. Even against Oxford on the Serpentine, with nothing to lose in the heat, the crew lost by only 3 feet.

Other races stand out in my memory: the Sprint at Ostend when we beat Dusseldorf but lost by feet to the potential Polish Olympic eight. The next day we again beat Dusseldorf in the heat of the 1,500 metres event, only to be well beaten by them in the final; a practice race at Henley to the Mile with Kent School, in which the crew recorded a 3 min. 11 sec. Fawley and finished well ahead, and a Barrier in 1 min. 50 sec., beating both the Grand record and the Harvard lightweights; a tremendous row in the final at Bedford, another record, and the equally rousing rows against Oxford on the Serpentine.

A word about the fours. When it became obvious the eight's chances were slim we started to row two fours out of the eight. After a few outings the coxless four won at Marlow against strong opposition. At Henley this crew was unlucky to break two oars at the top of the island when $\frac{3}{4}$ length up on the European Champions, rowing really beautifully until it hit the booms. In practice the crew three times broke the Barrier record, but unfortunately it rowed without much inspiration in the Trials and was beaten by Molesey by $1\frac{1}{4}$ lengths after leading for three minutes. However, these were the only races lost by this excellent crew, which won five trophies, in addition to the Dashes, which were won by a crew containing two of this four and two of the coxed four. Potentially, it had much more to offer than Molesey, but time was against it.

The coxed four suffered from having few races, due to the archaic idea among regattas, especially Henley, that this is a second-class form of rowing. It trained in the four at Henley, dealing convincingly with both coxless fours and some eights. In the Trials, Felix Badcock led the crew in a fighting row, despite being led all the way by the heavy Molesey four, but lost by $1\frac{1}{4}$ lengths, never allowing Molesey to let up, a very praiseworthy effort in view of the time Molesey had been training in a coxed four. It was a cruel blow to this crew when, having reached the final of the Serpentine event (incidentally, beating the eventual winners), the regatta officials changed the time of the final without notifying the crews and our crew failed to get to the start.

A mixed season, but we learnt a great deal

from 1960 and I am most grateful to the crew for their consistent support and efforts to justify our ideas. The next few seasons will show

whether we can put these lessons to good use. If our crews are successful, then the 1960 crew will have at least part of its reward.

The Second Eight

by DAVID GLYNNE-JONES

Being an Olympic year special considerations entered into the planning of the 1960 Second Eight's programme. It was originally intended to produce two fours for the Olympic Trials when the First Eight had had their pick of the available oarsmen.

Training started in October in eights and by January a fairly clear idea of the First Eight was emerging. Then began the selection of the fours. Many combinations were tried but it was soon seen that only one four could really stand a serious chance in the Trials; they were, as it happened, the four heaviest men and they were therefore put into a coxed boat. However, without realising it, we had led ourselves astray somewhat and got soft and slow. In an eight outing with the First and Third Eight, we were easily beaten over 2 min. and it was decided to go back into an eight for the Head. But the crew did not do well over the long distance, lacking cohesion and showing a complete lack of spirit. They ended 17th.

Until Reading regatta the crew varied its time between eights and fours with the emphasis on the fours. In the Vesta Dashes, however, they did quite well in the eight, extending the first boat and beating London II soundly. The heavier four also did well at Ghent, coming second in the coxed fours to Dusseldorf, but this was the only good performance out of four efforts and after the disastrous week-end at Ostend the crews were informed that little hope was held out for the Trials.

The only thing left to do now was in some way to row themselves back into the picture, and the question of fours was therefore put on one side. It was decided that one good chance lay in doing well in the Thames Cup and then possibly we might bring back the faster four. After only two or three days' practice in the eight the crew did well in the Thames Cup at Reading, swamping all opposition, developing a really fast first minute but nevertheless still showing a lack of spirit and fire thereafter. They were not qualified to row in the Marlow Eights and went out to

London I by a canvas in the first round of the Grand after allowing their opponents to take very nearly a length in the second minute without immediate reply. However, their time and performance showed that they would have won the Marlow Eights without undue effort.

Practice at Henley went well with the crew's performance improving every day. Conditions were good, the eight breaking two records in the course of training. During the first day they rowed a Barrier with Lady Margaret Grand crew taking a length off them in 1.54, three seconds better than the record, and a week later going to Fawley made the distance between the Barrier and Fawley in 1.20. The crew was showing more length and gather and no pacing crew stayed with them for very long. Courses were rowed with St. Johns and B.N.C., and we paced Trinity Dublin, Kings, Cambs, and several others. The Second Eight was very fast off the mark but tended to be rather slow from the Mile home. However, the second half did improve during the last week.

For the racing itself they had a very easy draw, too easy in fact. They rowed clean away from Nottingham University on the first day, and next time had very little trouble with Crowland. They made the third race, against Thames Tradesmen, a very much tougher one than it need have been but they reached the semi-final without really being extended. Their opponents here, Detroit, had done times regularly in line with ours as far as the Mile, almost to the second, but they always proved faster from the Mile home. The plan was to get ahead of them at the Barrier and from there to Fawley attempt to put ourselves in an impregnable position. However, in the event, although the first part was successfully accomplished, the crew failed to realise the importance of the second. At the Barrier, Detroit began to regain ground and by the Mile were one or two men up, winning by a length. There was a bit more pace to be got out of the crew as later events proved but unfortunately they did not produce it on the day, although technically they rowed pretty well.

The First Eight, having missed the eight selection, entered Trials in fours and during the week after Henley the Second Eight held a series of trials among the members to decide who should be entered for the Coxed Pairs. After a race between the First Eight Coxed Four and the Second Eight Coxed Four, won by the former by some distance, only the pair situation was left undecided. The Second Eight Coxed Four rowed two three-minute courses in tub pairs against each other and this proved that the combination of Wober and Lambert was by far the best of the four tried.

Wober and Lambert joined the First Eight party at Henley for the week-end preceding the trials and for the trials themselves accompanied by a feather-weight cox from U.C.S. In the trials themselves, although leading their opponents well, disaster struck and Lambert fell out of the boat. As it happens they were probably the second best pair, but of course that was not good enough. Thus died the last hope of getting to Rome.

After the trials were over Lambert and Wober rejoined the eight and the crew set out to pick up as many 'pots' as possible. The first attempt, at Molesey, was a miserable failure, the crew having their worst row of the whole season. They were beaten by Quintin after showing no stride or fight and again the question of doubling up was put on one side for a while. The next regatta, at Staines, was considerably better and

the crew began to show a slight return to form; their pace here was such that none of their competitors could live with it. However, during the next week they deteriorated again, for Midland Bank ran them very close at the Met, only a canvas separating them at the finish. In the Serpentine sprints it was decided to risk doubling up and here the crew rowed well, taking the Thames Cup and the Wyfold Fours. At their last regatta they were rowing quite as well as they had done at Henley but as the record shows they were alarmingly inconsistent in the intervening period.

During the whole 1960 season the crew had many bad rows and only a few really convincing ones towards the end. It had always been inconsistent and had lacked conviction throughout. They were too tense even once the Olympic hope had faded and there was an absence of fire and spirit. One of the main reasons for this was that they lacked a really outstanding individual to rally them from within the boat. On paper they were a very strong crew for a Second Eight but they developed late and should have done better than they did. Although they were not good enough to reach Olympic standard in the fours, they should really have won more pots and should have reached the final in the Thames Cup. They tried hard but not all hard enough—only the best from every single person will do if one is aiming as high as they were. Still, they tried and, I think, enjoyed most of their rowing.

JUNIOR ROWING

By K. A. WILLIAMS

1960 provided our most successful season among the Juniors for some years. Two Junior Eights won during the summer and a third gallantly fought its way through the later regattas without final success. In all, our Junior oarsmen won no fewer than four cups.

The first Junior Eight was together with very few changes for most of the year. The second crew was formed before Christmas under the care of Doc Hatcher, who looked after them at intervals until the Head of the River Race. Both crews performed adequately in this, but without showing any really outstanding form. When the summer racing season started, the first Juniors won at their first attempt at Putney Regatta. The second Juniors won the Maiden

Eights at the same regatta. With Nick Boyd as coach they won Juniors at Walton with some fine racing.

After that the fortunes of these two crews were never quite so good as they should have been. Success seemed to elude them against the winners of junior/senior events, and it was not until Richmond Regatta in August that a combined Eight from the winning Juniors, with a leavening of older junior/seniors managed to produce winning form.

Throughout the year the juniors showed themselves keen and responsive; and no coach could have asked for a better disciplined set of oarsmen to handle. It was a great pleasure to work with them.

PROLOGUE TO THE REGATTA SEASON

READING HEAD OF THE RIVER RACE

12th March

Second Eight: V. B. A. Temple (bow); E. V. Harris; D. King; M. J. Long; A. J. Cooke; M. J. Walker; R. S. Wild; A. Marx (stroke); M. G. Pattinson (cox).

Started 3rd, finished 19th; 16 min. 7 sec.

Third Eight: C. E. Harrison (bow); A. L. Ruddock; D. V. Stone; T. E. Moyes; C. C. Clinkard; P. B. Antulis; J. R. Buzeman; M. J. Sharrock (stroke); A. D. Silberger (cox).

Started 7th, finished 53rd; 16 min. 42 sec.

Fourth Eight: R. Baum (bow); D. J. Murphy; M. F. T. Evison; C. N. F. Hunt; M. R. Elvy; R. V. Thompson; L. Gray; D. Brownell (stroke); G. H. Garner (cox).

Started 33rd, finished 59th; 16 min. 49 sec.

**Fifth Eight:* J. T. Williams (bow); B. J. Gauld; I. A. Macrae; T. R. F. T. Hare; J. D. Cumming; J. B. Thorp; W. H. Jackson; G. W. J. Bridge (stroke); A. J. French (cox).

Started 32nd, finished 29th; 16 min. 24 sec.

†*Sixth Eight:* A. T. Hirst (bow); C. J. Wade; P. A. M. Fenton; J. Blackburn; J. H. G. Sheppard; D. E. Palmer; J. R. Taylor; S. K. D. Hill (stroke); D. Chasey (cox).

Started 130th, finished 99th; 17 min. 22 sec.

* Junior Eight in clinker boat.

† Second Juniors in clinker boat.

HEAD OF THE RIVER RACE

26th March

Crew No. 1: G. S. Dear (bow); A. Sacker; A. C. Hancox; M. S. Atkins; J. A. Stephenson; F. J. Lambert; J. P. M. Thomson; H. A. Wober (stroke); R. A. Matthiae (cox).

Started 7th, finished 17th; 19 min. 30 sec.

Crew No. 2: V. B. A. Temple (bow); E. V. Harris; D. King; M. J. Long; A. J. Cooke; M. J. Walker; R. S. Wild; A. Marx (stroke); M. G. Pattinson (cox).

Started 10th, finished 27th; 19 min. 40 sec.

Crew No. 3: (Tideway Scullers School): B. Jarvis (bow); M. J. Chitty; K. Bell; R. A. C. Jones; J. Stoddart; A. Hodges; A. M. Provan; R. Willis (stroke); L. Hyett (cox).

Started 14th, finished 3rd; 18 min. 57 sec.

Crew No. 4: A. L. Ruddock (bow); T. E. Moyes; D. V. Stone; R. Neale; C. C. Clinkard; P. B. Antulis; J. R. Buzeman; M. J. Sharrock (stroke); G. R. Withers (cox).

Started 44th, finished 75th; 20 min. 9 sec.

Crew No. 5: (First Juniors): J. T. Williams (bow); B. J. Gauld; I. A. Macrae; T. R. F. T. Hare; J. D. Cumming; J. B. Thorp; W. H. Jackson; G. W. J. Bridge (stroke); A. J. French (cox).

Started 55th, finished 71st; 20 min. 7 sec.

Crew No. 6: C. E. Harrison (bow); R. Baum; M. F. T. Evison; D. J. Murphy; M. R. Elvy; R. J. Thompson; L. Gray; R. P. Brownell (stroke); G. H. Garner (cox).

Started 114th, finished 139th; 20 min. 50 sec.

Crew No. 7: A. G. Thoday (bow); P. B. Rooksby; M. R. Phelps; M. M. Tanner; D. H. McLellan; R. A. F. Macmillan; F. C. Plumer; A. R. Reddin (stroke); D. B. Fawcett (cox).

Started 118th, finished 181st; 21 min. 9 sec.

Crew No. 8: A. T. Hirst (bow); J. Wade; P. A. M. Fenton; J. Blackburn; J. H. G. Sheppard; D. E. Palmer; J. R. Taylor; S. K. D. Hill (stroke); J. W. Hatcher (cox).

Started 146th, finished 196th; 21 min. 15 sec.

Crew No. 9: S. H. Broadbent (bow); A. D. Roberts; A. J. McN. Walter; B. N. Dale; J. E. Forrest; I. B. Hudspith; B. A. Bolding; J. L. Cooke (stroke); H. Pick (cox).

Started 160th, finished 281st; 22 min. 33 sec.

Crew No. 10: M. S. Warren (bow); D. Butler; J. E. Taylor; S. Baxter; D. J. Sutton; R. M. G. Collis; P. W. Ritchie; R. W. Knowles (stroke); D. Chasey (cox).

Started 165th, finished 285th; 22 min. 48 sec.

HEAD OF THE RIVER RACE FOR SCULLERS

9th April

A. C. M. Provan, started 14th, finished 20th; 22 min. 16 sec.

D. H. Drury, started 21st, finished 40th; 22 min. 59 sec.

J. R. Buzeman, started 94th, finished 52nd; 23 min. 12 sec.

A. G. Sheil, started 85th, finished 57th; 23 min. 28 sec.

A. Hawes, started 35th, finished 84th; 24 min. 20 sec.

THE SEASON'S ROWING

Races and Regattas

MORTLAKE REGATTA 23rd April

Maiden Eights

T. D. Leggett (bow); G. H. Garner; C. D. Hollamby; J. C. Wade; R. M. Pritchett; J. E. Taylor; B. J. Trowbridge; D. J. P. Morgan (stroke);

D. Chasey (cox).

Heat 1: Quintin School B.C., 1; Parkside R.C., 2; T.R.C., 3, 1 length; $\frac{1}{2}$ length.

PUTNEY REGATTA

May 7th

Reeve Challenge Cup (Junior-Senior Eights)

J. Rolland (bow); K. J. Braun; D. V. Stone; C. N. F. Hunt; M. F. T. Evison; M. J. Walker; R. S. Wild; V. B. A. Temple (stroke); M. G. Pattinson (cox).

