



JOURNAL OF THE
THAMES ROWING
CLUB

1956

THAMES ROWING CLUB

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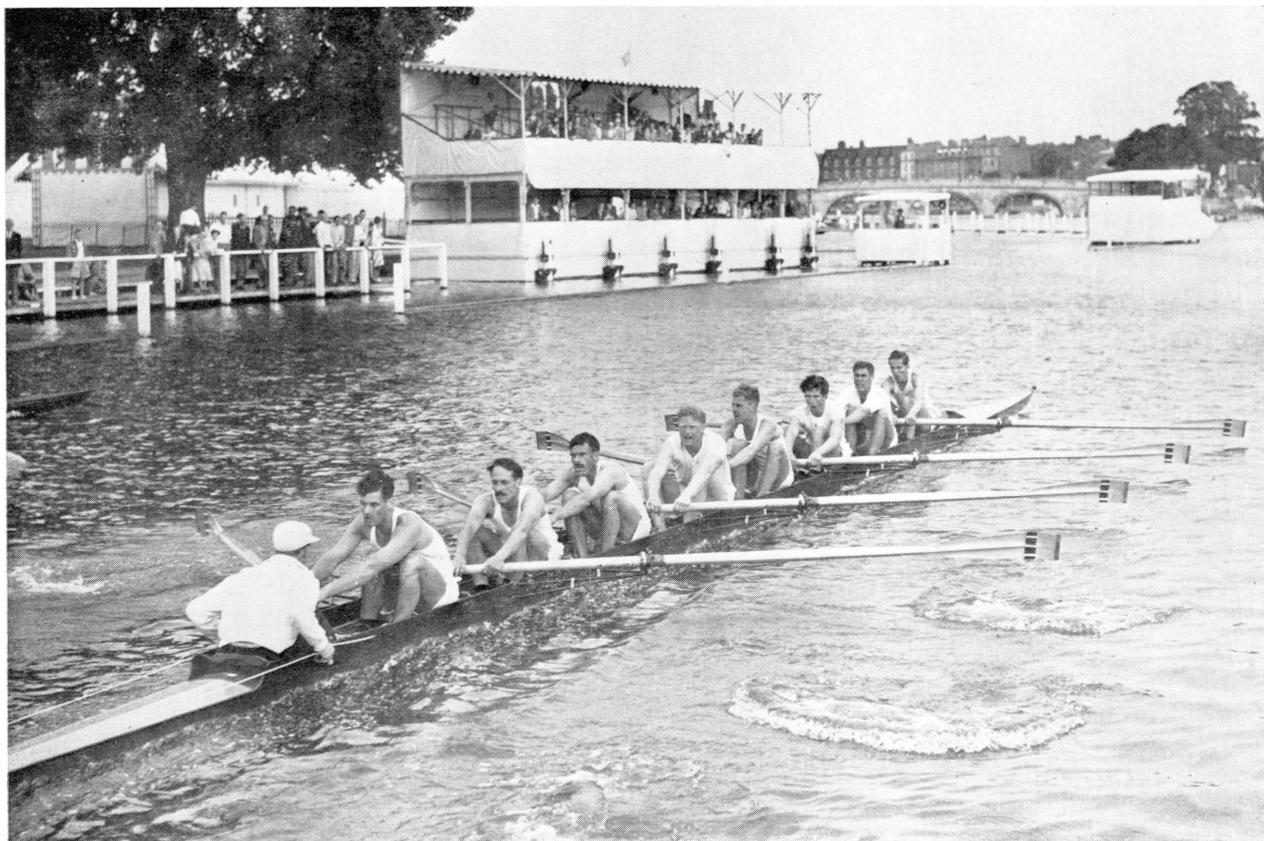
Full	169
Life	124
House	141
Country and Overseas	212
University	69
School and Cadet	124
On National Service	33
Temporarily unclassified	20
Total	<hr/> 892 <hr/>

STAFF

Boatman :
R. W. PHELPS

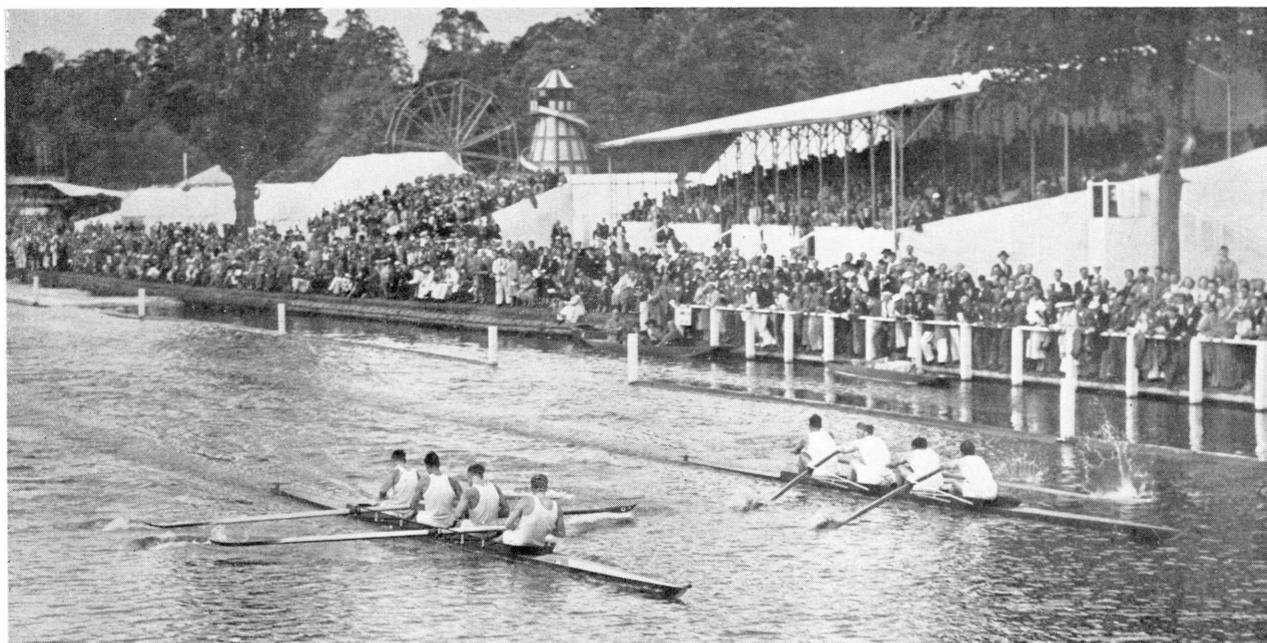
Assistant Boatman :
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MR. AND MRS. S. G. TAGG