Race 17: Chiswick Grammar School B.C., 1; Imperial College B.C., 2; T.R.C., 3.

Eyre Challenge Cup (Junior-Senior Fours)

R. S. Wild (bow, steers); M. J. Walker; M. F. T. Evison; V. B. A. Temple (stroke).

Race 7: Anglian B.C., 1; National Provincial Bank R.C., 2; T.R.C., 3.

Vernon Challenge Cup (Senior-Junior Pairs)

M. Sharrock (bow, steers); P. Antulis (stroke).
Race 14: T.R.C., 1; Quintin B.C., 2; Lensbury R.C., 3; easily.

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

Samuel Samuel Challenge Cup (Junior Eights)

J. T. Williams (bow); I. A. Macrae; B. J. Gauld; T. R. F. T. Hare; J. D. Cumming; J. B. Thorp; T. E. Moyes; G. W. J. Bridge (stroke); A. J. French (cox).

Race 22: T.R.C., 1; National Provincial Bank R.C., 2; $\frac{1}{2}$ length.

Final: T.R.C., 1; Emanuel School B.C., 2; London R.C., 3. $\frac{1}{2}$ length; 4 min. 12 sec.

Beverley Bowl (Maiden Eights)

A. T. Hirst (bow); D. E. Palmer; P. A. M. Fenton; J. E. Taylor; P. W. Ritchie; J. Blackburn; J. H. G. Sheppard; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

Race 18: T.R.C., 1; Auriol R.C., 2; Forest School B.C., 3; easily.

Final: T.R.C., 1; Westminster Bank R.C., 2; Emanuel School B.C., 3. 3 feet; 4 min. 17 sec.

Junior-Senior Sculls

J. R. Buzeman.

Race 5: J. R. Buzeman, 1; K. Bell, 2.

Final: M. J. Chitty, 1; J. R. Buzeman, 2; J. M. Warren, 3. 2 lengths.

Junior Sculls

M. J. Sharrock.

Race 10: A. Bushell, 1; M. J. Sharrock, 2; 3 lengths.

BURTON-ON-TRENT REGATTA

14th May

Senior Sculls

A. C. M. Provan.

Heat 1: A. C. M. Provan, 1; B. Hubbard, 2. 3 lengths.

Heat 2: A. Street, 1; A. C. M. Provan, 2. $\frac{1}{2}$ length.

HAMMERSMITH REGATTA

14th May

Lady Hays Challenge Cup

(Junior-Senior Eights)

V. B. A. Temple (bow); K. J. Braun; D. V. Stone;

C. N. F. Hunt; M. F. T. Evison; M. J. Walker; R. S. Wild; J. L. Rolland (stroke); M. G. Pattinson (cox).

Lost in final.

Junior-Senior Fours

R. S. Wild (bow, steers); M. J. Walker; M. F. T. Evison; V. B. A. Temple (stroke).

Lost in final.

Senior-Junior Pairs

M. J. Sharrock (bow, steers); P. B. Antulis (stroke).

Final: T.R.C., 1; Quintin B.C., 2; Twickenham R.C., 3. Easily.

Junior Sculls

M. J. Sharrock.

Heat 3: M. J. Sharrock, rowed over.

Final: J. Booker, 1; C. Wilson, 2; M. J. Sharrock, 3. $\frac{1}{2}$ length; 1 length.

THAMES DITTON REGATTA

14th May

Wyfold Fours

D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).

Heat 2: T.R.C., 1; Quintin B.C., 2. 2 lengths; 4 min. 39 sec.

Heat 6: T.R.C., 1; Lensbury R.C., 2. $1\frac{1}{2}$ lengths; 4 min. 41 sec.

Final: Walton R.C., 1; T.R.C., disq.

Junior-Senior Eights

J. T. Williams (bow); I. A. Macrae; B. J. Gauld; T. R. F. T. Hare; J. D. Cumming; J. B. Thorp; T. E. Moyes; G. W. J. Bridge (stroke); A. J. French (cox).

Heat 2: Gladstone Warwick R. C., 1; T.R.C., 2.

Junior Eights (Clinker)

A. T. Hirst (bow); S. K. D. Hill; J. E. Taylor; J. Blackburn; J. H. G. Sheppard; P. H. McMillan; P. W. Ritchie; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

Heat 1: T.R.C., 1; Tiffin School B.C., 2. 4 lengths; 4 min. 33 sec.

Semi-final: T.R.C., 1; Quintin School B.C., 2. 1 length; 4 min. 34 sec.

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

TWICKENHAM REGATTA

21st May

Liversidge Trophy (Wyfold Fours)

D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).

3:00: T.R.C., 1; R.A.F. Benson R.C., 2. 2 lengths; 4 min. 21 sec.

5:40: Molesey B.C., 1; T.R.C., 2. $\frac{1}{4}$ length; 4 min. 20 sec.

Mayor of Twickenham Challenge Cup

(Junior-Senior Eights)

'A' Crew: V. B. A. Temple (bow); K. J. Braun; D. V. Stone; C. N. F. Hunt; M. F. T. Evison; M. J. Walker; R. S. Wild; J. L. Rolland (stroke); M. G. Pattinson (cox).

'B' Crew: J. T. Williams (bow); I. A. Macrae; B. J. Gauld; T. R. F. T. Hare; J. D. Cumming; J. B. Thorp; T. E. Moyes; G. W. J. Bridge (stroke); A. J. French (cox).

2.30: Bedford Park R.C., 1; T.R.C. 'B', 2. $\frac{1}{2}$ length; 4 min. 1 sec.

2.35: Midland Bank R.C., 1; T.R.C. 'A', 2. $1\frac{1}{2}$ lengths; no time taken.

Riverside Cup (Junior-Senior Fours)

R. S. Wild (bow, steers); M. J. Walker; M. F. T. Evison; V. B. A. Temple (stroke).

11.05: Maidenhead R.C., 1; T.R.C., 2. 3 feet; 4 min. 19 sec.

Twickenham Cup (Junior Eights)

A. T. Hirst (bow); S. K. D. Hill; P. W. Ritchie; J. Blackburn; J. H. G. Sheppard; P. H. McMillan; D. J. Sutton; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

11.50: T.R.C., 1; Vesta R.C., 2. $1\frac{1}{2}$ lengths; 4 min. 6 sec.

3.20: T.R.C., 1; Southampton University B.C., 2. 2 feet; no time taken.

6.00: Ealing Grammar School B.C., 1; T.R.C., 2. Canvas; 3 min. 54 sec.

Powell Memorial Cup (Junior-Senior Sculls)

J. R. Buzeman.

1.30: T.R.C., 1; J. Goff, 2. 1 length; 5 min. 1 sec.

5.10: T.R.C., 1; M. J. Chitty, 2. $1\frac{1}{2}$ lengths; 4 min. 44 sec.

Final: R. N. Carpmael, 1; T.R.C., 2. 4 lengths; 4 min. 29 sec.

Neale Cup (Junior Sculls)

M. J. Sharrock.

6.40: M. Carter, 1; T.R.C., 2. 1 length; 4 min. 50 sec.

VESTA DASHES

25th and 26th May

Quintin Challenge Cup (Senior Eights)

'A' Crew: J. F. C. Badcock (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; S. F. A. Miskin; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

'B' Crew: G. S. Dear (bow); E. V. Harris; J. P. M. Thomson; A. Sacker; J. A. Stephenson; F. J. Lambert; A. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat 2: T.R.C. 'A', 1; T.R.C. 'B', 2; London R.C. 'B', 3. $\frac{1}{2}$ length.

Final: London R.C. 'A', 1; T.R.C. 'A', 2. $\frac{1}{2}$ length; 1 min. 9 sec.

Fitte Challenge Cup (Senior Fours)

'A' Crew: G. S. Dear (bow, steers); E. V. Harris; A. Sacker; J. P. M. Thomson (stroke).

'B' Crew: A. Wober (bow, steers); M. S. Atkins; J. A. Stephenson; F. J. Lambert (stroke).

'C' Crew: D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).

'D' Crew: S. F. A. Miskin (bow, steers); D. R. Mount; P. Laws; J. F. C. Badcock (stroke).

'E' Crew: R. D. F. Anderson (bow, steers); B. S. Tanner; W. J. Griffith; I. Wilson (stroke).

Heat 1: London R.C. 'B', 1; T.R.C. 'A', disq.

Heat 3: T.R.C. 'D', 1; London R.C. 'C', 2. Lensbury R.C., 3.

Heat 4: T.R.C. 'E', 1; London R.C. 'A', 2; T.R.C. 'B', disq.

Heat 5: Vesta R.C., 1; Quintin B.C., 2; T.R.C. 'C', 3.

Semi-final: T.R.C. 'D', 1; London R.C. 'A', 2; T.R.C. 'E', disq.

Final: T.R.C. 'D', 1; Vesta R.C., 2. 2 feet.

Tweddell Trophy (Junior-Senior Eights)

R. S. Wild (bow); J. L. Rolland; J. D. Cumming; K. J. Braun; D. V. Stone; J. B. Thorp; T. E. Moyes; G. W. J. Bridge (stroke); M. G. Pattinson (cox).

Heat 1: Quintin B.C., 1; T.R.C. 'A', 2.

Senior Sculls

A. C. M. Provan.

Heat 1: A. C. M. Provan, 1; R. Easterling, 2; M. Gaylard, 3.

Final: A. Wakefield, 1; A. C. M. Provan, 2; J. Stoddart, 3.

Junior-Senior Sculls

J. R. Buzeman.

Heat 2: Carpenter, 1; Thomas, 2; Buzeman, 3.

CONTINENTAL REGATTAS

1960

28th and 29th May

GHENT AND OSTEND

by R. L. PENNEY and J. E. SOUTHERN

This year the First Eight and two fours were entered at Ghent Regatta on 29th May as well as making the annual Whitsun excursion to Ostend. From previous experience it was thought advisable to explore the possibility of taking an eight over for use at both regattas and, after much negotiation and with the help of a donation from the A.R.A. International Fund, the 'Arthur' was eventually dispatched across the Channel. Most of it arrived; only the rudder and lines failed to emerge from the Customs shed.

The Ghent contingent left on Friday afternoon with the intention of flying to Ostend in two parties which were scheduled to meet at the station in time to catch the last train to Ghent that night. Unfortunately even the best-laid plans of mobilisation are liable to the element of mechanical failure and a long delay at Southend Airport resulted in the second party arriving with about fifteen minutes to catch the train. The first few released by the Customs grabbed the only taxi in sight and, leaving their colleagues with perhaps a touch of 'I'm all right, Jack,' were driven by a Belgian Jehu to arrive with seconds to spare to meet a by now panic stricken advance party. Another group caught a train which made what was apparently an un-scheduled stop at Ghent (fortunate since they had hopped on to the Athens Express) and the

remainder, with no means of achieving Ghent that night, decided to try to stay the night with our old friends at the Hotel Central. We must thank Mr. and Mrs. Bailey for putting up with us once again at Whitsun, and also for coping with this totally unexpected early visit.

Those who arrived at Ghent were very comfortably accommodated and fed in the Hotel Cour St. George. Racing was due to start on Sunday, and Saturday was spent in practice, negotiation for the hire of two fours, and scowling at the opposition. The eight entry was made up of Germania Dusseldorf, a French crew with Olympic aspirations, Oxford University, and Thames. Results of the racing are given elsewhere and suffice it to say here that Oxford University, who had impressed by their technique and stride in practice, began to draw away from Thames after the 1,250-metre mark but were themselves beaten by Dusseldorf, the French crew finishing fourth. This was a disappointing first meeting with one of the contenders for the right to represent Great Britain in the Olympic Games. The Coxed Four rowed very well to gain themselves a medal, finishing second to Dusseldorf, but the Light Four were unable to remain among the leaders in their event.

The tight schedule did not permit more than a cursory glance at the town or much social activity, one party leaving in great haste immediately after the racing. However, Richard Matthiae (then Coxed Four cox, now A.C.2) held a 21st birthday celebration on the Saturday night but training requirements only permitted a small number of guests.

After the trials of the previous week, Jack Southern was added to the Ostend party as team manager charged with the special duty of ensuring that everybody arrived at Victoria at something approaching dawn. Remarkably, the full complement embarked on the same boat and immediately adjourned either to the bar (admin.) or to the coffee lounge (rowing). The crossing was smooth and the time of arrival permitted an outing that afternoon.

In the evening three members attended the opening ceremony of the new boathouse of the host club, S.R.S.N.O., and were entertained with wine and about 57 varieties of fish food. The boathouse is a credit to M. Heuzel and his committee and is equipped with an excellent lounge bar, untroubled by licensing legislation, but with a juke box instead of a football machine.

The first race for the eight, the 400-metre sprint, was on Sunday and, rowed at a tremendous pace, resulted in a win for a crew from Poland, with Thames second, ahead of Germania Dusseldorf. Thames again finished ahead of Dusseldorf in a preliminary heat of the 1,500-metre race but, since both crews were going into the final, there was a certain degree of cat and

mouse over the last 1,000 metres. The final was fought between Dusseldorf, the Polish prospective Olympic crew, Thames, and the other British opposition which was provided by the eventual winners of the Grand at Henley. After a false start the Germans took the lead and they and Molesey began to draw away at about the half-way mark. Dusseldorf just held off Davidge's final effort, with Poland third, half a length ahead of Thames. This was again a disappointing result, the rowing losing effect over the second half of the course.

The standard in the four-oared rowing was extremely high and neither of our fours had the pace to match the winners over 1,500 metres, but in the Junior Sculls Jan Buzeman did well to finish a close second to the German sculler in the final. It is evident that Ostend Regatta is now fully established as an international event of very high standard attracting complete teams from various countries as a testing ground for European Championship and Olympic events.

We must thank once again our friends at both Ghent and Ostend for their very kind hospitality in making the visits possible and Madame Caverhill for all that she did on our behalf. We were also extremely fortunate on both trips to have the assistance of Dick Phelps who, with no more knowledge of French than "Trois bieres Madame," manages to persuade the foreign Customs that because a blade is labelled "hollow shaft" they do not have to saw it in half to see what is inside, and to cope with all the other problems in respect of boats and oars which arise on these trips.