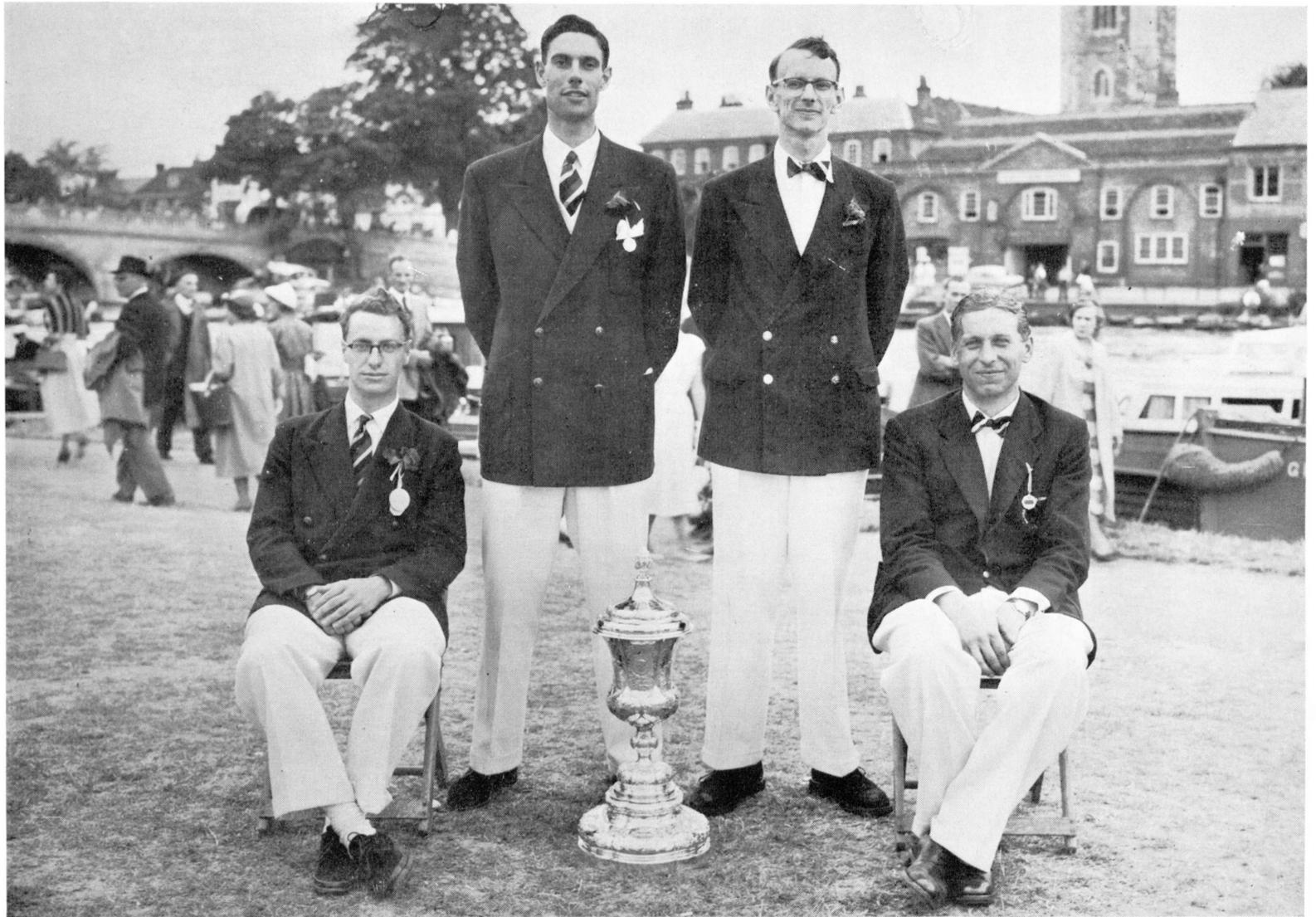
THE 1st VIII.

*G. G. H. Page (bow); D. S. S. Elliott; W. J. Griffith; A. R. Watson; D. H. McLellan, H. G. V. Denning;
G. S. Dear; R. A. F. Macmillan (stroke); D. R. Glynne-Jones (cox).*



HEAT 1 - STEWARDS' CHALLENGE CUP.

T.R.C. beat Macmillan's crew by 3ft.



*HENLEY ROYAL REGATTA. 1956. Winners of the Stewards' Challenge Cup.
J. M. Beresford (stroke); A. R. Davidson; C. F. Porter; M. Legg (bow, steers).*

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CALENDAR

1957

MARCH 30TH

OXFORD AND CAMBRIDGE BOAT RACE

MARCH 23RD

HEAD OF THE RIVER RACE

JULY 3RD — 6TH

HENLEY ROYAL REGATTA

THAMES ROWING CLUB

EDITORIAL

It would be unrealistic to consider with Voltaire's Candide that 'all is well with the best of all possible worlds'— i.e. the Rowing world. Like that naive character who was so frequently disillusioned by the cruel march of events, the supporters of British rowing have, in the postwar period, suffered a succession of rude shocks.

The gloomy saga of the persistent eclipse of our representative crews in recent years reached its dreary finale at Melbourne: the results illustrated once again the inadequacy of our preparation and performance.

Yet let us not be too despondent or hang up our oars over the mantel in the spare room. Signs of a revival are already evident and the first indication is the resolution of the A.R.A. Committee to deal with first things first. Emerging from a harassing tempest of criticism, battered, but in good heart, they are tackling the problem at the root, i.e. the initial selection of the crews. The content of their resolution will be found within.

On a happier, and domestic note, the Club congratulates Alan Watson on his Olympic selection. He has kindly contributed an interesting account of his trip to Melbourne. At the same time we must condole with John Macmillan who was compelled by business reasons to resign from the eight. His selection appeared certain and he was the mainstay of the crew in the preliminary training. He would undoubtedly have strengthened the eight at Melbourne, and, incidentally, appeared in his second Olympic Regatta.

CAPTAIN'S REPORT

ONCE more an Olympic year, but this time unique in that it did not include a Thames crew in the British rowing team for the Games. It is true that Alan Watson was in the eight and that four other members of the Club went to Melbourne to row, but still there was no crew we could look on as our own — for the first time since rowing entered the Olympic Games.

We were able to produce as good an eight as any other club in the country, and we certainly had the two fastest fours in England. In the ordinary way we would have expected one of the fours, or a mixture of them, to be sent to Australia; but it seems that neither really appealed to the eyes of the Selectors, and that political considerations and lack of funds decided them to send an eight and no fours. There was clearly no eight in this country — unless the untried Queens' College crew could have proved itself — that was faster than the great French crew of the Centre Sportif de l'Armée Française at Henley; and one can hardly blame the Selectors, with their general policy already determined, for essaying the difficult task of putting together a composite eight. The history of that attempt is well known; and though most of the fulminations of the press need to be discounted in assessing the outcome, the Rowing Correspondent of 'The Times' is to be congratulated on his clear analysis of the situation, and for his long-sighted comments and suggestions for future action. Discussion of the failure of English rowing, its cause and cure, has been rife ever since the Games. It can result only in benefit to the sport.

It is now known that the future policy of the Amateur Rowing Association will be to select crews for international events on the basis of trial races held for the purpose over 2,000 metres within fifteen days of Henley Royal Regatta in each year. That such crews may be composite crews is realised, but it seems likely that they will usually be crews put together in the normal way by Clubs, Universities and Colleges. Back then comes the responsibility to where we have always thought it should rest, with the Clubs and the Colleges. Back to us comes the need to produce crews that are not only faster than all others in our own country, but which are so much faster that they can hold their own with the fastest crews from abroad.

How far can we go towards this goal? And, more important, how far can we go during the next few months? As so often happens in the year after Olympic Games, we have to start afresh and build crews from relatively inexperienced oarsmen. Can they be ready to take part in the European Championships this summer? It is frightening to think how far we

have to go to improve enough in so short a time, and even more so to think how great an advance this means per outing. Can we do it? I am optimistic enough to believe that we can, but only by the exercise of the highest discipline, mental and physical, among the men who compose our crews, and with all the help our coaches can give. We have the keenness and much of the physique we need in the men; they will not fail through not trying hard enough.

And now for a few words on last year's racing generally. The full account of it will be found in succeeding pages; it is pleasant here to record that we won the Stewards' Cup again, for the fifth time since the war. Congratulations to the winners, and a word of congratulation too to the four that ran them so close at Henley, taken from our First Eight. We won the Grand at Marlow and other pre-Henley regattas, and the A.R.A. coxed fours championship rowed at Henley in July, both coxed and cox'less fours at Ostende, and we were first and third in the Head of the River Race. Our Second Eight had the distinction of beating the Canadian Eight from Brockville in the Thames Cup, and lost to the winners, Princeton. But they were successful in many other regattas, and won Senior Eights, in the absence of the First Eight, at Bedford Regatta. The Wyfold Four did not quite fulfil expectations at Henley. It raced in the semi-final and all but won that, but was beaten by the Brockville Four, which got home first in spite of hair-raising adventures with the hazards of the course. They in turn were beaten in the final by the Royal Engineers — containing two Thames oarsmen and coached by George Moody.

We again had a very good Junior Eight, unfortunate perhaps not to win Junior Seniors later in the season, but that is rare as we know. The Junior Seniors had early success, and were unlucky not to repeat it. This year we intend to try the experiment of letting juniors find their own level in the club in the winter instead of artificially restricting them to junior racing; so far the policy looks like having a good deal of success.