Time was found by those not actually doing the rowing for a number of drinks and mention should perhaps be made of the exploits of the Captain and Team Manager who decided that they had not seen enough of Ostend and walked right through Monday night. This, maybe, accounted for a marked lack of enthusiasm by certain members when faced with the prospect of lunch on the return voyage.

GHENT INTERNATIONAL REGATTA (2,000 metres)

29th May

Senior Coxed Fours

Final: R.C. Germania, Dusseldorf, 1, 6 min. 55.7 sec.; T.R.C., 2, 7 min. 5.2 sec.; S.R.S.N., Ghent, 3, 7 min. 12 sec.; Mixed Zeematch/S.R.S.N., Ostend, 4, 7 min. 21.5 sec.; R.C.N., Ghent, 5, 7 min. 24.2 sec.

Senior Coxless Fours

Final: R. C. Germania, Dusseldorf, 1, 6 min. 46.1 sec.; R.C.N., Ghent, 2, 6 min. 59.8 sec.; T.R.C., 3; Antwerp S.C., 4.

Senior Eights

R.C. Germania, Dusseldorf, 1, 6 min. 10.2 sec.; Oxford University, 2, 6 min. 12.7 sec.; T.R.C., 3, 6 min. 19.6 sec.; Mixed French Crew, 4, 6 min. 23.1 sec.

OSTEND INTERNATIONAL REGATTA

(1,500 metres)

5th and 6th June

Senior Coxed Fours

Heat: R.C. Germania, Dusseldorf, 1; Molesey B.C., 2; Bataillon Joineville, France, 3; T.R.C., 4.

Senior Coxless Fours

Heat: Etuf, Essen, 1; Rowing Club, Paris, 2; T.R.C., 3.

Senior Eights Sprint (400 metres)

Final: A.Z.S. Wroclaw, Poland, 1, 1 min. 16.2 sec.; T.R.C., 2, 1 min. 16.9 sec.; R.C. Germania, Dusseldorf, 3; S.N. Basse-Seine, Paris, 4.

Junior Sculls

Final: F. Wolf (Germania, Dusseldorf), 1, 6 min. 4.5 sec.; J. Buzeman (T.R.C.), 2, 6 min. 6.9 sec.; J. Salwa (C.N. de la Bourse), 3.

Senior Eights

Heat: T.R.C., 1; R.C. Germania, Dusseldorf, 2; S.N. Basse-Seine, Paris, 3; Mixed Force-Navale/R.S.N. Ostende, 4. Won by $\frac{1}{2}$ length and easily.

Final: R.C. Germania, Dusseldorf, 1, 4 min. 31 sec.; Molesey B.C., 2, 4 min. 32.9 sec.; A.Z.S. Wroclaw, Poland, 3, 4 min. 37.6 sec.; T.R.C., 4, 4 min. 39.3 sec.

The crews for both regattas were:—

Coxed Four: H. A. Wober (bow); M. S. Atkins; J. A. Stephenson; F. J. Lambert (stroke); R. A. Matthiae (cox).

Coxless Four: E. J. Harris (bow); G. S. Dear; A. Sacker; J. P. M. Thomson (stroke).

Eight: J. F. C. Badcock (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; S. F. A. Miskin; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

CHISWICK REGATTA

28th May

Family Challenge Cup (Senior Fours)

D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).

2.25: T.R.C., 1; Lensbury R.C., 2; 4 lengths; 4 min. 32 sec.

Semi-final: T.R.C., 1; Twickenham R.C., 2. $\frac{3}{4}$ length; 4 min. 14 sec.

Final: Molesey B.C., 1; T.R.C., 2. Easily; 4 min. 3 sec.

Ronald Studd Challenge Cup (Junior Eights)

A. T. Hirst (bow); S. K. D. Hill; P. W. Ritchie; J. Blackburn; J. H. G. Sheppard; P. H. McMillan; D. J. Sutton; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

3.00: T.R.C., 1; Westminster School B.C., 2; Cygnet R.C., 3. Canvas; 4 min. 18 sec.

6.20: Thames Tradesmen R.C., 1; T.R.C., 2; Monmouth School B.C., 3. 2 lengths.

Gait Goblets (Chiswick Pairs)

M. J. Sharrock (bow, steers); P. B. Antulis (stroke). 5.45: T.R.C., 1; Quintin B.C., 2. Easily; 4 min. 9 sec.

Final: T.R.C., 1; Thames Tradesmen R.C., 2. Easily; 4 min. 44 sec.

Coronation Cup (Senior Sculls)

A. C. M. Provan.

10.50: M. Gaylard, 1; R. A. Willis, 2; A. C. M. Provan, 3. 5 lengths; 4 min. 44 sec.

Junior Senior Sculls

V. B. A. Temple

Heat 3: B. Cole, 1; V. B. A. Temple, 2; 1 length.

Junior Sculls

F. P. Rumney.

Lost.

WALTON REGATTA

4th June

Sabin Challenge Cup (Junior-Senior Eights)

B. J. Gauld (bow); V. B. A. Temple; M. F. T. Evison; J. B. Thorp; J. D. Cumming; I. A. Macrae; T. E. Moyes; G. W. J. Bridge (stroke); M. G. Pattinson (cox).

Race 73: T.R.C., 1; Westminster School B.C., 2. $\frac{3}{4}$ length; 4 min. 42 sec.

Semi-final: Kingston R.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths; 4 min. 51 sec.

Miskin Challenge Cup (Junior Eights)

A. T. Hirst (bow); W. J. Jackson; P. W. Ritchie; S. K. D. Hill; J. H. G. Sheppard; P. H. McMillan; D. J. Sutton; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

Race 51: T.R.C., 1; Tiffin School B.C., 2. $2\frac{1}{2}$ lengths; 4 min. 53 sec.

Race 91: T.R.C., 1; St. George's College B.C., 2. 1 length; 4 min. 50 sec.

Final: T.R.C., 1; National Provincial Bank R.C., 2. $\frac{3}{4}$ length; 4 min. 47 sec.

Goring Challenge Cup (Wyfold Fours)

D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).

Race 23: T.R.C., 1; Royal Engineers R.C., 2. $1\frac{1}{2}$ lengths.

Race 50: Molesey B.C., 1; T.R.C., 2. $\frac{1}{2}$ length.

Thames Rowing Club Challenge Cup (Senior Pairs)

M. J. Sharrock (bow, steers); P. B. Antulis (stroke) Race 39: T.R.C., 1; Vesta and Midland Bank R.C., 2. 3 lengths.

Race 85: T.R.C., 1; Walton R.C., 2. 3 lengths.

Final: Caius College B.C., 1; T.R.C., 2. 2 lengths.

Senior Sculls

A. C. M. Provan.

Race 43: T.R.C., 1; E. Sturges, 2. $\frac{1}{2}$ length.

Race 80: W. G. Beech, 1; T.R.C., 2. Easily.

WILLESDEN REGATTA

6th June

Junior-Senior Fours

R. S. Wild (bow, steers); C. N. F. Hunt; D. V. Stone; J. F. Rolland (stroke).

Heat 1: T.R.C., 1; Barnes & District R.C., 2. $\frac{1}{4}$ length; 3 min. 54 sec.
Final: King's College London R.C., 1; T.R.C., 2. 3 min. 52 sec.

Senior Clinker Coxed Fours

R. S. Wild (bow); C. N. F. Hunt; D. V. Stone; J. F. Rolland (stroke).
Final: Crowland R.C., 1; T.R.C., 2. Easily; 4 min. 7 sec.

HEREFORD CITY REGATTA

6th June

Senior Fours

D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).
Heat 1: T.R.C., 1; Burton Leander R.C., 2. $2\frac{1}{2}$ lengths.
Heat 5: T.R.C., 1; Bristol & Severn Docks R.C., 2. 1 length.
Final: Bedford R.C., 1; T.R.C., 2. 1 foot.

Senior Coxed Fours

D. King (bow); M. J. Long; P. Bovet; A. J. Cooke (stroke); R. T. H. Helby (cox).
Heat 1: Quintin B.C., 1; T.R.C., 2. $\frac{1}{4}$ length.

Non-Status Coxed Pairs

A. Hawes (bow); N. Boyd (stroke); R. T. H. Helby (cox).
Heat 1: Monmouth R.C., 1; T.R.C., 2. 3 lengths.

READING REGATTA

11th June

Austin Bolsom Challenge Cup (Thames Cup Eights)

E. V. Harris (bow); G. S. Dear; A. Sacker; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).
Heat 2: T.R.C., 1; Kingston R.C., 2; Oriol College, Oxford B.C., 3. $2\frac{1}{2}$ lengths; 4 min. 45 sec.
Heat 7: T.R.C., 1; London R.C., 2; Imperial College B.C., 3. 1 length; 4 min. 41 sec.
Final: T.R.C., 1; St. Mary's Hospital B.C., 2. $\frac{3}{4}$ length; 4 min. 39 sec.

Reading Challenge Vase (Wyfold Fours)

D. King (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).
Heat 2: T.R.C., 1; Royal Engineers R.C., 2. $1\frac{1}{2}$ lengths; 5 min. 16 sec.
Heat 7: T.R.C., 1; Bedford R.C., 2. $\frac{3}{4}$ length; 5 min. 5 sec.
Heat 14: T.R.C., 1; National Provincial Bank R.C., 2. 2 lengths; 5 min. 10 sec.
Heat 18: Molesey B.C., 1; T.R.C., 2. $\frac{3}{4}$ length.

Sandeman Challenge Cup (Junior-Senior Eights)

'A' Crew: B. J. Gauld (bow); V. B. A. Temple; M. F. T. Evison; J. B. Thorp; J. D. Cumming; I. A. Macrae; T. E. Moyes; G. W. J. Bridge (stroke); M. G. Pattinson (cox).
'B' Crew: A. T. Hirst (bow); W. H. Jackson; P. W. Ritchie; S. K. D. Hill; J. H. G. Sheppard;

P. H. McMillan; D. J. Sutton; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

Heat 4: Reading University B.C., 1; Tiffin School B.C., 2; T.R.C. 'B', 3. Canvas; 4 min. 47 sec.

Heat 6: Midland Bank R.C., 1; T.R.C. 'A', 2; King's School Peterborough B.C., 3. 1 length; no time taken.

Senior Pairs

M. J. Sharrock (bow, steers); P. B. Antulis (stroke).
Heat 1: Keble & Balliol Colleges, Oxford, 1; T.R.C., 2. 2 lengths.

Junior-Senior Sculls

J. R. Buzeman.
Heat 3: J. Buzeman, 1; R. Jones, 2; S. Royle, 3. 3 lengths; 5 min. 49 sec.
Final: D. Thomas, 1; W. Barry, 2; J. Buzeman, 3. $2\frac{1}{2}$ lengths; 5 min. 36 sec.

MARLOW REGATTA

18th June

Marlow Grand Challenge Cup

'A' Crew: S. F. A. Miskin (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; J. F. C. Badcock; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

'B' Crew: E. V. Harris (bow); A. Sacker; D. King; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).

3.50: T.R.C. 'A', 1; University of London B.C., 2; Jesus College, Cambridge, 3. $\frac{1}{4}$ length; 4 min. 4 sec.

3.03: London R.C., 1; T.R.C. 'B', 2. $\frac{1}{4}$ length; 4 min. 11 sec.

Final: T.R.C. 'A', 1; London R.C., 2. 1 length; 4 min. 8 sec.

Senior Fours

D. R. Mount (bow, steers); P. Laws; W. J. Griffith; I. Wilson (stroke).

6.55 Friday: T.R.C., 1; Jesus College, Cambridge, 2. $3\frac{1}{2}$ lengths; 4 min. 39 sec.

1.00 Saturday: T.R.C., 1; St. Edmund Hall, Oxford, 2. 1 length; 4 min. 25 sec.

Final: T.R.C., 1; National Provincial Bank R.C., 2. 1 length; 4 min. 27 sec.

Town Cup (Wyfold Fours)

G. S. Dear (bow, steers); M. J. Long; P. Bovet; A. J. Cooke (stroke).

Race 23: T.R.C., 1; King's College London B.C., 2. 3 lengths; 4 min. 45 sec.

Race 66: T.R.C., 1; R.A.F. Cardington R.C., 2. $\frac{3}{4}$ length; 4 min. 38 sec.

Race 85: Vesta R.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths.

HENLEY

ROYAL REGATTA

29th, 30th June, 1st, 2nd July

The weather was fine and, with little stream and wind, the latter following or cross-following, the conditions were favourable to good racing.

The entries numbered 179, a record, and with 9 withdrawn, the final total was 170 against 157 last year.

New fastest overall times were recorded for the Thames Cup, Princess Elizabeth, Stewards, Wyfolds and Double Sculls, and to Fawley in the Diamond Sculls.

The prizes were presented by His Excellency Mr. John Hay Whitney, the American Ambassador.

Grand Challenge Cup

	st.	lb.
S. F. A. Miskin (bow)	12	11
2 R. D. F. Anderson	13	7
3 B. S. Tanner	13	0
4 P. Laws	13	6
5 W. J. Griffith	13	12
6 J. F. C. Badcock	12	4
7 D. R. Mount	13	4
I. Wilson (stroke)	12	12
R. L. Penney (cox)	9	3

Heat 1: Thursday, 30th June. 11.30 a.m. Cloudy. Light tail wind. Bucks: T.R.C., 11, 22, 42, first minute. Berks: Oxford University, 12, 22, 42, first minute.

Barrier: 1 min. 54 sec. Oxford led by a canvas. Fawley: 3 min. 13 sec. Oxford led by $\frac{1}{2}$ length. Mile: Oxford led by $\frac{1}{2}$ length. $1\frac{1}{2}$ mile: Oxford led by $\frac{1}{2}$ length.

Finish: 6 min. 39 sec. Oxford won by $1\frac{1}{2}$ lengths. T.R.C. were at 35 near the $\frac{1}{2}$ mile, but then rowed 36 and made two tremendous spurts at 39 at the Mile and at the $1\frac{1}{2}$ mile. Oxford settled to 35, but were down to 32 at Fawley and then increased to 36 after the Mile.

Stewards' Challenge Cup

	st.	lb.
D. R. Mount (bow, steers)	13	4
2 P. Laws	13	6
3 W. J. Griffith	13	12
I. Wilson (stroke)	12	12

Heat 2: Thursday, 30th June. 5.34 p.m. Weather: fine, calm. Bucks: Thames R.C. Berks: Belvoir Ruder Club, Zurich, Switzerland.