Let us congratulate Sparrow Morris on the success that has attended his two years' captaincy. It is not every captain who can look back on his crews winning two Henley cups, and on having so many successful crews besides. I know that he would like me to express on his behalf his own gratitude to his coaches, especially Arthur Sulley, for their help; and we can all join him in thanking those who always contribute so much to the welfare of the Club, our boatman, Dick Phelps, and his assistants, and our Stewards, Mr. and Mrs. Tagg.

Let us also gratefully thank those who have subscribed so generously to the fund started last year for the purchase of our coaching launch 'Thelma,' and those who have helped in other ways to put her in proper order.



A TRIP TO MELBOURNE

by ALAN WATSON

Much has already been said concerning the recent Olympic Regatta that I feel my time can best be used in giving a short résumé of the trip as a whole.

On the grey and overcast morning of November 6th we left London Airport at 10.00 a.m. on our first leg to New York, and, after refuelling stops at Shannon and Gander, we arrived at the Prince George Hotel, off Fifth Avenue, about midnight local time. Before leaving New York the following midday we found time to mount the 102 floors of the Empire State Building in three-and-a-half minutes.

By 9.30 p.m. the same day we had travelled a further 2,600 odd miles to glorious sunny San Francisco, having refuelled en route at Denver, Colorado, where a blizzard was raging. This stop provided our last full night's sleep before touching down at Melbourne. Whilst here we enjoyed the hospitality of the California University.

The following night we commenced the longest hop of the journey — nine hours non-stop — to Honolulu, where garlands of orchids were hung around our necks (a traditional custom bestowed on all visitors), I will leave to your own imagination the sight of oarsmen thus bedecked! Here we enjoyed four hours relaxation on the beach at Waikiki.

The Equator was crossed during the following hop to Canton Island, a deserted atoll, where at 10 o'clock at night the temperature was 90°.

We now had one more stop at Fiji before reaching Australia, the Date Line having been crossed between Canton Island and Fiji, and we eventually touched down at Sydney on 11th November for Customs check.

Though feeling rather travel weary on arrival at Melbourne some three hours later, we were given an enthusiastic welcome by a large crowd, and then moved on to Ballarat, the centre of the rowing activities, about 80 miles away. Here many old friendships from the days of Henley, Empire Games and European Championships were renewed, including that with the ever popular Mervyn Wood. Mention must also be made here of several old Thames members I had the pleasure of meeting whilst in Melbourne, such as George Hardwicke (Grand 1932), Gerry Hampel, Baikie James and Sam Hobbs.

Apart from the draw, the weather also was far from kind to us, and the lake, which was vast, became extremely rough, to such an extent that the Saturday afternoon's racing had to be postponed until Sunday.

As in Canada, we were fortunate in the hospitality extended to us by local residents, especially Mr. and Mrs. Lloyd, who not only supplied us with afternoon tea in their delightful home, but also helped to transport us on a most pleasant visit, arranged by Bob Arundel, to Geelong Grammar School.

The rowing completed, we spent the last week back at the Melbourne Olympic Village, visiting the other venues of sport; and on the 6th December we left Melbourne to retrace our flight to England with the firm opinion that the Olympic Games had again justified Barn Pierre de Coubertin's statement that 'The Olympic Movement tends to bring together in a radiant union all the qualities that guide mankind to perfection.'

Amateur Rowing Association

At a committee meeting on the 24th January, 1957, the Amateur Rowing Association agreed the following principles of selection of national crews:—

1. The selectors will publicise at the start of the rowing year in October what method they intend to use in selecting British crews for international competition;
2. A full team will be sent to the European Championships, the Empire and Olympic Games, if practicable.

3. Trial races will be held within fifteen days after Henley Royal Regatta and the winner of each event will automatically become the representative British crew.
4. If the Association cannot for any reason send a full team the selectors will announce after the trials which crews they will send.
5. If a winning crew is considered below the current international standard it will not be sent.

The above principles were part of a plan formulated and presented to the Association by the officials and competitors of the 1956 Olympic crews. The Committee of the A.R.A. conceded all except minor points in the plan represented.

PROLOGUE TO THE REGATTA SEASON 1956

READING HEAD OF THE RIVER RACE

17th March

First Eight: G. S. Dear (bow); P. B. Rooksby; W. J. Griffith; R. H. Nicholls; D. R. Mount; A. R. Watson; D. H. McLellan; H. G. V. Denning (stroke); D. R. Glynne-Jones (cox).

Started 1st, finished 1st. Time 16 min. 16 sec.

Second Eight: K. M. Nisbet (bow); R. C. Wright; P. H. Swift; D. S. S. Elliot; D. H. Dunton; K. S. Cross; J. N. Eldeen (stroke); D. B. Fawcett (cox).

Started 7th, finished 5th. Time, 16 min. 35 sec.

Third Eight: P. S. Pusey (bow); M. J. Long; R. C. Bray; R. Jankel; M. H. Mundy; J. Rayne; A. C. Hancox; R. Neale (stroke); R. W. Morris (cox).

Started 13th, finished 19th. Time, 16 min. 58 sec.

Fourth Eight: N. B. Wilkinson (bow); J. B. G. Carpenter; J. R. Cooper; J. F. C. Badcock; A. S. J. Fingland; B. S. Tanner; A. Hayman; M. R. Phelps (stroke); R. L. Penney (cox).

Started 58th, finished 24th. Time, 17 min. 4 sec.

Fifth Eight: A. W. Richmond (bow); P. Morris; A. E. Gros; P. J. McKinley; P. J. E. Dowden-Parker; M. Underwood; L. W. M. Hopkins; T. C. Harding (stroke); J. W. Hatcher (cox).

Started 92nd, finished 9th in clinker division, 54th in whole race. Time, 17 min. 43 sec.

HEAD OF THE RIVER RACE

24th March

Third Eight: G. Sorrell (bow); E. A. Field; M. Legg; S. C. Rand; A. R. Davidson; C. F. Porter; W. H. Rand; J. M. Beresford (stroke); T. Wells (cox).

Started 8th, finished 1st. Time, 19 min. 39 sec.

First Eight: G. S. Dear (bow); P. B. Rooksby; W. J. Griffith; R. H. Nicholls; D. R. Mount; A. R. Watson; D. H. McLellan; H. G. V. Denning (stroke); D. R. Glynne-Jones (cox).

Started 1st, finished 3rd. Time, 20 min. 4 sec.

Fourth Eight: P. S. Pusey (bow); M. J. Long; R. C. Bray; R. Jankel; M. H. Mundy; J. Rayne; A. C. Hancox; R. Neale (stroke); R. W. Morris (cox).

Started 48th, finished 17th. Time, 20 min. 45 sec.

Second Eight: K. M. Nisbet (bow); R. C. Wright; P. H. Swift; D. S. Elliot; D. H. Dunton; K. S. Cross; G. G. H. Page; J. N. Eldeen (stroke); D. B. Fawcett (cox).

Started 6th, finished 18th. Time, 20 min. 49 sec.

Fifth Eight (Junior-Senior): N. B. Wilkinson (bow); J. B. G. Carpenter; A. Hayman; B. S. Tanner; A. S. J. Fingland; J. F. C. Badcock; J. R. Cooper; M. R. Phelps (stroke); R. L. Penney (cox).

Started 83rd, finished 33rd. Time, 21 min. 11 sec.

Eighth Eight: J. K. M. Hennessy (bow); M. M. Tanner; P. R. Rumney; A. Hawes; A. C. Riemer; D. H. Whitaker; F. C. Plumer; A. R. Reddin (stroke); T. A. Shaw (cox).

Started 174th, finished 40th. Time 21 min. 21 sec.

Sixth Eight: K. M. Towell (bow); H. K. Boller; A. M. Provan, D. C. Goodall; G. P. Hampel; W. J. de Vries; D. H. Drury; J. P. M. Thomson (stroke); C. M. Barling (cox).

Started 88th, finished 51st. Time 21 min. 26 sec.

**Seventh Eight (1st Juniors):* A. W. Richmond (bow); P. Morris, A. E. Gros; P. J. McKinley; P. J. E. Dowden-Parker; P. J. Brown; C. W. M. Hopkins; T. C. Harding (stroke); J. W. Hatcher (cox).