Barrier: 2 min. 6 sec.
Fawley: 3 min. 35 sec.
Finish: 7 min. 21 sec.

T.R.C. hit the booms near the top of the island when in the lead and broke the bowside blades.

Zurich started at 42, dropped to 39 and were not below 36 throughout. Zurich led by several lengths at the $\frac{1}{2}$ mile and won easily.

T.R.C. had not completed the first minute when they hit the booms. Thereafter they rowed 34.

Thames Challenge Cup

	st.	lb.
E. V. Harris (bow)	11	4
2 A. Sacker	11	11
3 D. King	11	12
4 J. P. M. Thomson	12	1
5 J. A. Stephenson	13	11
6 F. J. Lambert	13	0
7 H. A. Wober	12	1
M. S. Atkins (stroke)	13	7

Heat 4: Wednesday, 29th June. 11.5 a.m. Wind: light, across, off Bucks. Bucks: Nottingham University. $9\frac{1}{2}$, $18\frac{1}{2}$, 37. Berks: T.R.C., 11, 22, 41.

Barrier: 2 min.
Fawley: 3 min. 22 sec.
Finish: 7 min. 9 sec.

Nottingham started at 37 and rowed 34 all the way. T.R.C. led by $1\frac{1}{2}$ lengths at the $\frac{1}{2}$ mile; they were able to reduce their rate and hold their lead. At the $\frac{3}{4}$ mile they were down to 31 and led by 2 lengths. They led by $2\frac{1}{2}$ lengths at the Mile and won by $1\frac{1}{2}$ lengths.

Heat 21: Thursday, 30th June. 2.35 p.m. Dry. Light tail wind. Bucks: T.R.C., $10\frac{1}{2}$, $21\frac{1}{2}$, $41\frac{1}{2}$. Berks: Crowland R.C., 10, 21, 41.

Barrier: 2 min.
Fawley: 3 min. 21 sec.
Finish: 7 min. 3 sec.

T.R.C. took an early lead and had a length by the Barrier. They increased this to 2 lengths at Fawley and $2\frac{1}{2}$ lengths at the Mile. They were rowing 34 at the $\frac{1}{2}$ mile, 30 at the Mile. Later they were down to 28 and won by 2 lengths.

Heat 25: Friday, 1st July. 11.15 a.m. Weather: dry, still. Bucks: T.R.C., $10\frac{1}{2}$, 22, $41\frac{1}{2}$. Berks: Thames Tradesmen R.C., 11, 21, 40.

Barrier: 2 min. 1 sec.
Fawley: 3 min. 25 sec.
Finish: 7 min. 15 sec.

T.R.C. took an early lead, which they increased to $1\frac{1}{2}$ lengths at Fawley. They held that to the finish, in spite of hard efforts by Thames Tradesmen, and won by $1\frac{1}{2}$ lengths.

Heat 29: Saturday, 2nd July. 11.30 a.m. Weather: fine. Sunny. Light tail wind. Bucks: T.R.C., 11, 22, 41. Berks: Detroit B.C., U.S.A., $11\frac{1}{2}$, 22, 40.

Barrier: 1 min. 58 sec.
Fawley: 3 min. 20 sec.

Finish: 6 min. 51 sec.

T.R.C. led off the start and had $\frac{1}{2}$ length at the top of the island. Both settled to 33. T.R.C. still led by a canvas at Fawley and the $\frac{3}{4}$ mile. Detroit quickened, were level at the Mile and led by a canvas at the $1\frac{1}{2}$ mile. T.R.C. were at $35\frac{1}{2}$ at the Mile and quickened to $38\frac{1}{2}$ by the finish. Detroit won by 1 length.

(Detroit were beaten in the Final by Harvard by $1\frac{1}{2}$ lengths.)

THE WYFOLD FOUR

by ALAN HAWES

At the commencement of summer rowing it was apparent that the Wyfold Four lacked the stamina and muscular fitness that a solid winter's rowing should have furnished. In addition the individuals concerned were certainly rough in technique, so I decided at the outset that if the crew was going to win at all it would have to do so by sheer hard work. With this in mind the early part of the training comprised long rows with few easies, the usual outing taking us up to Barnes or Chiswick Bridge with only one or at the most two stops and returning in one piece varying the rate to a definite pattern. This method began to pay off so that although the crew never looked pretty they started to get more value for the effort used and more confidence in their ability to last a distance. At this stage the outings, although remaining hard and to a set pattern changed slightly in emphasis so that the crew not only developed the ability, but knew they had the ability, to go flat out over the last part of a race without taking it easy in the early stages, although this last was occasionally forgotten in the stress of a race.

The crew rowed the boat up-river to its first regatta at Thames Ditton where, although it showed its fighting ability, erratic steering cost them the regatta in the final. The Twickenham, Chiswick and Walton regattas followed, still without success, although at Chiswick the four put up a good fight against Barn Cottage in the final.

Over the Whitsun weekend we made an expedition to Hereford, for a provincial tryout.

In spite of producing the best rowing I saw from the crew in that order they were beaten by 1 foot by Bedford, a disappointment which was possibly relieved to some extent by the sight of yours truly and Nick Boyd rowing (?) in the Open Coxed Clinker Pairs, ably coxed by Helby.

At this point I must mention the considerable hospitality extended to the Club by Hereford, the four being invited to stay at the secretary's house.

After Reading regatta the crew was changed, David King going into the Second Eight and Gordon Dear coming in at bow and steers. At the same time we experimented with using spade

oars which it was eventually decided to use at Henley. The week before Marlow was spent in settling down in the new order but the crew, although looking technically better, seemed to have lost a lot of morale and with it some of its fighting ability, as evidenced by an almost listless performance at Marlow regatta, where in the first heat the rating was 8, 15, 29 in the first minute.

The first week at Henley was spent in trying to regain something of the verve that had previously characterised the rowing, and by Saturday the morale was again fairly high, assisted by a presentable trial course. After tuning up with any crew that was prepared to play on the Monday and Tuesday the four had a fairly comfortable row against Pembroke College, Cambridge, on the Wednesday.

On the Thursday the crew met Vesta, who proved much too strong for them and who eventually went on to be beaten by the winners, St. Thomas's Hospital, in the final.

Wyfold Challenge Cup

	st.	lb.
G. S. Dear (bow, steers)	11	2
2 M. J. Long	11	9
3 P. Bovet	12	13
A. J. Cooke (stroke)	11	6

Heat 15: Wednesday, 29th June. 6.40 p.m. Wind: light, tail. Bucks: Pembroke College, Cambridge, 10, 19, 38. Berks: T.R.C., 10, 20, 39.

Barrier: 2 min. 10 sec.
Fawley: 3 min. 37 sec.
Finish: 7 min. 30 sec.

Pembroke were not below 34 throughout. T.R.C. led by $1\frac{1}{2}$ lengths at the $\frac{1}{2}$ mile and by 2 lengths at the Barrier. They dropped to 32, and later to 30, and held their lead. They won by $1\frac{3}{4}$ lengths.

Heat 21: Thursday, 30th June. 3.40 p.m. Wind: light, tail. Bucks: T.R.C., 10, 20 $\frac{1}{2}$, 39 $\frac{1}{2}$. Berks: Vesta R.C., 11, 20, 41.

Barrier: 2 min. 9 sec.
Fawley: 3 min. 37 sec.
Finish: 7 min. 34 sec.

T.R.C. were at 33 at the Barrier, 32 at the $\frac{1}{2}$ mile, Fawley and $\frac{3}{4}$ mile, 31 at the Mile, 33 thereafter.

Vesta, always at two or three strokes a minute faster than T.R.C., led by $\frac{3}{4}$ length at the $\frac{1}{2}$ mile, by 2 lengths at the $\frac{3}{4}$ mile and by $2\frac{1}{2}$ lengths at the Mile.

Vesta won by $1\frac{3}{4}$ lengths.

(Vesta were beaten in the Final by St. Thomas's Hospital by $1\frac{1}{2}$ lengths in 7 min. 24 sec.)

KINGSTON REGATTA

9th July

Home Park Challenge Cup (Wyfold Fours)

G. S. Dear (bow, steers); A. Marx; J. R. Moss; A. J. Cooke (stroke).

Race 10: T.R.C., rowed over.

Race 30: T.R.C., 1; Royal Engineers R.C. 'A', 2. Canvas; 4 min. 21 sec.

Semi-Final: Walton R.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths; 4 min. 16 sec.

Dittons Challenge Cup (Junior-Senior Eights)

V. B. A. Temple (bow); I. A. Macrae; B. J. Gauld; T. R. F. T. Hare; J. D. Cumming; J. Thorp; T. E. Moyes; G. W. J. Bridge (stroke); R. T. H. Helby (cox).

Race 26: T.R.C., rowed over. 4 min. 5 sec.

Race 52: Twickenham R.C., 1; T.R.C., 2. Easily, Thames breaking button of an oar early on.

Surbiton Challenge Cup (Junior Eights)

R. M. G. Collis (bow); J. C. Wade; P. A. M. Fenton; R. A. Bradbrook; J. E. Taylor; D. Miller; J. R. Taylor; J. Blackburn (stroke); G. R. Withers (cox).

Race 14: Kingston Grammar School B.C., 1; T.R.C., 2. $\frac{3}{4}$ length; 4 min. 7 sec.

Senior Pairs

E. V. Harris (bow, steers); A. Sacker (stroke).

Race 44: Twickenham R.C., 1; T.R.C., 2.

Selsey Challenge Cup (Junior-Senior Sculls)

J. R. Buzeman.

Race 4: T.R.C., rowed over.

Race 50: T.R.C., 1; E. J. Barrington-Ward, 2. 5 lengths; 4 min. 59 sec.

Final: D. Lambert, 1; T.R.C., 2. 2 lengths.

Secretary's Challenge Cup (Junior Sculls)

J. R. Moss; F. P. Rumney.

Race 1: J. J. James, 1; J. R. Moss, 2. 1 length; 5 min. 4 sec.

Race 23: B. Thomas, 1; F. P. Rumney, 2. $2\frac{1}{2}$ lengths; 5 min. 9 sec.

MOLESEY REGATTA

16th July

Grand Challenge Cup

S. F. A. Miskin (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; J. F. C. Badcock; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

Final: T.R.C., 1; University of London B.C., 2. $1\frac{1}{2}$ lengths; 4 min. 41 sec.

Senior Fours

D. R. Mount (bow, steers); P. Laws; W. J. Griffith; I. Wilson (stroke).

Final: T.R.C., 1; London & Kingston R.C., 2. 1 length; 5 min. 25 sec.

Thames Cup Eights

E. V. Harris (bow); A. Sacker; D. King; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat: T.R.C., 1; Tiffin School B.C., 2. $1\frac{1}{4}$ lengths; 4 min. 58 sec.

Heat: T.R.C., 1; Kingston R.C., 2. $\frac{3}{4}$ length; 5 min. 1 sec.

Semi-final: Quintin B.C., 1; T.R.C., 2. $1\frac{3}{8}$ lengths; 4 min. 56 sec.

Wyfold Fours

G. S. Dear (bow, steers); A. Marx; J. R. Moss; A. J. Cooke (stroke).

Heat 2: T.R.C., 1; Colet B.C., 2. Easily; 5 min. 39 sec.

Heat 6: Molesey B.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths; 5 min. 28 sec.

Junior-Senior Eights

'A' Crew: P. J. V. Rounce (bow); I. A. Macrae;

B. J. Gauld; T. R. F. T. Hare; J. D. Cumming; J. Thorp; T. E. Moyes; G. W. J. Bridge (stroke); R. T. H. Helby (cox).

'B' Crew: A. T. Hirst (bow); W. H. Jackson; M. F. T. Evison; J. R. Rolland; J. H. G. Sheppard; S. K. D. Hill; D. J. Sutton; D. J. P. Morgan (stroke); G. H. Garner (cox).

Heat 2: Thames Tradesmen R.C., 1; T.R.C. 'A', 2. 2 lengths; 5 min. 7 sec.

Heat 4: T.R.C. 'B', 1; Vesta R.C., 2. Canvas; 5 min. 7 sec.

Heat 9: Twickenham R.C., 1; T.R.C. 'B', 2. 2 lengths; 5 min. 10 sec.

Junior Eights

R. M. G. Collis (bow); J. C. Wade; P. A. M. Fenton; D. Miller; J. E. Taylor; R. A. Bradbrook; J. R. Taylor; J. Blackburn (stroke); G. R. Withers (cox).

Heat 1: Quintin B.C., 1; T.R.C., 2. $\frac{3}{4}$ length; 5 min. 16 sec.

Senior Pairs

L. Gray (bow, steers); D. J. Murphy (stroke).

Heat 2: Quintin B.C., 1; T.R.C., 2. Easily.

Garrick Pairs

G. S. Dear (bow, steers); J. R. Moss (stroke).

Heat 2: T.R.C., 1; Molesey B.C., scratched.

Heat 6: T.R.C., 1; Twickenham R.C., 2. $\frac{1}{2}$ length; 6 min. 8 sec.

Final: City of Cambridge R.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths; 6 min. 9 sec.

The City of Cambridge pair (D. Bayly Jones and W. Lever) are both members of Thames R.C.

Junior-Senior Sculls

J. R. Buzeman; J. F. Rolland.

Heat 1: J. Rolland, 1; M. Sutherland-Smith, scratched.

Heat 3: J. R. Buzeman, 1; M. J. Chitty, 2. 4 lengths; 6 min. 3 sec.

Heat 6: J. R. Buzeman, 1; J. Rolland, 2. Easily; 6 min. 25 sec.

Final: D. Lambert, 1; J. R. Buzeman, 2. $\frac{3}{4}$ length; 6 min. 5 sec.

Junior Sculls

F. P. Rumney.

Heat 4: F. P. Rumney, 1; R. F. Walker, 2.

Heat 6: M. J. Turk, 1; F. P. Rumney, 2. $2\frac{1}{2}$ lengths. 6 min. 19 sec.

BEDFORD REGATTA

23rd July

Talbot Jarvis Challenge Cup (Senior Eights)

S. F. A. Miskin (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; J. F. C. Badcock; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

Heat 3: T.R.C., 1; Star Club 'B', 0; rowed over.

Heat 7: T.R.C., 1; London R.C., 2. $\frac{3}{4}$ length; 3 min. 30 sec. (equals record).

Final: T.R.C., 1; Star Club 'A', 2. 3 lengths; 3 min. 28 sec. (record).