Started 95th, finished 81st. Time, 21 min. 46 sec.

**Ninth Eight:* J. R. M. Parker (bow); I. M. Titchener; J. E. Satchell; M. J. Segal; J. Petersen; J. K. Ruggles; R. Q. Ramm; C. M. Crocker (stroke); D. W. I. Grigg (cox).

Started 182nd, finished 216. Time, 23 min. 23 sec.

**Tenth Eight:* D. P. Wainman (bow); R. A. Cadman; A. F. Brumfit; T. M. Jonas; I. I. H. Davison; A. V. Nicholson; D. T. Mansie; J. Bigland (stroke); H. G. Crace (cox).

Started 258th, finished 116th. Time, 22 min. 10 sec.

Eleventh Eight: A. G. Thoday (bow); W. R. Briggs; K. Vernon; A. J. McN. Walter; A. Dunn; D. Croucher; M. J. Rayner; E. F. Bigland (stroke); A. Sheppard (cox).

Started 259th, finished 176th. Time, 22 min. 51 sec.

**Twelfth Eight:* D. J. Gardner (bow); S. W. Hunt; B. S. M. Collins; D. Oliff; J. A. Rowe; W. S. Woolley; T. H. Fraser; D. C. Morton (stroke); D. A. Cook (cox).

Started 260th, finished 228th. Time, 23 min. 38 sec.

HEAD OF THE RIVER RACE FOR SCULLERS

7th April

C. F. Porter, started 12th, finished 10th. Time, 23min. 8 sec.
J. M. Beresford, started 15th, finished 11th. Time, 23 min. 20sec.
F. C. Plumer, started 25th, finished 23rd. Time, 23 min. 51 sec.
D. R. Mount, started 41st, finished 28th. Time, 24 min. 4 sec.
A. Hawes, started 27th, finished 38th. Time, 24 min. 13 sec.
A. R. Davidson, started 16th, finished 51st. Time, 24 min. 32 sec.

M. Legg, started 45th, finished 52nd. Time, 24 min. 33sec.
P. S. Pusey, started 76th, finished 60th. Time, 25 min.
R. C. Bray, started 53rd, finished 66th. Time, 25 min. 15 sec.
A. N. Watson, started 69th, finished 77th. Time, 25 min. 54 sec.
P. J. E. Dowden-Parker, started 103rd, finished 82nd. Time 26 min. 34 sec. (in rum-tum).
M. M. Tanner, started 97th, finished 84th. Time, 26 min. 41 sec.
P. R. Rumney, started 106th, finished 86th. Time, 26 min. 46 sec (in rum-tum).
C. M. Crocker, started 87th, finished 94th. Time, 27 min. 28 sec.

THE SEASON'S ROWING

Races and Regattas 1956

HAMMERSMITH REGATTA

5th May

Lady Hays Challenge Cup (Junior-Senior Eights)

K. M. Towell (bow); A. J. McN. Walter; M. J. Rayner; R. Neale; J. R. Mills; D. E. Goodall; A. G. Duckett; H. L. Davy (stroke); D. A. Cook (cox).

Heat 3: Gladstone R.C., 1; T.R.C., 2; City of London School B.C., 3. $1\frac{1}{2}$ lengths.

Marshall Hays Challenge Cup (Maiden Eights)

A. W. Richmond (bow); P. Morris; A. E. Gros; P. J. McKinley; P. J. E. Dowden-Parker; M. Underwood; D. T. Mansie; T. C. Harding (stroke); J. W. Hatcher (cox).

Heat 1: T.R.C., 1; Quintin School B.C., 2; Imperial College B.C. 'A', 3. Easily.

Semi-final: T.R.C., 1; Thames Tradesmen R.C., 2; Easily.

Final: T.R.C., 1; Westminster Bank R.C., 2. Easily.

Junior-Senior Sculls

A. M. Provan.

Heat 2: Provan, 1; K. Green, 2; E. P. Wade, 3. $1\frac{1}{2}$ lengths.

Final: Gaylard, 1; Russell, 2; Provan, 3.

Junior Sculls

P. R. Rumney; P. J. Bartram.

Heat 1: Elgar, 1; P. R. Rumney, 2. $2\frac{1}{2}$ lengths.

Heat 2: P. J. Bartram, 1; P. Hinton, 2. 1 length.

Final: Elgar, 1; Bartram, 2.

VESTA DASHES

9th & 10th May

Quintin Challenge Cup (Senior Eights)

'A' Crew: G. S. Dear (bow); R. H. Nicholls; A. R. Watson; D. S. S. Elliot; D. H. McLellan; R. A. F. Macmillan; W. J. Griffith; H. G. V. Denning (stroke); D. R. Glynne-Jones (cox).

'B' Crew: R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; M. M. Tanner (stroke); R. W. Morris (cox).

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

Final: T.R.C. 'A', 1; Crowland R.C., 2. $\frac{3}{4}$ length.

Fitte Challenge Cup (Senior Fours)

'A' Crew: G. S. Dear (bow, steers); R. A. F. Macmillan; D. H. McLellan; R. H. Nicholls (stroke).

'B' Crew: P. S. Pusey (bow, steers); D. A. Dunton; D. R. Mount; R. C. Wright (stroke).

Heat 1: London R.C., 1; T.R.C. 'A', 2; T.R.C. 'B', 3. $\frac{3}{4}$ length, 1 min. 17 sec.

Tweddell Trophy (Junior-Senior Eights)

N. B. Wilkinson (bow); J. R. M. Parker; P. J. Bartram; J. R. Cooper; R. Jankel; M. H. Mundy; A. Hayman; M. R. Phelps (stroke); R. L. Penney (cox).

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

Semi-Final: T.R.C., 1; London R.C., 2. $\frac{3}{4}$ length.

Final: T.R.C., 1; Westminster School B.C., 2. Canvas.

Junior-Senior Sculls

A. M. Provan.

Heat 1: Langton, 1; Provan, 2. 3 lengths.

PUTNEY REGATTA

12th May

Reeve Challenge Cup (Junior-Senior Eights)

'A' Crew: N. B. Wilkinson (bow); J. R. M. Parker; P. J. Bartram; J. R. Cooper; R. Jankel; M. H. Mundy; A. Hayman; M. R. Phelps (stroke); R. L. Penney (cox).

'B' Crew: K. M. Towell (bow); A. J. McN. Walter; M. Rayner; R. Neale; J. R. Mills; D. E. Goodall; A. G. Duckett; H. L. Davy (stroke).

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

Heat 2: Lensbury R.C., 1; T.R.C. 'B', 2. $\frac{1}{2}$ length.
Final: Latymer Upper School B.C., 1; T.R.C. 'A',
2. $\frac{1}{2}$ length.

Junior-Senior Sculls

A. M. Provan.

Heat 1: Provan, 1; Gaylord, 2.

Junior Sculls

A. R. Reddin.

Heat 1: Hodges, 1; Reddin, 2.

THAMES DITTON REGATTA

19th May

Santell Cup (Junior Clinker Eights)

A. W. Richmond (bow); P. Morris, A. E. Gros;
P. J. McKinley; P. J. E. Dowden-Parker; M. Under-
wood; D. T. Mansie; T. C. Harding (stroke); J. W.
Hatcher (cox).

Heat 1: T.R.C., 1; London School of Economics
B.C., 2. 3 lengths, 3 min. 30 sec.

Heat 5: T.R.C., 1; Westminster Bank R.C., 2.
 $2\frac{1}{2}$ lengths, 3 min. 25 sec.

Final: T.R.C., 1; London R.C., 2. 3 lengths,
3 min. 24 sec.

Whitsun Interlude

OSTENDE REGATTA

by D. H. McLellan

20th & 21st May

Once again the Regatta Committee of the Royal Sport Nautique d'Ostende invited the Club to take part in their Whitsun Regatta and also very kindly offered the crew hospitality at the Hotel Centrale during its stay.

After some head scratching over the entry form it was decided to enter the First Eight in the 2,000 metre and 500 metre events and the Stern and Bow Fours for the same distances.

'Vass' acted as our shepherd and managed to get us through Victoria and Dover to Ostende in one piece with the issue of only one circular and but occasional reminders about ticket money, passports and travellers' cheques.

At Ostende both the fours had a surprise; the Bow Four discovered they had to take David Glynne-Jones along in the 500 metre sprint, and John Macmillan found to his horror that he was expected to steer the other four as well as stroke it. Firmly declining to look where the boat was going, he waggled his foot to orders shouted by Gordon Dear and relayed down the boat. The course is on a canal which will take five crews. The water is dead except for the disturbance caused by a factory outfall about a minute from the start, and in outings before the racing Sparrow and Bill gave us several rows through this.

In the races the Eight never got into its stride; in the 2,000 metre it was not helped really by Hugh Denning and David McLellan losing their slides on the first stroke — a handicap that the winners (C.S.F.A.) were later to overcome themselves in one of their heats at Henley. Nick, with only 500 metres to go in the Coxed Fours and the local club to beat, went off at what Sparrow described as a phenomenal rate of striking, went ahead at the start and stayed there much to his own and everyone else's surprise. The Coxless Four just had time before they raced to find out how to make the very nice Stampfli boat they had been lent run. Not being very quick off the mark however they let Basse Seine get about one-and-a-half lengths up by half way, but they kept up the pressure and gradually drew up to and passed the French crew to win.

Having enjoyed our rowing and the prize giving at the Town Hall by the Mayor, we were carried off by our hosts to make sure that we enjoyed the rest of our stay as well. It may be that our French got better as the night wore on or that our critical faculties dimmed, but either way the party went with a swing. Certainly it would not have been right to blame the flatness of the sea (Serpentine-like!) on our return journey for any feeling of 'mal-de-mer'; could it have been something else?

As always the crew had many supporters on shore, among them Dick Phelps, who copes with boats in any language, 'Vass' and Dick Messom, whose early morning P.T. display became the talk of the town, and Felix Taymans, who officiated at the Regatta in his Thames tie. We thank all in Belgium and England who made this trip so enjoyable.

OSTENDE REGATTA

20th & 21st May

Senior Eights (2000 metres)

G. S. Dear (bow); R. H. Nicholls; A. R. Watson;
D. S. S. Elliot; D. H. McLellan; R. A. F. Macmillan;
W. J. Griffith; H. G. V. Denning (stroke); D. R.
Glynne-Jones (cox).

Heat 1: Centre Sportif des Forces Armées
Francaises, 1; T.R.C., 2; Molesey B.C., 3. 6 min.
23 sec.; 6 min. 29 sec.

Final: C.S.F.A., 1; Kiel University, 2; London
R.C., 3; T.R.C., 4. 6 min. 19 sec.

Senior Fours (2000 metres) Coxswainless)

G. S. Dear (bow); H. G. V. Denning; D. H. Mc-
Lellan; R. A. F. Macmillan (stroke, steers).

Final: T.R.C., 1; London R.C., 2; Basse Seine,
Paris, 3. 6 min. 47 sec.; 6 min. 54 sec.

Senior Coxed Fours Sprint (500 metres)

W. J. Griffith (bow); D. S. S. Elliot; A. R. Watson;
R. H. Nicholls (stroke); D. R. Glynne-Jones (cox).

Final: T.R.C., 1; R.S.N. Ostende, 2; Beringen
R.C., 3; R.S.N. Bruges, 4. 1 min. 22 sec.; 1 min.
26 sec.

CHISWICK REGATTA

26th May

Allonson Memorial Trophy (Thames Cup Eights)

'A' Crew: R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; M. M. Tanner (stroke); R. W. Morris (cox).

'B' Crew: P. H. Swift (bow); P. B. Rooksby; G. P. Hampel; J. Pope; D. H. Whitaker; A. R. Reddin; F. C. Plumer; R. H. Nicholls (stroke); D. B. Fawcett (cox).

Heat 1: T.R.C. 'B', 1; Imperial College B.C., 2; University College & Hospital B.C., 3. 1 length, 4 min. 1 sec.

Heat 2: Gladstone R.C., 1; T.R.C. 'B', 2; Ibis R.C., 3. $\frac{1}{4}$ length, 3 min. 55 sec.

Heat 4: T.R.C. 'A', 1; Bedford R.C., 2; Quintin B.C., 3. $\frac{1}{4}$ length, 3 min. 44 sec.

Final: University of London B.C., 1; Gladstone B.C., 2; T.R.C. 'A', 3. $1\frac{1}{4}$ lengths, 4 min.

Family Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); R. C. Wright; B. S. Tanner; D. A. Dunton (stroke).

Heat 1: T.R.C., 1; Maidenhead R.C., 2. 1 length, 4 min. 22 sec.

Final: T.R.C., 1; Lensbury R.C., 2. $1\frac{1}{4}$ lengths, 4 min. 20 sec.

Goring Challenge Cup (Junior-Senior Eights)

T.R.C. 'A' Crew: N. B. Wilkinson (bow); J. R. M. Parker; P. J. Bartram; J. R. Cooper; R. Jankel; M. H. Mundy; A. Hayman; M. R. Phelps (stroke); R. L. Penney (cox).

'B' Crew: K. M. Towell (bow); J. R. Mills; A. G. Duckett; H. L. Davy; M. E. Clibbon; C. W. M. Hopkins; M. Rayner; D. E. Goodall (stroke); D. A. Cook (cox).

Heat 2: Lensbury R.C., 1; T.R.C. 'A', 2; Quintin B.C., 3. $\frac{3}{4}$ length, 3 min. 55 sec.

Heat 4: Vesta R.C., 1; Imperial College B.C., 2; T.R.C. 'B', 3. 1 length, 3 min. 55 sec.

Ronald Studd Challenge Cup (Junior Eights)

P. J. Brown (bow); T. M. Jonas; B. S. Collins; A. Marx; J. K. Ruggles; D. B. T. Jones; T. H. Fraser; R. A. Cadman (stroke); B. James (cox).

Heat 5: National Provincial Bank R.C., 1; Queen Mary College B.C., 2; T.R.C., 3. 1 length, 4 min. 5 sec.

Coronation Challenge Cup (Junior-Senior Sculls)

A. M. Provan.

Heat 3: P. W. Cook, 1; A. Hodges, 2; A. N. Provan, 3.

Cygnets Challenge Cup (Junior Sculls)

N. Farrant, A. R. Reddin.

Heat 1: N. Farrant, 1.

Heat 2: D. A. Dempsey, 1; A. R. Reddin, 2. 3 lengths.

TWICKENHAM REGATTA

2nd June

Mayor of Richmond Challenge Cup (Thames Cup Eights)

P. H. Swift (bow); P. B. Rooksby; G. P. Hampel;

J. Pope; D. H. Whitaker; A. R. Reddin; F. C. Plumer; R. H. Nicholls (stroke); D. B. Fawcett (cox).

Heat 3: T.R.C., 1; Vesta R.C. 'A', 2. Canvas, 3 min. 50 sec.

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

Powell Memorial Cup (Junior-Senior Sculls)

A. M. Provan.

Heat 1: J. Goulding, 1; A. M. Provan, 2.

WALTON REGATTA

9th June

Ladies' Challenge Cup (Senior Eights)

G. G. H. Page (bow); D. S. S. Elliot; W. J. Griffith; A. R. Watson; D. H. McLellan; H. G. V. Denning; G. S. Dear; R. A. F. Macmillan (stroke); D. R. Glynne-Jones (cox).

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

Final: T.R.C., 1; R.A.F. (Cardington, R.C., 2. $1\frac{1}{2}$ lengths, 4 min. 31 sec.

Walton Challenge Cup (Senior Fours)

G. S. Dear (bow, steers); H. G. V. Denning; D. H. McLellan; R. A. F. Macmillan (stroke).

Final: London R.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths, 4 min. 46 sec.

Senior Coxed Fours

G. G. H. Page (bow); D. S. S. Elliot; W. J. Griffith; A. R. Watson (stroke); D. R. Glynne-Jones (cox).

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

Walton Challenge Cup (Thames Cup Eights)

'A' Crew: R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; M. M. Tanner (stroke); R. W. Morris (cox).