R.A.F. Cardington Challenge Cup (Junior-Senior Eights)

W. H. Jackson (bow); G. W. J. Bridge; M. F. T. Evison; A. J. Cooke; D. J. Sutton; A. Marx; T. E. Moyes; D. J. Morgan (stroke); R. T. H. Helby (cox).

Heat 4: T.R.C., 1; Kings School, Chester, B.C., 2. 2½ lengths; 3 min. 42 sec.

Heat 8: T.R.C., 1; Magdalen College School B.C., 2. 2 lengths; 3 min. 41 sec.

Final: Tabor Academy, U.S.A., 1; T.R.C., 2. 2 lengths; 3 min. 36 sec. (record).

Britannia Challenge Trophy (Senior Coxless Fours)

D. R. Mount (bow, steers); P. Laws; W. J. Griffith; I. Wilson (stroke).

Heat 6: T.R.C., 1; Marlow R.C., 2. 1 length; 2 min. 4 sec.

Heat 7: T.R.C., 1; London R.C., 2. 1 length; 2 min. 5 sec.

Final: T.R.C., 1; Vesta R.C., 2. 1½ lengths; 2 min. 2 sec.

Senior Coxed Fours

S. F. A. Miskin (bow); B. S. Tanner; R. D. F. Anderson; J. F. C. Badcock (stroke); R. L. Penney (cox).

Heat 1: T.R.C., 1; Vesta R.C., 2. 3½ lengths; 4 min. 3 sec.

Heat 5: T.R.C., 1; Norwich Union R.C., 2. 1½ lengths; 4 min. 2 sec.

Final: Crowland R.C., 1; T.R.C., 2. 3 min. 57 sec.

STAINES REGATTA

23rd July

Senior Eights

E. V. Harris (bow); A. Sacker; D. King; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. S. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).

Race 75: T.R.C., 1; Molesey B.C., 2. 1 length; 4 min. 35 sec.

Final: T.R.C., 1; Kingston R.C., 2. 2 lengths; 4 min. 35 sec.

Junior-Senior Eights

R. S. Wild (bow); C. N. F. Hunt; A. T. Hirst; P. E. Antulis; J. D. Cumming; I. A. Macrae; J. R. Rolland; J. Thorp (stroke); G. H. Garner (cox).

Race 12: T.R.C., 1; London R.C., 2. ¼ length; 4 min. 48 sec.

Race 55: Horseferry R.C., 1; T.R.C., 2. 1 length; 4 min. 48 sec.

Junior-Senior Fours

R. S. Wild (bow, steers); P. B. Antulis; I. A. Macrae; J. R. Rolland (stroke).

Race 20: Cygnet R.C., 1; T.R.C., 2. 2½ lengths; 5 min. 15 sec.

Junior Eights

R. M. G. Collis (bow); M. L. Cohen; P. A. M. Fenton; D. Miller; J. E. Taylor; R. A. Bradbrook; J. R. Taylor; J. C. Wade (stroke); G. R. Withers (cox).

Race 19: Burway R.C., 1; T.R.C., 2. 3 lengths; 4 min. 52 sec.

Vernon Challenge Cup (Pair Oar)

G. S. Dear (bow, steers); J. R. Moss (stroke).

Race 70: T.R.C., 1; Maidenhead R.C., 2. 4 lengths; 5 min. 53 sec.

Final: T.R.C., 1; Royal Engineers R.C., 2. Easily; 5 min. 41 sec.

Senior Sculls

A. C. M. Provan.

Race 46: T.R.C., 1; R. D. E. Pope, 2.

Race 76: T.R.C., 1; B. A. Johnson, 2.

Final: M. Gaylard, 1; T.R.C., 2. Easily.

METROPOLITAN REGATTA

26th-27th July

Champion Cup (Senior Eights)

S. F. A. Miskin (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; J. F. C. Badcock; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

Final: T.R.C., 1; London R.C., 2. 4½ lengths.

Thames Cup (Senior Fours)

D. R. Mount (bow, steers); P. Laws; W. J. Griffith; I. Wilson (cox).

Final: T.R.C., 1; London R.C., 2. 3½ lengths.

Old Barnes Cup (Thames Cup Eights)

E. V. Harris (bow); A. Sacker; D. King; J. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat: T.R.C., 1; Midland Bank, 2. Canvas.

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

Forster Cup (Junior-Senior Eights)

'A' Crew: W. H. Jackson (bow); G. W. J. Bridge; M. F. T. Evison; A. J. Cooke; D. J. Sutton; A. Marx; T. E. Moyes; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

'B' Crew: R. S. Wild (bow); B. J. Gauld; A. T. Hirst; C. N. F. Hunt; J. H. G. Sheppard; I. A. Macrae; J. R. Rolland; J. Thorp (stroke); D. Chasey (cox).

Heat 1: Twickenham R.C., 1; T.R.C., 2; Latymer Upper School B.C., 3. 1½ lengths.

Heat 2: Vesta R.C., 1; T.R.C., 2. 3½ lengths.

Metropolitan Challenge Cup (Junior Eights)

R. M. G. Collis (bow); J. C. Wade; S. Baxter; D. E. Palmer; P. A. M. Fenton; R. A. Bradbrook; J. R. Taylor (stroke); D. Chasey (cox).

Heat 3: National Provincial Bank R.C., 1; T.R.C., 2; London R.C., 3. 4 lengths.

Old Goring Cup (Junior-Senior Fours)

R. S. Wild (bow, steers); I. A. Macrae; D. V. Stone; J. R. Rolland (stroke).

Heat 2: Parkside R.C., 1; Anglian B.C., 2; T.R.C., disq.

Senior Pairs

W. J. Griffith (bow, steers); I. Wilson (stroke).

Heat 2: T.R.C., 1; Quintin B.C., 2. 2½ lengths.

Final: National Provincial Bank R.C., 1; T.R.C., 2. 3 lengths.

Senior Sculls

A. C. M. Provan.

Heat 3: M. Gaylard, 1; A. C. M. Provan, 2. 3 lengths.

Junior-Senior Sculls

J. R. Buzeman.

Heat 1: J. R. Buzeman, 1; M. J. Chitty, 2; R. A. C. Jones, 3. Easily.

MAIDENHEAD REGATTA

30th July

Daily Telegraph Challenge Cup (Thames Cup Eights)

E. V. Harris (bow); A. Sacker; D. King; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); D. Chasey (cox).

Race 49: T.R.C., 1; London R.C., 2. $\frac{3}{4}$ length; 3 min. 21 sec.

Race 100: T.R.C., 1; National Provincial Bank R.C., 2. $\frac{3}{4}$ length; 3 min. 15 sec.

Final: Isis B.C., 1; T.R.C., 2. $1\frac{1}{4}$ lengths; 3 min 12 sec.

Maidenhead Challenge Cup (Junior-Senior Eights)

'A' Crew: W. H. Jackson (bow); G. W. J. Bridge; M. F. T. Evison; A. J. Cooke; D. J. Sutton; A. Marx; T. E. Moyes; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

'B' Crew: R. S. Wild (bow); B. J. Gauld; D. V. Stone; C. N. F. Hunt; J. H. G. Sheppard; I. A. Macrae; A. T. Hirst; J. Thorp (stroke); J. R. Rolland (cox).

Race 36: T.R.C. 'A', 1; Quintin B.C., 2. $\frac{1}{2}$ length; 3 min. 25 sec.

Race 59: T.R.C. 'B' rowed over.

Race 87: Cheltenham College B.C., 1; T.R.C. 'A', 2. $1\frac{1}{2}$ lengths; 3 min. 26 sec.

Race 88: Kingston R.C., 1; T.R.C. 'B', 2. $1\frac{1}{4}$ lengths; 3 min. 31 sec.

Woodhurst Challenge Cup (Junior Eights)

R. M. G. Collis (bow); J. C. Wade; P. A. M. Fenton; S. Baxter; R. A. Bradbrook; D. E. Palmer; J. R. Taylor; J. E. Taylor (stroke); D. Chasey.

Race 77: Burway R.C., 1; T.R.C., 2. 3 lengths; 3 min. 29 sec.

Jubilee Goblets (Senior-Junior Pairs)

G. S. Dear (bow, steers), J. R. Moss (stroke).

Race 23: T.R.C., 1; Trinity College, Oxford, 2; $\frac{1}{2}$ length; 4 min. 11 sec.

Race 52: T.R.C., 1; Eton College B.C., 2; 1 length; 4 min. 10 sec.

Final: T.R.C., 1; Maidenhead R.C., 2; $2\frac{1}{2}$ lengths; 4 min. 17 sec.

Junior-Senior Sculls

J. R. Buzeman.

Race 42: J. R. Buzeman, 1; H. M. Prior, 2; easily; 4 min. 18 sec.

Race 81: J. R. Buzeman, 1; N. C. Bonsor, 2; 2 lengths; 4 min. 16 sec.

Semi-final: W. L. Barry, 1; J. R. Buzeman, 2; 1 length; 4 min. 11 sec.

Junior Sculls

P. Laws; S. F. A. Miskin; D. H. Drury.

Race 2: P. Laws, 1; S. D. McDonald, 2.

Race 7: D. H. Drury, 1; A. V. Nicholson, 2.

Race 26: P. Laws, 1; N. D. Cooper, 2; 1 length; 4 min. 15 sec.

Race 34: R. Thomas, 1; D. H. Drury, 2; 1 length; 4 min. 19 sec.

Race 69: S. F. A. Miskin, 1; R. T. Thin, 2; easily, 4 min. 36 sec.

Race 89: P. Laws, 1; P. H. Novak, 2; 2 lengths; 4 min. 23 sec.

Race 94: S. F. A. Miskin, 1; A. Malin, 2; 4 lengths; 4 min. 28 sec.

Race 104: P. Laws, 1; J. J. James, 2; $1\frac{1}{4}$ lengths; 4 min. 15 sec.

Race 105: T. E. Redwood, 1; S. F. A. Miskin, 2; 2 lengths; 4 min. 14 sec.

Final: P. Laws, 1; T. E. Redwood, 2; $\frac{1}{2}$ length; 4 min. 9 sec.

Miskin's boat had been seriously damaged on the boat lorry.

HENLEY TOWN AND VISITORS' REGATTA

1st August

Haileywood Challenge Cup (Senior Eights)

E. V. Harris (bow), A. Sacker; D. King; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); D. Chasey (cox).

Heat 1: Isis B.C., 1; T.R.C., 2; Crowland & National Provincial Bank R.C., 3; $\frac{1}{2}$ length; 4 min. 10 sec.

Sagamore Challenge Cup (Junior-Senior Eights)

'A' Crew: W. H. Jackson (bow); G. W. J. Bridge; M. F. T. Evison; A. J. Cooke; D. J. Sutton; A. Marx; T. E. Moyes; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

'B' Crew: R. S. Wild (bow); B. J. Gauld; D. V. Stone; C. H. F. Hunt; J. H. G. Sheppard; I. A. Macrae; A. T. Hirst; J. Thorp (stroke); J. R. Rolland (cox).

Heat 2: T.R.C. 'A', 1; Westminster Watermen B.C., 2; canvas; 4 min. 22 sec.

Heat 5: Petersham Gowers B.C., 1; T.R.C. 'B', 2; National Provincial Bank R.C., 3; 2 feet; 4 min. 34 sec.

Heat 7: Kingston R.C., 1; T.R.C. 'A', 2; Henley R.C., 3; $\frac{3}{4}$ length; 4 min. 23 sec.

Remenham Challenge Cup (Junior Eights)

R. M. G. Collis (bow); J. C. Wade; P. A. M. Fenton; S. Baxter; R. A. Bradbrook; T. W. Watkins; J. R. Taylor; J. E. Taylor (stroke); D. Chasey (cox).

Heat 2: Quintin B.C., 1; Borlase School B.C., 2; T.R.C., 3; 3 feet; 4 lengths; 4 min. 20 sec.

Junior-Senior Sculls

J. R. Buzeman.

Race 4: J. R. Buzeman, 1; P. Laws, 2; P. Badger Clark, 3; $2\frac{1}{2}$ lengths; 5 min. 19 sec.

Heat 8: J. R. Buzeman, 1; K. Bell, 2; J. C. Hutchins, 3; 3 lengths; 5 min. 12 sec.

Final: W. L. Barry, 1; J. R. Buzeman, 2; $1\frac{1}{2}$ lengths; 5 min. 2 sec.

Junior Sculls

S. F. A. Miskin; D. H. Drury.

Heat 5: A. P. Rayner, 1; D. H. Drury, 2; R. F. Rintoul, 3.

Heat 4: J. E. Redwood, 1; S. F. A. Miskin, 2; R. F. Wilson, 3; $\frac{1}{2}$ length; 5 min. 32 sec.

SERPENTINE REGATTA

4th, 5th and 6th August

Grand Eights

S. F. A. Miskin (bow); R. D. F. Anderson; B. S. Tanner; P. Laws; W. J. Griffith; J. F. C. Badcock; D. R. Mount; I. Wilson (stroke); R. L. Penney (cox).

Heat 1: Oxford University B.C., 1; T.R.C., 2; Tideway Scullers School, 3; National Provincial Bank & Crowland R.C., 4; 3 feet; 2 min. 17 sec.

Repechage: T.R.C., 1; National Provincial Bank & Crowland R.C., 2; London R.C., 3; 1 length; 2 min. 21 sec.

Final: O.U.B.C., 1; T.R.C., 2; London R.C., 3; National Provincial Bank & Crowland R.C., 3; $\frac{3}{4}$ length; 2 min. 13 sec. (record).

Senior Coxed Fours

S. F. A. Miskin (bow); B. S. Tanner; R. D. F. Anderson; J. F. C. Badcock (stroke); S. L. Parkinson-Smith (cox).

Heat 1: T.R.C., 1; Crowland R.C., 2; Gladstone Warwick R.C., 3; Parkside R.C., 4; 1 length; 2 min. 40 sec.

T.R.C. did not row in the final as they were not notified of a change in the time of the race. Crowland won the event.

Thames Cup Eight

E. V. Harris (bow); A. Sacker; D. King; J. P. M. Thomson; J. A. Stephenson; F. J. Lambert; H. A. Wober; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat 3: T.R.C., 1; Tweedledee B.C., 2; Thames Tradesmen R.C., 3; Walton R.C., 4; 1 length; 2 min. 21 sec.