'B' Crew: A. M. Provan (bow); P. B. Rooksby; G. P. Hampel; P. H. Swift; B. S. Tanner; A. R. Reddin; F. C. Plumer; R. H. Nicholls (stroke); D. B. Fawcett (cox).

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

Heat 6: University of London B.C., 1; T.R.C. 'B', 2.

Heat 7: T.R.C. 'A', 1; Crowland R.C., 2.

Heat 10: T.R.C. 'A', 1; Vesta R.C., 2. $\frac{1}{4}$ length, 4 min. 39 sec.

Final: T.R.C. 'A', 1; University of London B.C., 2. $\frac{3}{4}$ length, 4 min. 35 sec.

Goring Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); R. C. Wright; D. R. Mount; D. A. Dunton (stroke).

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

Heat 7: T.R.C., 1; Twickenham R.C., 2.

Heat 9: London R.C., 1; T.R.C., 2.

Sabin Challenge Cup (Junior-Senior Eights)

N. B. Wilkinson (bow); J. R. M. Parker; P. J. Bartram; J. R. Cooper; R. Jankel; M. H. Mundy; A. Hayman; M. R. Phelps (stroke); R. L. Penney (cox).

Heat 5: T.R.C., 1; University College School B.C., 2.

Heat 9: T.R.C., 1; Reading University B.C., 2; $\frac{1}{2}$ length, 4 min. 52 sec.

Heat 11: Cygnet R.C., 1; T.R.C., 2.

Miskin Challenge Cup (Junior Eights)

'A' Crew: A. E. Gros (bow); P. Morris; A. W. Richmond; P. J. McKinley; P. J. E. Dowden-Parker; M. Underwood; D. T. Mansie; T. C. Harding (stroke); J. W. Hatcher (cox).

'B' Crew: L. W. M. Hopkins (bow); P. J. Brown; B. S. Collins; A. Marx; J. K. Ruggles; T. M. Jonas; T. H. Fraser; R. A. Cadman (stroke); J. T. Shaw (cox).

Heat 2: Imperial College B.C., 1; T.R.C. 'B', 2.

Heat 8: T.R.C. 'A', 1; National Provincial Bank R.C., 2.

Heat 14: T.R.C. 'A', 1; Burway R.C., 2. $1\frac{1}{2}$ lengths.

Heat 16: T.R.C. 'A', 1; Staines B.C., 2. $1\frac{1}{2}$ lengths, 4 min. 52 sec.

Final: T.R.C. 'A', 1; Molesey B.C., 2. $\frac{1}{2}$ length, 4 min. 45 sec.

Thames R.C. Challenge Cup (Senior Pairs)

P. S. Pusey (bow, steers); R. H. Nicholls (stroke).

Heat 3: T.R.C., 1; Sons of the Thames R.C., 2.

Heat 6: T.R.C., 1; Lensbury R.C., 2.

Final: T.R.C., 1; London R.C., 2. 2 lengths, 5 min. 36 sec.

Junior-Senior Sculls

A. M. Provan.

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

Gosnell Challenge Cup (Junior Sculls)

N. Farrant.

Heat 4: N. Farrant, 1; C. McKay, 2.

Heat 7: A. Simpson, 1; N. Farrant, 2. 4 lengths, 6 min. 11 sec.

READING REGATTA

16th June

Grand Challenge Cup

G. G. H. Page (bow); D. S. S. Elliot; W. J. Griffith; A. R. Watson; D. H. McLellan; H. G. V. Denning; G. S. Dear; R. A. F. Macmillan (stroke); Glynne-Jones (cox).

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

Stanmore Challenge Cup (Senior Fours)

'A' Crew: M. Legg (bow, steers); C. F. Porter; A. R. Davidson; J. M. Beresford (stroke).

'B' Crew: G. S. Dear; H. G. V. Denning; D. H. McLellan; R. A. F. Macmillan (stroke).

Heat 1: T.R.C. 'B', 1; Pembroke College Oxon, B.C., 2. 3 lengths, 5 min. 11 sec.

Heat 2: T.R.C. 'B', 1; London R.C., 2. $\frac{3}{4}$ length, 5 min. 16 sec.

Heat 3: T.R.C. 'A', 1; Notts & Union R.C., 2. Easily, 5 min. 17 sec.

Final: T.R.C. 'A', 1; T.R.C. 'B', 2. $2\frac{1}{2}$ lengths, 5 min. 7 sec.

Austin Balsom Challenge Cup (Thames Cup Eights)

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. R. Rayne; A. C.

Hancox; M. M. Tanner (stroke); R. L. Morris (cox).

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

Reading Challenge Vase (Wyfold Fours)

'A' Crew: P. S. Pusey (bow, steers); R. C. Wright; D. R. Mount; D. A. Dunton (stroke).

'B' Crew: G. P. Hampel (bow, steers); A. R. Reddin; B. S. Tanner; P. B. Rooksby (stroke).

Heat 11: T.R.C. 'A', 1; Clifton R.C., 2. $2\frac{1}{2}$ lengths, 5 min. 37 sec.

Heat 12: Pembroke College, Camb., B.C., 1; T.R.C. 'B', 2. 2 lengths, 5 min. 30 sec.

Heat 16: T.R.C. 'A', 1; Pembroke College, Camb. B.C., 2. $\frac{1}{2}$ length, 5 min. 23 sec.

Heat 18: T.R.C. 'A', 1; Balliol College B.C., 2; 1 length, 5 min. 25 sec.

Final: Magdalene College B.C., 1; T.R.C. 'A', 2. $1\frac{1}{2}$ lengths.

Dymore Brown Challenge Cup (Senior Pairs)

'A' Crew: M. S. Atkins (bow, steers); A. C. Riemer (stroke).

'B' Crew: P. S. Pusey (bow, steers); R. H. Nicholls (stroke)

Heat 3: T.R.C. 'A', 1; Leander Club, 2.

Heat 4: Oxford City R.C., 1; T.R.C. 'B', 2.

Heat 7: T.R.C. 'A', 1; Marlow R.C., disq.

Heat 10: T.R.C. 'A', 1; Oxford City R.C., 2. $2\frac{1}{2}$ lengths, 5 min. 54 sec.

Final: Pembroke College, Camb., R.C., 1; T.R.C. 'A', 2. $2\frac{1}{2}$ lengths.

Sandeman Challenge Cup (Junior-Senior Eights)

'A' Crew: A. Hayman (bow); P. J. Bartram; N. B. Wilkinson; J. R. Cooper; M. H. Mundy; R. Jankel; A. G. Duckett; R. Neale (stroke); R. L. Penney (cox).

'B' Crew: A. E. Gros (bow); P. Morris; A. W. Richmond; P. J. McKinley; P. J. E. Dowden-Parker; M. Underwood; D. T. Mansie; T. C. Harding (stroke); J. W. Hatcher (cox).

Heat 1: Exeter College B.C., 1; T.R.C. 'A', 2; Reading University B.C., 3.

Heat 5: T.R.C. 'B', 1; Cheltenham College B.C., 2; Corpus Christie College, Oxon, B.C., 3.

Heat 10: T.R.C. 'B', 1; Bryanston School B.C., 2; Bedford Modern School B.C., 3.

Final: Hertford College B.C., 1; Exeter College B.C., 2; T.R.C. 'B', 3; 1 length, 4 min. 56 sec.

Junior-Senior Sculls

A. M. Provan.

Heat 2: N. Birkmyre, 1; A. M. Provan, 2.

MARLOW REGATTA

23rd June

Grand Challenge Cup

G. G. H. Page (bow); D. S. S. Elliot; W. J. Griffith; A. R. Watson; D. H. McLellan; H. G. V. Denning; G. S. Dear; R. A. F. Macmillan (stroke); D. R. Glynne-Jones (cox).

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

Final: T.R.C., 1; Queen's College, Cambridge, B.C., 2; University of London B.C., 3. $1\frac{1}{2}$ lengths, 4 min. 23 sec.

Senior Fours Challenge Cup

G. S. Dear (bow, steers); H. G. V. Denning; D. H. McLellan; R. A. F. Macmillan (stroke).
Heat 3: Trinity Hall B.C., 1; T.R.C., 2.

Marlow Eights (Thames Cup Eights)

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; M. M. Tanner (stroke), R. W. Morris (cox).

Heat 9: T.R.C., 1; Sandhurst Argonauts R.C., 2; St. Peter's Hall B.C., 3. 4 lengths.

Heat 16: Peterhouse, Camb., 1; T.R.C., 2; Bedford R.C., 2. $\frac{3}{4}$ length, 4 min. 7 sec.

Town Cup Fours (Wyfold Fours)

'A' Crew: P. S. Pusey (bow, steers); R. C. Wright; D. R. Mount; D. A. Dunton (stroke).

'B' Crew: G. P. Hampel (bow, steers); P. B. Rooksby; B. S. Tanner; A. R. Reddin.

Heat 11: T.R.C. 'A', 1; Ibis R.C., 2. $1\frac{1}{2}$ lengths, 5 min. 10 sec.

Heat 13: Westminster Bank R.C., 1; T.R.C. 'B', 2. Canvas, 5 min. 10 sec.

Heat 19: T.R.C. 'A', 1; Royal Engineers R.C., 2. $\frac{3}{4}$ length.

Heat 29: T.R.C. 'A', 1; Balliol College, Oxon, 2. 1 length, 5 min. 14 sec.

Heat 31: Queen's College, Camb., 1; T.R.C. 'A', 2. $1\frac{1}{2}$ lengths; 5 min.

Senior Pairs

M. S. Atkins (bow, steers).
A. C. Riemer (stroke).

Heat 4: T.R.C., 1; Kettering R.C., 2. 1 length, 5 min. 43 sec.

Heat 5: T.R.C., 1; St. Thomas Hospital B.C., 2. 3 lengths, 5 min. 30 sec.

Final: Pembroke College, Camb., 1; T.R.C., 2. 1 length, 5 min. 18 sec.

Junior-Senior Sculls

A. M. Provan.

Heat 3: J. D. Carter, 1; C. R. Reed, 2; A. M. Provan, 3.

RICHMOND REGATTA

30th June

Junior-Senior Eights

A. E. Gros (bow); P. Morris; A. W. Richmond; P. J. McKinley; P. J. E. Dowden-Parker; M. Underwood; D. T. Mansie; T. C. Harding (stroke); J. W. Hatcher (cox).

Heat 1: T.R.C., 1; University College School B.C., 2.

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

Junior Fours Coxed

T. H. Fraser (bow); T. M. Jonas, C. W. M. Hopkins; R. A. Cadman (stroke); D. A. Cook (cox).

HOUSE STEWARDS' REPORT

From a social point of view 1956 was an eventful year at the Club.

The popularity of dances has been increasing steadily of late and to the traditional New Year's Eve celebrations a number of less formal events have been added over the last year or two, the St. Valentine's Dance, the Boat Race Dance the Serpentine Regatta Dance and the Hallowe'en Dance. Two further additions to this list which proved most successful last year, were the dances after Putney Regatta and the Club Regatta.

Apart from dances there have been the usual list of House Dinners to fill up the social calendar. These included a dinner designed to publicize the 'Thelma Fund' which seemed to have the desired effect on those members who require a little alcohol to loosen their purse strings, and on those who only needed reminding of the Fund's existence — *this* dinner was highly successful!

The weather was not the only thing which broke records in 1956. More people fed at the club than ever before, a just reflection on Mrs.

Tagg's cooking.

More beer was drunk than for a very long time, due no doubt, to the Steward's salesmanship. The number of residents kept up well throughout the year — presumably they can't get better value elsewhere. And last but not least, the turnover of Honorary House Stewards probably beat all previous records, and it is not likely to be beaten in the near future.

Finally we are pleased to record that a pension scheme has been started by the Club for Mr. and Mrs. Tagg to help to provide for a far distant retirement. We feel sure that this will meet with the full approval of the all members.

The Club's thanks are due, once again, to Mr. and Mrs. Tagg for their loyal co-operation with the House Committee. They seem to delight in serving food and drink (whenever required!) and without them the Club would not be what it is.

R.C.B.
J.F.C.B.

HENLEY

ROYAL REGATTA

The Regatta was held on Wednesday, Thursday, Friday and Saturday, July 4th, 5th, 6th and 7th.

The stream was less than normal, but a head wind with strong gusty spells, particularly on the Thursday and Saturday, adversely affected the times of some races.

Two eliminating races in the Ladies' Challenge Plate, eight in the Thames Challenge Cup, two in the Princess Elizabeth Challenge Cup and thirteen in the Wyfold Challenge Cup were held on Saturday, June 30th, before the draw.

There were 54 races on the first day, 40 on the second, 26 on the third, and 12 on the last day.

The prizes were presented by M. Gaston Mullegg, President of the Fédération Internationale des Sociétés d'Aviron, who also presented the Gold Medal of Honour of the Fédération to the Chairman of the Committee of Management of Henley Royal Regatta, Mr. H. R. Rickett.

The Grand Eight

By ARTHUR SULLEY

Each year at Henley I resolve to make some notes in anticipation of the Editor's request for a report, and each year when the time comes I find myself trying to decipher from incoherent jottings which, at the time, were intended to be the basis of some really profound notes on the Club's performance. This year after a most kindly worded rebuke from the Editor for delay, I am writing with four inches of snow on the ground and Henley 1956 receding rapidly into the realms of reminiscence. So I have abandoned the unequal struggle of trying to interpret the significance of 'Dick — re David's work,' 'Three — Finish,' 'Talk to John — Plan,' 'See Sparrow — Six's Back,' — will resort to general recollections.

Within the Club 1956 will surely be remembered as John Macmillan's Henley. Not only did he row better than ever before, but he emerged as a gallant, dashing and highly competent stroke. As occasionally happens in the composition of a crew, a make-shift arrangement proved to be a happy solution. The Eight arrived at Marlow a moderately good club crew and displayed its ability to race in winning the Grand there —

a sound, but not brilliant performance. Its potentialities for development at Henley were evidently limited mainly by the physical limitations of the individuals. Six and Seven were faced with the task of stretching themselves a few inches longer than ever before to fit in with the other much larger men in the stern. They both made gallant efforts and rowed soundly, but it was obviously a strain.

Practice began on an encouraging note. We paddled through from Marlow on the Sunday morning and covered the Henley course in 7.12 with the boat going beautifully at a rate which never exceeded 26. Admittedly there was a strong following wind, but it was great credit to the crew that they were able to make such good use of it, and they went off to Shiplake feeling justifiably pleased with themselves, looking forward to developing their powers still further during the following week. The set-back came the next day when Six strained his back and the advice of Doctor Joe Bailey had to be sought. The verdict was that he could continue to row, but only for light outings with no sustained effort, which completely upset our programme for the first week and prevented the hard work which was intended to develop the power in the middle of the boat.

Still, we had some pleasant and useful outings with various college Ladies Plate crews, as well as with St. Paul's and Radley. On the lighter side was the inquest after one outing into the mysterious bump reported by Five and Four which occurred during spurts immediately after they had taken their beginnings. All the evidence proved that the bump was caused by the beginnings of the other six members of the crew who were not quite so impetuous. Another memorable outing took place on the second Monday morning — the most horribly Monday-ish outing I have ever known. But the malady was by no means confined to Thames and several other crews also felt inclined to give up rowing.

Thames seem fated to have to row the equivalent of the final in the first round, and this year they were unable to hold the French Army crew who had no difficulty in beating any other crew. We could certainly have arranged a much better draw for ourselves, which would probably have ensured that the race would have taken place as the final on Saturday — but that is the sort of conjecture which inevitably arises in conversations in the club at this time of year.

As is the other one — that, if the intentions about Olympic representation had been made clearer earlier in the season, the VIII might have benefited from the inclusion of one or two oarsmen who devoted themselves to other combinations, the outcome of which could have been the elimination of the problems besetting the ultimate selection of the Olympic VIII.