Final: T.R.C., 1; St. Mary's Hospital B.C., 2; Midland Bank R.C., 3; Twickenham R.C., 4; 1 length; 2 min. 18 sec.

Wyfold Fours

J. A. Stephenson (bow, steers); F. J. Lambert; H. A. Wober; M. S. Atkins (stroke).

Heat 3: T.R.C., 1; Molesey B.C., 2; Vesta R.C., 3; Lensbury R.C., 4; 1 length; 2 min. 42 sec.

Heat 6: T.R.C., 1; Twickenham R.C., 2; Royal Engineers R.C., 3; Maidenhead R.C., 4; $\frac{3}{4}$ length; 2 min. 39 sec.

Final: T.R.C., 1; Kingston R.C. 'A', 2; Marlow R.C., 3; National Provincial Bank R.C., 4; $\frac{3}{4}$ length; 2 min. 34.6 sec.

Junior-Senior Eights

'A' Crew: D. J. Sutton (bow); G. W. J. Bridge; M. F. T. Evison; A. J. Cooke; J. R. Moss; A. Marx; W. H. Jackson; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

'B' Crew: R. S. Wild (bow); B. J. Gauld; D. V. Stone; C. N. F. Hunt; J. H. G. Sheppard; I. A. Macrae; A. T. Hirst; J. Thorp (stroke); J. R. Rolland (cox).

Heat 1: Crowland R.C., 1; T.R.C. 'B', 2; Horseferry R.C., 3; 1 length; 2 min. 32 sec.

Heat 4: T.R.C. 'A', 1; Cygnet R.C., 2; Kingston R.C., 3; $\frac{3}{4}$ length; 2 min. 31 sec.

Final: Cheltenham Caterpillars, 1; T.R.C. 'A', 2; Quintin B.C., 3; Crowland R.C., 4; $\frac{1}{2}$ length; 2 min. 25 sec.

Junior Eights

R. M. G. Collis (bow); J. C. Wade; P. A. M. Fenton; J. Blackburn; R. A. Bradbrook; T. W. Watkins; J. E. Taylor (stroke); D. Chasey (cox).

Heat 1: Monmouth R.C. 'B', 1; T.R.C., 2; Stourport B.C., 3; Putney Town R.C., 4; $\frac{1}{2}$ length; 2 min. 35 sec. (first two qualify).

Heat 4: Monmouth R.C. 'B', 1; T.R.C., 2; Gladstone Warwick R.C., 3; Poplar & Blackwall R.C., 4; 1 length; 2 min. 30 sec.

Senior Pairs

'A' Crew: W. J. Griffith (bow, steers); I. Wilson (stroke).

'B' Crew: P. Laws (bow, steers); R. D. F. Anderson (stroke).

Heat 3: Marlow R.C., 1; Lensbury R.C., 2; Ibis & Mortlake R.C., 3. T.R.C. 'A' finished first but were disqualified.

Heat 4: T.R.C. 'B', 1; Molesey B.C., 2; Twickenham R.C., 3; King's College, London, B.C., 4; $\frac{1}{2}$ length; 2 min. 46 sec.

Final: Isis B.C., 1; Marlow R.C., 2; T.R.C. 'B', 3; 1 length; 2 min. 43 sec.

Senior Sculls

A. C. M. Provan. Lost.

Junior-Senior Sculls

J. R. Buzeman, J. R. Rolland.

Heat 7: Milward, 1; Jones, 2; J. R. Buzeman, 3; Brocklebank, 4.

From 'The Times' 6th August

Formidable Thames Eight

The outstanding race of the 'News of the World' sprint championship regatta on the Serpentine last night was the heat of the Grand Eights between Oxford University, National Provincial Bank and Crowland, Tideway Scullers, and the Thames Rowing Club. The potentialities of Thames R.C., particularly over a short course, had perhaps been overlooked, and it turned out that it was they, rather than the Tideway Scullers, who provided the main opposition to the Oxford Olympic Eight. And formidable opposition it proved to be.

Near Thing

They had about a quarter of a length advantage within 100 yards of the finish, and it says much for the finishing power of Oxford that they came through to win by one second. Their time was 2 min. 17 sec., and Thames's was 2 min. 18 sec. The Tideway Scullers finished third in 2 min. 24 sec., and the composite National Provincial Bank and Crowland Eight finished in 2 min. 28 sec.

It would be interesting to know the exact length of the Serpentine course, for if it is really half a mile, as generally supposed, Oxford's time would give about six minutes for the Henley course, though, of course, without allowing for the longer distance rowed at Henley.

RICHMOND REGATTA

20th August

Junior-Senior Eights

D. J. Sutton (bow); G. W. J. Bridge; M. F. T. Evison; C. N. F. Hunt; A. Marx; I. A. Macrae; W. H. Jackson; D. J. P. Morgan (stroke); R. T. H. Helby (cox).

Final: T.R.C., 1; Thames Tradesmen R.C., 2; $\frac{3}{4}$ length.

Junior-Senior Fours

S. H. Broadbent (bow, steers); C. R. Barker;
C. J. F. S. Rowley; R. J. Teare (stroke).
3.25: T.R.C., 1; Thames Tradesmen R.C., 2;
1½ lengths.
6.20: T.R.C., 1; Horseferry R.C., 2; ½ length.
Final: Molesey B.C., 1; T.R.C., 2; 2½ lengths.

Junior-Senior Pairs

'A' Crew: W. H. Jackson (bow, steers); D. J. P. Morgan (stroke).
'B' Crew: S. H. Broadbent (bow, steers); C. J. F. S. Rowley (stroke).
1.55: Twickenham R.C., 1; T.R.C. 'B', 2; easily.
2.25: R. A. F. Medmenham R.C., 1; T.R.C. 'A', 2; easily.

Junior Sculls

D. J. P. Morgan; C. N. F. Hunt.
Heat 2: C. N. F. Hunt, 1; T. R. T. Walton disqualified.
Heat 6: A. McLachlan, 1; D. J. P. Morgan, 2.
Heat 5: A. G. Lane, 1; C. N. F. Hunt, 2.

Maiden Sculls

S. H. Broadbent; A. Marx; G. W. J. Bridge;
W. H. Jackson.
Heat 1: W. H. Jackson, 1; L. G. Pugh scratched.
Heat 3: J. L. M. Fletcher, 1; G. W. J. Bridge, 2.
Heat 4: M. N. Clark, 1; A. Marx, 2.
Heat 6: S. H. Broadbent, 1; R. Crofton, 2.
Heat 9: S. Copage, 1; W. H. Jackson, 2.
Heat 13: R. Pearce, 1; S. H. Broadbent disqualified.

CITY OF CAMBRIDGE REGATTA

20th August

Senior Coxed Fours

P. Moore (bow); T. Moore; J. Brockway; E. V. Harris (stroke); R. Willis (cox).
Semi-final: T.R.C., 1; City of Cambridge 2; easily.
Final: Norwich Union R.C., 1; T.R.C., 2; ½ length.

Senior Pairs

'A' Crew: P. Moore (bow, steers); T. Moore (stroke).
'B' Crew: J. Brockway (bow, steers); E. V. Harris (stroke).
Heat 1: T.R.C. 'A', 1; Canterbury, 2; easily.
Heat 2: T.R.C. 'B', 1; City of Cambridge, 2; 2 feet, in re-row after dead heat.
Semi-final: T.R.C. 'A', 1; T.R.C. 'B', 2; Heads or Tails, 3.
Final: T.R.C., 1; Nottingham Union R.C., 2; 4 lengths.

HAMMERSMITH AUTUMN REGATTA

3rd September

Senior Coxed Clinker Fours

J. R. Rolland (bow); T. Moore; J. Pedder;
E. V. Harris (stroke); R. Willis (cox).
Heat 2: Vesta R.C. 'B', 1; T.R.C. 2.

IBIS INVITATION REGATTA

17th September

Invitation Pairs (Senior-Junior Pairs)

G. S. Dear (bow, steers); J. R. Moss (stroke).
Final: T.R.C., 1; Vesta R.C., 2; Thames Tradesmen R.C., 3; 2 feet.

THAMES ROWING CLUB REGATTA

24th September

John Lang Cup (for Junior Scullers in Rum-Tums)

Final: M. J. Long, 1; D. A. Cook, 2; B. J. Gauld, 3.

George Vize Beakers (Club Pairs)

Final: J. S. W. Gilbert (bow, steers), R. A. Carr (stroke), 1; A. Sacker (bow, steers), A. J. Cooke (stroke), 2; 3½ lengths.

C. W. Hughes Bowl (Club Fours)

Final: P. M. G. Moore (bow, steers), E. V. Harris, D. R. Mount, A. J. Cooke (stroke), 1; S. H. Broadbent (bow, steers), T. J. N. Moore, J. A. Stephenson, D. J. P. Morgan (stroke), 2; 1 length.

J. Beresford Challenge Cup and Doubledee Cup (Club Senior Sculls)

Handicaps: (rum-tums) E. V. Harris, 25 sec.; M. J. Long, 25 sec.; A. L. Ruddock, 25 sec.; (best boats) F. P. Rumney, 15 sec.; E. V. Harris, 10 sec.; V. B. A. Temple, 10 sec.; J. R. Buzeman and D. R. Mount, scratch.
Result: F. P. Rumney, 1; D. R. Mount, 2; J. R. Buzeman, 3; 1½ lengths.

Invitation Scratch Eights

Final: K. J. B. Allen (bow) (Kensington R.C.); J. C. Wade; G. R. H. Greaves (St. Andrew's B.C., Edinburgh); D. A. Allen; F. P. Rumney; J. B. Thorp; D. R. Mount; M. J. Long (stroke); J. M. Edmonds (Emanuel School B.C.) (cox), 1; canvas.

DA MANCHA SHIELD

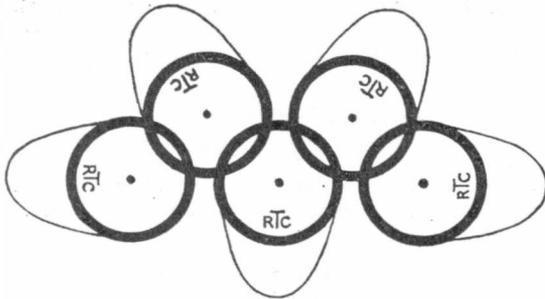
27th September

J. F. C. Badcock; D. R. Mount; W. J. Griffith;
R. D. F. Anderson.
The team lost in their first heat.

REFLECTIONS

ON ROME

By JACK BERESFORD



The Olympic Regatta of the 17th Olympiad was held on Lake Albano, 15 miles to the south of Rome. It was an historic occasion, for 118 entries were received from 33 countries, an out-and-out record.

In the 1908 Olympic Regatta only three foreign eights competed. There were no U.S.A. entrants. Canada competed in all events. In those so-called "golden days" (?), the United Kingdom won all four events. The foreign entrants were:—

Eights. Belgium, Hungary, Norway.

Fours. Holland only.

Pairs. Germany.

Sculls. Belgium, Germany, Hungary, Italy.

The general arrangements on Lake Albano were first class in every way. The installation was superb. There, for the first time, the lanes were marked by buoys and six crews raced abreast. Each lane of the course was buoyed every 40 feet (12½ metres approximately). The buoys being attached to underwater cables stretched from end to end of the lake at a depth of roughly 5 feet. Steering for crews used to the Henley course, therefore, presented no difficulties and to go off course was virtually impossible.

The architect for the installation had rowed 5 in the Italian eight in the Melbourne Olympic Regatta in 1956 and, in addition, knew the European Championship courses in Germany, Switzerland and Holland; as a result his course was well-nigh perfect. The cost was £95,000, but this figure is exclusive of the expenditure on roads and the tunnel through the hill to the

lake-shore. Lake Albano, 900 feet up, is in the crater of a defunct volcano, ringed by hills and dominated by the Summer Palace of Pope John XXIII. The boat-houses, part permanent and part temporary, were well able to handle the crews from 33 different countries, a great achievement of organisation.

The conditions for racing and training were excellent, except that the wash from coaching launches made the water fairly rough, especially for the pairs, double and single scullers. The weather was hot and crews thrived in the sun and they had adequate time to get acclimatised. To the Japanese, Australian and Central European crews, the climate was ideal.

The failure of our crews, with one exception, the double scullers, was primarily due to inferior physical fitness, in other words, they were not able to go fast enough for long enough. Our eight and both fours had the pace for 500 to 1,000 metres, but they broke down on the final 500-metre 'kick' needed to win. Justicz, the bow man of the double sculls, raced with a temperature and raced most gallantly—they could with a little luck have won a medal.

The Germans won entirely through superb physical condition, their eight could maintain 40 all over. In the final they started at 45 and finished at 43, *not* fully pressed. Their training for the last three years continued through each winter non-stop. Weight-lifting, running, gymnastics and physical training exercises were carried through relentlessly with one target in view, winning the Olympic Eights. Much of their work and racing too took place in fours,

pairs and sculling boats. They were all expert watermen and all had learned their trade the hard way—in small boats. They were superbly fit and with fitness went supreme confidence. It goes that way, when the oarsman knows that he can race at top pressure from start to finish. Few English oarsmen reach that state of physical fitness. The German diet and hours of eating were strictly regulated and watched by their coaches, one of the most important points, seldom—through circumstances—undertaken by our crews.

The German style was different from anything seen before; they finished each stroke leaning forward and used very little arm work, for their theory is that to swing past the vertical is uneconomic, furthermore it reduces flexibility and the ability to strike a high rate. Their short inboard and long outboard oars enable them to hook on to the water further behind the rigger and they aim to apply their full weight at once. They had three types of oars for use in:—

- (a) A head wind.
- (b) A following wind.
- (c) Dead conditions.

They had both spoon and shovel blades. Their riggers were of an entirely new type, and were fitted with a right-angle stay having a movable swivel capable of five adjustments. Their boat, built by Karlisch at Molln, was 30 lb. lighter than Oxford's boat. The Japanese boat was 65 lb. lighter and the Australian boat 24 lb. lighter.

The Coxed Pairs

In the final, five countries had their cox lying under the bow canvas. Only the Russians, who came second, had their cox in the orthodox position seated astern of stroke.

Single Sculls

The record is still held by Bob Pearce of Australia, who in Amsterdam in 1928 did 7 min. 1·8 sec.

The fastest time by Ivanov of the U.S.S.R. in Rome was 7 min. 13·96 sec.

Double Sculls

In Berlin in 1936, the Germans in a heat beat Great Britain in the world record time of 6 min. 41 sec., although we beat the Germans in the final.

The fastest time in Rome 1960 was by France in a heat in 6 min. 45·23 sec.

The Coxless Fours

The claim that Great Britain broke the world record in a heat, time 6 min. 28·18 sec., and which in the final was bettered by the U.S.A. when they won in 6 min. 26·26 sec., is not justified.

The world record was made by Germany in Berlin in 1936 when in a heat they returned the time of 6 min. 22·5 sec.

The Eights

Here, an Olympic record was made by Germany, 5 min. 57·18 sec. They were the only crew to beat the old record made in Berlin in 1936 by the U.S.A. of 6 min. 0·8 sec.

My reason for drawing attention to these times is because it has been repeatedly said that the top standard has greatly improved since the war. In point of fact, the general standard has improved out of all knowledge, but the crews at the top are still little, if any better, than the crack crews of pre-war days.

The table of winners of Gold, Silver and Bronze, shows 11 countries out of 33 taking away medals:—

	<i>Gold</i>	<i>Silver</i>	<i>Bronze</i>
Germany	3	1	0
U.S.S.R.	2	2	1
Czechoslovakia ..	1	1	0
U.S.A.	1	0	1
Italy	0	1	1
France	0	1	0
Austria	0	1	0
Canada	0	1	0
Switzerland ..	0	0	1
Finland	0	0	1
Poland	0	0	1
Great Britain ..	0	0	0

In conclusion, the only way to ensure success in Tokyo in 1964 would appear to be to undertake a four-year plan of continuity of method of rowing and coaching, but, above all, a sustained physical training and muscular build-up of our oarsmen to match that of leading European crews. Their strength and fitness was way above that of our crews and that, I would say, is the major point which should be driven home to all British oarsmen.

(Jack Beresford wishes to record his indebted-

ness to the undernoted for their assistance in the compilation of the above commentary.—Editor.)

Dr. Wulfig of the German Rowing Association.

Bob Aitken, the Australian coach.

H. R. A. Edwards, the O.U.B.C. coach.

Stuart Mackenzie, the Australian sculler.

Winners and Times

Single Sculls

U.S.S.R. (Ivanov). Times: 1 min. 48·96 sec. (500 metres); 3 min. 38·33 sec. (1,000 metres); 5 min. 29·17 sec. (1,500 metres); 7 min. 13·96 sec. (2,000 metres).

Double Sculls

Czechoslovakia (Kozak, Schmidt). Times: 1 min. 36·07 sec. (500 metres); 3 min. 16·80 sec. (1,000 metres); 5 min. 03·82 sec. (1,500 metres); 6 min. 47·50 sec. (2,000 metres).

Pairs (without cox)

U.S.S.R. (Borevko, Golovanov). Times: 1 min. 41·22 sec. (500 metres); 3 min. 31·55 sec. (1,000

metres); 5 min. 20·15 sec. (1,500 metres); 7 min. 02·01 sec. (2,000 metres).

Pairs (with cox)

Germany (Knubel, Renneberg. Cox, Zerta). Times: 1 min. 46·87 sec. (500 metres); 3 min. 37·48 sec. (1,000 metres); 5 min. 31·98 sec. (1,500 metres); 7 min. 29·14 sec. (2,000 metres).

Fours (without cox)

U.S.A. (Avrault, Nash, Sayre, Wails). Times: 1 min. 34·53 sec. (500 metres); 3 min. 10·24 sec. (1,000 metres); 4 min. 49·28 sec. (1,500 metres); 6 min. 26·26 sec. (2,000 metres).

Fours (with cox)

Germany (Cintl, Effertz, Litz, Rickemann. Cox, Obst). Times: 1 min. 37·51 sec. (500 metres); 3 min. 17·08 sec. (1,000 metres); 4 min. 56·33 sec. (1,500 metres); 6 min. 39·12 sec. (2,000 metres).

Eights

Germany (Kiel-Ratzeburg). Times: 1 min. 26·00 sec. (500 metres); 2 min. 55·88 sec. (1,000 metres); 4 min. 27·48 sec. (1,500 metres); 5 min. 57·17 sec. (2,000 metres).

SWEEPS AND DRAWS (for money raising)

by J. H. M. WARD

Once again these multifarious swindles have proved a great boon to the finances of the Club, and the profit from last Christmas amounted to no less than £1,400 which by any standard is good, and to the Hon. Treasurers—who tend to milk the special draw account at the bank at the drop of a hat—it was manna from heaven! The greater part of the proceeds will be devoted to the Centenary Fund.

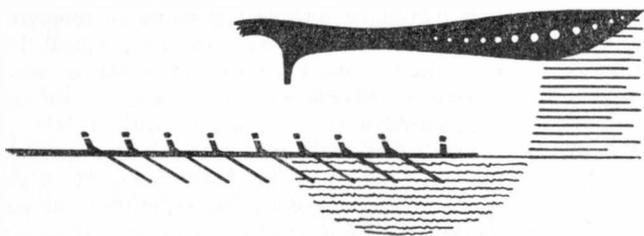
It has been decided to discontinue the Derby Sweep and to substitute a Boat-Race Forecast on much the same lines as those that took place before. The main reason for the change is the intense difficulty members are experiencing in disposing of tickets in competition with the thousands of other draws on the same event.

This year the Christmas Draw will see bigger

and better prizes; incidentally any suggestion or ideas for prizes would be much appreciated by the committee.

It is of interest to note that the Christmas Draw has become so big and attractive that other Clubs are becoming interested in selling on a percentage *pro rata* to the number of books sold. If members, therefore, know of any Clubs that would like to participate, will they please get in touch with the committee, and they will be able to obtain full particulars; incidentally the participating Club will be involved in no expenses other than selling the books. From the Club's point of view, it has all the advantages of helping to maintain the rising standard of the Draw, the only disadvantage being that members may be faced with some localised competition from our own Draw.

OLYMPIC ROWING 1960



A Woman's Eye View

by Doris Page

We, the advance guard of the A.R.A., being the Hon. Secretary and his wife, the P.B. Hon. Assistant Secretary — Telephonist — Stamp Licker, arrived at Milan Airport at dawn on 17th August, continued our journey by train to Rome, and thence by taxi on the long drive to Lake Albano, the rowing and canoe centre. We appreciated at once that the 27 kilometres separating the course from the Olympic Village on the opposite side of Rome, where competitors were to be accommodated, would at the best provide ample opportunities for daily sightseeing as the crews drove out and back, and at the worst uncomfortable interference with training. F.I.S.A. had decided that all competitors must take the same chances and live in the Village, because although excellent accommodation could be found near the lake, it was insufficient for all, and therefore it had been allocated to the rowing and canoe officials only. We had been informed that the said accommodation was 'peaceful and pleasant, communications with the course, railway station and Rome practically non-existent!'—just the thing for those aggressive and over-zealous organising types.

Our address was to be 'Il Mondo Migliore'—Better World—and it was not encouraging to find that the taxi-driver had never heard of it. However, after frequent enquiries we found it at last, and it looked an imposing modern hotel from the entrance, surprising as we had been told that it was a cheap place in a land of absurdly high prices; more surprising when we were greeted by a Mother Superior and a priest. 'Had we booked?' we were asked. We produced the letter from F.I.S.A. 'Ah! Tommee Keller!' the Mother Superior beamed. 'That is all right.' It is quite an asset that the President of F.I.S.A. is a good-looking young man.

We were pleased and reassured to be informed immediately that there was a bar, that it was

open, and that it stayed open all day.

'The Better World' was a convention centre for Roman Catholics, and became known to us, inevitably, as 'The Better 'Ole.' Most officials had their wives with them, and it took the priests a long time to get used to our sleeveless dresses. Practically all Italian women wear little sleeves. Rome is a city of deep reverence and thirst. Women must cover their heads and shoulders when entering St. Peter's Cathedral, but in the Dome is a Coca-Cola bar liberally plastered with advertisements for that beverage. One of our priests always disconcerted me, when I passed him in the corridor, by dropping his eyes and moving his lips in prayer.

The day after our arrival we found the Chairman of the A.R.A. at breakfast, looking most disconsolate. 'Get me out of here!' he cried hoarsely. 'I can't stand it.' He said he had 160 mosquito bites. But the situation was quickly remedied when we told him about the bar (he later found to his extreme delight that the handsome serving-girl there would mix him Martinis of a strength to his own prescription), and pointed out that there was a hole in his mosquito netting that could be repaired.

The crews of all nations came over by coach each morning from the Village in Rome, had their morning outing, and then came up to our Centre for lunch and afternoon rest on beds provided in cool and spacious rooms. This was an excellent arrangement that seemed to give entire satisfaction. They would then have their evening training and drive back to Rome in the cool evening air in time for dinner. Both in the Centre and in Rome the sport of stalking lapel-badges seemed even more arduous than rowing; many found their way into the hands of youthful street-vendors, and it was encouraging to find that ours were quoted at a higher rate than those of the U.S.A., possibly because they contained rather more metal.

The course was a marvel of mathematical precision, with a wealth of marker buoys, which must have been difficult to place as the lake was practically fathomless. Each crew rowed in its buoyed lane, so that once the umpire had dealt with the customary series of 'faux-départs' all that remained for him to do was to maintain an impressive stance and a knowing expression as he swept up the course behind the penned-in competitors.

The boathouses were substantial and most adequately equipped, the landing-stages and other installations all that could be desired and the whole setting extremely beautiful. The weather caused no distress, despite previous forebodings, for the altitude of the lake (an old volcanic crater) made all the difference compared with what competitors in other sports had to endure in Rome. It must be said that the Games generally suffered from over-organisa-

tion: for example, the police were so frightened that the car-parks would be overcrowded that they would not admit cars at all, and so the parks often remained almost empty while the approach roads were impossibly congested.

It would be outside my scope to offer any technical comments, but I did hear it said that what matters most for success in international rowing is physical strength, and that style and even stamina are not much use without it.

Finally, it must not pass without mention that on Finals Day the Hon. Secretary of the A.R.A. received noteworthy promotion: he was allowed to ring the bell at the finish, and so was as happy as a fireman.

(We welcome this contribution by Mrs. J. H. Page. It is, perhaps, only fitting that our first lady reporter should be, in her spare time, the President of the Women's Amateur Rowing Association.—Ed.)

THE HON. HOUSE STEWARDS' REPORT

This year we have to record an unprecedented number of changes. Firstly, the Steward—Mr. and Mrs. Kaye, after only a short term of office, resigned during the latter part of May, which left the Club little time to secure a replacement before the Henley fortnight commenced on 16th June. We were most fortunate in finding Mr. and Mrs. Weir who, together with their daughter and poodle, made a great success of the task of catering for the crews at Henley a bare week after they moved into the Club. Secondly, the Honorary House Stewards—Two of last year's team, A. L. Ruddock and J. T. Shaw, resigned at the annual meeting in March, and were replaced by J. D. Cumming and R. A. Matthiae. Unfortunately both the latter were subsequently obliged to give up, and their places have now been taken by A. J. Cooke and D. H. McLellan.

One of the first innovations by the new Steward was the introduction of Whitbread's Tankard Bitter. This immediately proved so popular that we completely gave up serving bitter from the wood. The demand for Younger's Scotch Ale, however, continues unabated, and this is still drawn from the cask in the traditional manner.

It may not be generally known that the improvements and alterations which have been made behind the bar are the results of a combined exercise by Jack Beresford, Whitbread and Younger. We should like to take this opportunity to express our appreciation of their respective contributions.

The year under review was also notable for the number of functions held at the Club

(though this may perhaps be due more to our centenary than to the House Stewards). Nevertheless, the tone was set by the Residents Dinner, which rose to unprecedented heights of gastronomy, and extended to no fewer than 11 courses. The unexpected arrival in this country last January of our resident representatives from Spain and Iraq made possible a notable reunion of the 1934 Thames Cup crew, seven surviving members of which dined at the Club. They made large inroads into the wine cellar, and a noble contribution to the centenary fund. Their example was followed later in the season by the 1954 crew, who also held a reunion dinner at the Club. In addition to the usual round of dances—New Year's Eve, St. Valentine's Day and Serpentine Regatta—dinners were organised for the Remenham Club, and the Head of the River Race Committee.

In contrast to all this gaiety, the House Committee, under the chairmanship of Bill Williams, has conducted a critical review of the bar and catering finances. This has confirmed the opinion that reorganisation is necessary and in particular that our prices for meals have not recently been keeping pace with the ever-rising cost of living. A modest increase has therefore been imposed, but it is pleasing to record that there has been no falling off in the number of meals served, which indicates that the members regard Mrs. Weir's cooking as good value.

A recent innovation was the introduction of a City Tie, black with a repeating motif taken from the Club crest. This has proved to be very popular and may be obtained from the Steward.

A Letter from Bill Killick

When I realised as Chairman of the Centenary Committee I was expected to raise £12,000 I nearly came off my slide, but I was soon able to plant my feet firmly on the stretcher and get on with the job.

The response to the Appeal has been really amazing. It would be difficult to find another Club in which donations have been made so generously and so cheerfully. I am certain some of the smaller amounts given by young members have been more difficult to find than the larger sums given by the 'has beens.'

The theme of all the letters, discussions and arguments I have had with past members is 'how much I enjoyed rowing for Thames.' The classic example is the member who rowed before 1914 and on his return from the war in 1918 found he had been made a defaulter because he did not pay his subscription during the war years, but gave me a hefty cheque to show there was no ill-feeling and in memory of those wonderful years he rowed at Thames. I could quote many more amusing cases.

My grateful thanks to all those who have subscribed or helped to make this Appeal so successful. I don't know what I should have done without Moke Greenwood who, although now in his 80th year, maintains such energy and enthusiasm—the Club owes him a lot.

We looked as if we should have to stick around the £6,000 mark until Ian Fairbairn came along with his £2,000 bombshell, which

was also instrumental in raising a further £1,000 at the Centenary Dinner. I am now confident that with the record contribution from Ham's Christmas Sweep, we shall soon be 'home and dry' and it will be possible to carry out all the repairs and improvements needed to the Club premises and also build the 'Fairbairn tank.'

I thought it a great honour to be made a Vice-President of the Thames Rowing Club nearly 30 years ago but I have never felt more proud of that honour than at the Centenary Dinner on 8th December.

Now that the Centenary Appeal is coming to a successful conclusion let me say how pleased I am to have had the opportunity of helping the Club and please do not think I am suffering from a big head when I sign myself

G. C. KILLICK,
*Vice-President and
Chairman of the Centenary Committee.*

(Bill Killick states that he is proud of the honour the Club bestowed upon him 30 years ago.

May we state, strictly en famille, Thank God! it did. The Club has never regretted it.

It was an indication of his quiet popularity that, although he had only rowed in the Olympic Games once, won the Grand twice, the Goblets twice, etc. etc., the President and his Vice-Presidents were prepared to take him into the fold.

Gentlemen! That is Thames!—Ed.)

PHELPS FAMILY CENTENARY

(With acknowledgments to 'The Times' Correspondent)

Doggett's Men of Old Order

Centenaries, even of institutions, are rare enough to demand special celebrations. The centenary of the Phelps family is something more. It is a most distinguished page in the history of professional sculling.

A hundred years ago H. J. M. Phelps—Honest John, immortalised in Boat Race history by his 1877 verdict of 'dead heat for Oxford by five yards'—became the first member of the family to win Doggett's Coat and Badge. Since then the Phelps family have won Doggett's 10 times, more than twice as often as any other family on the river.

Only One Chance

Doggett's Coat and Badge is the oldest annual event in the English rowing calendar, dating from 1716. Organised to-day by the Worshipful Company of Fishmongers, who took over the responsibility from the executors

of Thomas Doggett, the race is open only to watermen 'out of their time within the year past'—in other words, watermen who have just completed their apprenticeship. No man has more than one chance to win the coveted Coat and Badge, which makes the Phelps family's achievement the more remarkable.

The Phelps family, however, are all Doggett's men of the old order, professional scullers as well as professional watermen, and rightly proud of it. The first of them was Honest John, already mentioned, who won Doggett's in 1860—the only Doggett's Phelps incidentally, to come from across the river, in Fulham. All the rest have been Putney men.

World Champion

John Phelps was followed by two nephews, W. Phelps, who won in 1875, and Charles Phelps, who won in 1884 and turned out to be the greatest begetter of Doggett's winners.

Four of his sons, and one grandson, are among the seven Phelps Doggett's winners alive to-day. Of the four sons, Harry Phelps, now Barge-master to the Fishmongers Company, and thereby traditional umpire of the annual Doggett's race, won in 1919. Tom, boatman to London Rowing Club, won in 1922, Dick, of Thames Rowing Club, in 1923, and Jack, now boatman to Winchester College, in 1928.

In the meantime, on the collateral side so to speak, the late Bossie Phelps, King's Barge-master, and a nephew of Charles, though not himself a Doggett's winner, produced two more holders for the family—Ted, who won in 1930,

and Eric, who won in 1933. Ted, who followed his father as custodian of Oxford's interests on the tideway, for good measure also won the world professional sculling championship in 1930 and 1932.

Last in this remarkable line is Edwin, who won Doggett's in 1938. With his father, another Ted, who was also another son of Charles Phelps, Edwin runs a boat building business in Putney and is the organiser of to-night's dinner. About 20 former winners are expected to attend, wearing the famous scarlet, but once orange, coat, and the silver arm badge of the running horse of Hanover.

TIDEWAY TATTLE

In 1923 Henley Royal Regatta was honoured by the presence of Prince Henry, The Duke of Gloucester, and Thames decided to mark this memorable event suitably in tribute to their Royal Patron.

Nothing seemed more appropriate than winning the Grand Challenge Cup and this they proceeded to do.

Lest it be thought that this was an easy matter, it should be remarked that it was only after an exciting and hard-fought race with Pembroke College, Cambridge, in the Final that they ultimately triumphed. As the official record has it '... Never at any time was there more than three-quarters of a length in the race and, at the finish, Thames (stroked by Ian Fairbairn) held on to win by one-third.' The time was 6 min. 45 sec.

Thames had done its duty by its Royal Patron.

The 'Golden Decade' of Thames was undoubtedly that of the 'twenties.

The following Henley wins were recorded in the ten years:—

<i>Diamonds</i>	('20, '24, '25, '26)	..	4
<i>Grand</i>	('23, '27, '28)	..	3
<i>Stewards</i>	('26, '27, '28)	..	3
<i>Thames Cup</i>	('20, '27, '28)	..	3
<i>Wyfolds</i>	('20, '22, '25, '27, '29)		5
<i>Goblets</i>	('28, '29)	..	2
		Total	<u>20</u>

The Junior-Seniors and Juniors also participated in the general run of victories and the Club boasted six first-class scullers, with Jack Beresford (the Diamonds winner) 'Admiral of the Fleet.'

Perhaps in the 'sixties . . . ?

At the recent meeting of the Amateur Rowing Association, J. H. ('Freddie') Page was once again elected Honorary Secretary. With the Chairman, Honorary Treasurer and five other

Thames men on the Committee, the Club seems to be well represented in the 'House.'

'*This England.*' The 'Suggestions Book' was first launched in the eighties; it is significant that nothing of any importance was suggested for *fifty years* until a member (now a vice-president!) complained about the price of draught Bass. The preceding trivia paled into shandy beside this epoch-making pronouncement.

Answers to Correspondents

Displaced Person. (Putney, S.W.15)

We note your comments on the Captain, his Lices (?), the Secretaries and Committee. *Layabouts* is a lovely word, we agree.

Perhaps if you rowed a *little* harder you might regain your place in the Fifth Eight. Good luck and all our sympathy; we said exactly the same thing—25 years ago,

Susan. (Henley High School)

We will ask the ginger gentleman to return your autograph book (if it's the one we suspect we will censor the drawings first). We are sorry you cannot remember what happened after the fireworks. Why not try a psychiatrist—it might be awful fun to remember.

We will ask him about your scooter mascot.

New Member. (Colet Court, W.6)

Are you sure the coach charged you 10s. for an outing (?) on the tank. Yes, we expect it was private—very. We will report it to the Captain, or M.I.5, or somebody.

And, next time, DON'T PAY.

Regular Reader. (Wormwood Scrubs)

We can find no record that D. H. Lawrence ever rowed for the Club. Although the Steward has reported that several copies of one of his books (D. H. Lawrence's) have been left in the changing room and ablutions (?). We think 'Lady Jitterbug's Plumber' is probably a code message—but, if it is the book we think it is, the Captain has put it out of bounds until after training.

*THE
STEWARDS FOUR
AT HENLEY*

I. Wilson (stroke);

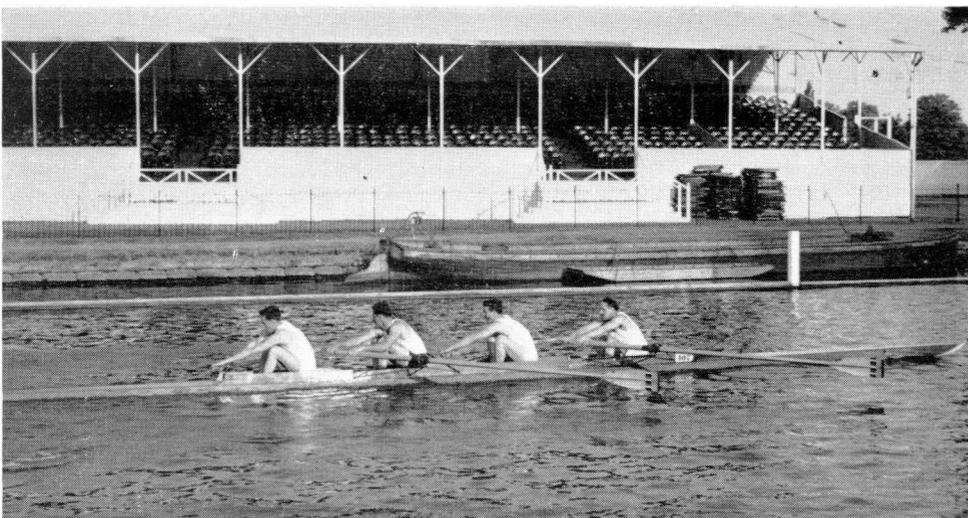
W. J. Griffith;

P. Laws;

*D. R. Mount (bow and
steers).*



Photo: Geo. Bushell & Son



*THE
WYFOLD FOUR
AT HENLEY*

A. J. Cooke (stroke);

P. Bovet;

M. J. Long;

G. S. Dear (bow and steers).

Photo: Geo. Bushell & Son

*2nd JUNIOR EIGHT
(WINNERS AT
WALTON REGATTA)*

A. T. Hirst (bow);

W. J. Jackson;

P. W. Ritchie;

S. K. D. Hill;

J. H. G. Sheppard;

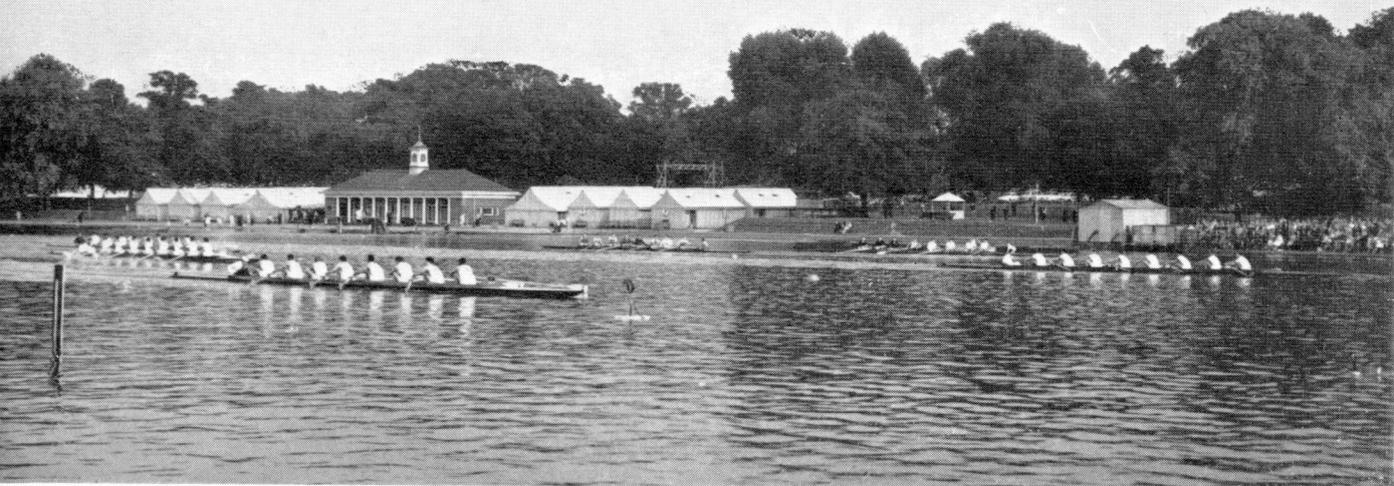
P. H. McMillan;

D. J. Sutton;

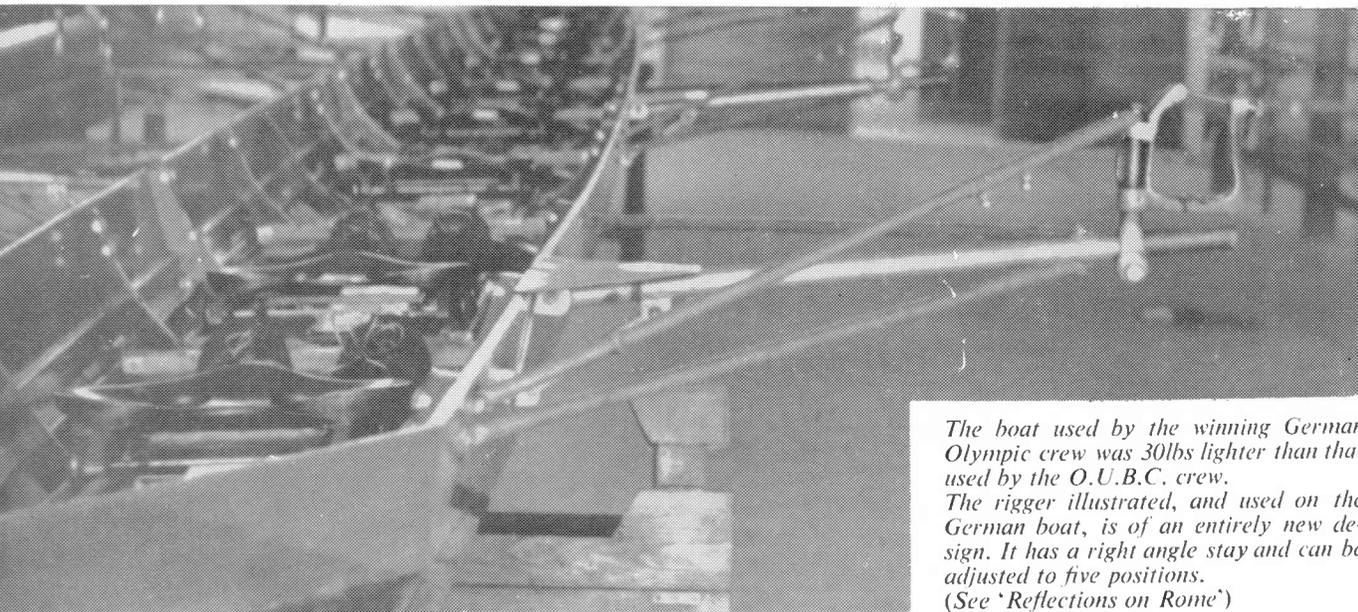
D. J. P. Morgan (stroke);

R. T. H. Helby (cox).





THE SERPENTINE REGATTA, AUGUST, 1960 Photo: The Times
The unexpected finish of the Grand eights in the Serpentine Regatta, in which Oxford University (right) only just beat Thames R.C.



The boat used by the winning German Olympic crew was 30lbs lighter than that used by the O.U.B.C. crew. The rigger illustrated, and used on the German boat, is of an entirely new design. It has a right angle stay and can be adjusted to five positions. (See 'Reflections on Rome')

Ack. 'L'Aviron' Paris



W. H. LYONS
Honorary Treasurer



J. E. SOUTHERN
Deputy Captain (Administrative)



J. H. M. WARD
'Sweeps and Draws'

PUBLISHED BY
THAMES ROWING CLUB, PUTNEY, S.W.15
AND PRINTED BY
LOCHEND PRINTING CO. LTD., LONDON, S.W.9