GRAND CHALLENGE CUP

	st. lb.
G. G. H. Page (bow)	11 4
2 D. S. S. Elliot	12 10
3 W. J. Griffith	12 7
4 A. R. Watson	12 9
5 D. H. McLellan	14 13
6 H. G. V. Denning	12 4
7 G. S. Dear	11 1
R. A. F. Macmillan (stroke)	14 1
D. R. Glynne-Jones (cox)	8 10
Heat 3: Centre Sportif des Forces de l'Armee Francaise, 1; T.R.C., 2. 2½ lengths, 7 min. 38 sec.	
Barrier: 2 min. 5 sec.; Fawley: 3 min. 32 sec.	

The Stewards' Four

It is not easy to give an exact account of the Club's official Stewards' Four. They formed themselves into a crew very early in the Autumn of 1955, and from then went out on the river nearly every day or night. They built a cradle on Beresford's car to carry their boat, and so were independent of the water at Putney. On many weekends they were to be found at Wallingford, or if they did not want to go so far afield, there were Molesey or Walton or Henley at their disposal. For most of the year it seemed that their style was rather that which Porter had developed in the Royal Air Force than one recognisable as emanating from Thames. Nevertheless when they came to race there can be no doubt that they had the qualities we look for in our Club: fight, length and a running boat. They accomplished at least part of what they set out to do — they won the Stewards. That they were not allowed to take part in the European Championships or in the Olympic Games, either individually or as crew, is a matter for regret. Certainly one would have thought that some of the four could have improved the eights that raced abroad after Henley.

This four was not allowed to go unchallenged. Soon after it was formed, members of the first eight asked if they could have a crack at it. But their winter training did not permit them to train much in Fours, and it was not until just before Whitsun that they went on to the river. The Four from the first Eight raced at Whitsun at Ostende and acquitted itself very well there, winning one of the extremely few International races that have fallen to this country this year. It had been agreed that the two Fours should appear at Reading Regatta to settle which was the faster. Beresford's won there and went on

to win at Henley — but only just.

We found that the Henley Rules had been altered this year to permit a wider number of oarsmen to show what they could do to the Olympic Selectors, and for one year only allowed any crew of oarsmen fulfilling the usual definitions and belonging to recognised clubs to appear in the Grand and Stewards. After some correspondence the Henley Stewards agreed that this permitted us for the first time to enter a second crew for the Steward's Cup if we would undertake that the second crew was entered privately and if it did not appear in the club's colours. The crew was duly entered and raced as 'Macmillan's Crew,' with riggers painted white and a white band on their oars.

The training of this four was always subsidiary to that of the First Eight, of which it formed part. It had outings at Henley at times that suited the eight; and it very nearly had its entry withdrawn before the draw and on at least two subsequent days before it raced through pressure from others and in the interests of the Eight. How wrong were those who acted thus. Macmillan's Four and Beresford's Four produced what was undoubtedly the finest race of the regatta. Rowing in the afternoon, after a hard race against the fine French crew in the morning, Macmillan, after being led by two lengths, slowly wore Beresford down, and with fine racing pushed them to a decision of only three feet. Ready as always to cheer the crew that is fighting back from an apparently hopeless position, the stands cheered to the echo.

Beresford's crew never looked back from that race. All the others were comparatively easy, leaving Thames the fastest Club in fours in this country this year.

Stewards' Challenge Cup

	st. lb.
M. Legg, steers (bow)	12 8
2 C. F. Porter	12 8
3 A. R. Davidson	13 0
J. M. Beresford (stroke)	11 11

Macmillan's Crew:

G. S. Dear, steers (bow)	11 1
2 H. G. V. Denning	12 4
3 D. H. McLellan	14 13
R. A. F. Macmillan (stroke)	14 1

Heat 1: T.R.C., 1; Macmillan's crew, 2. 3 feet, 7 min. 48 sec.; Barrier: 2 min. 12 sec.; Fawley: 3 min. 44 sec.

Heat 3: T.R.C., 1; Leander Club, 2. 2½ lengths, 7 min. 45 sec.; Barrier: 2 min. 11 sec.; Fawley: 3 min. 40 sec.

Final: T.R.C., 1; London R.C., 2. 3½ lengths, 8 min. 6 sec.

Thames Challenge Cup

	st. lb.
R. C. Bray (bow)	11 2
2 M. J. Long	11 7
3 A. Hawes	11 11
4 J. F. C. Badcock	12 2

5 A. S. J. Fingland	12 9
6 J. Rayne	12 9
7 A. C. Hancox	12 12
M. M. Tanner (stroke)	10 10
R. L. Penney (cox)	8 6

Heat 3: T.R.C., 1; Brockville, Canada, 2. $\frac{3}{4}$ length, 7 min. 22 sec.; Barrier: 2 min. 3 sec.; Fawley: 3 min. 32 sec.

Heat 24: Princeton University, U.S.A., 1; T.R.C., 2. $1\frac{1}{4}$ lengths, 7 min. 28 sec.; Barrier: 2 min. 8 sec.; Fawley: 3 min. 35 sec.

* See the Oaresman's Tale, page 21.

The Wyfold Four

The Wyfold Four of 1956 would best be described as dogged. Keen they certainly were, and they worked hard, but real success eluded them. At times at Henley they showed signs of becoming as fast as the previous year's crew, at others speed was the last thing they had. Improving during the early racing, they began to offer hopes that they would at least row in the final, if not actually win; but these hopes were dashed in the semi-final. A justifiable delay by the umpire at the start did little to put them at ease; they stiffened at the start and lost their form. Even so it looked all through the race—against Brockville—as though they must win, until in the last stretch Brockville managed to straighten themselves, and go ahead. Bad luck!

Wyfold Challenge Cup

	st. lb.
P. S. Pusey, steers (bow)	11 7
2 R. C. Wright	11 0
3 D. R. Mount	13 1
D. A. Dunton (stroke)	12 9
Heat 13: T.R.C., 1; King's College, Camb., 2. 1 length, 7 min. 53 sec.; Barrier: 2 min. 14 sec.; Fawley: 3 min. 46 sec.	
Heat 19: T.R.C., 1; Burway R.C., 2. 3 lengths, 8 min. 56 sec.; Barrier: 2 min. 29 sec.; Fawley: 4 min. 12 sec.	
Heat 27: T.R.C., 1; R.A.F., Cardington, 2. $1\frac{1}{4}$ lengths, 7 min. 54 sec.; Barrier: 2 min. 16 sec.; Fawley: 3 min. 47 sec.	
Semi-final: Brockville, Canada, 1; T.R.C., 2. $1\frac{1}{4}$ lengths, 7 min. 54 sec.; Barrier: 2 min. 17 sec.; Fawley: 3 min. 50 sec.	

Silver Goblets and Nickalls Challenge Cup

	st. lb.
M. S. Atkins, steers (bow)	12 3
A. C. Riemer (stroke)	12 3
Heat 4: Clay & Findley, 1; T.R.C., 2. 2 lengths, 9 min. 23 sec.; Barrier: 2 min. 42 sec.; Fawley: 4 min. 34 sec.	

KINGSTON REGATTA

14th July

Grand Challenge Cup

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C.

Hancox; R. Neale (stroke); R. L. Penney (cox).

Final: London R.C., 1; T.R.C., 2. 4 lengths, 3 min. 34 sec.

Ravens Ait Challenge Cup (Senior Fours)

G. S. Dear (bow, steers); S. F. A. Miskin; A. R. Watson; H. G. V. Denning (stroke).

Final: London R.C., 1; T.R.C., 2. 2 lengths, 3 min. 59 sec.

Coronation Challenge Cup (Thames Cup Eights)

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne, A. C. Hancox; R. Neale (stroke); R. L. Penney (cox).

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

Heat C: T.R.C., 1; Royal Air Force Cardington R.C., 2. $1\frac{1}{4}$ lengths, 3 min. 47 sec.

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

Home Park Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); R. C. Wright; F. C. Plumer, D. A. Dunton (stroke).

Heat B: T.R.C., 1; Westminster Bank R.C., 2. $1\frac{1}{4}$ lengths, 4 min. 14 sec.

Heat C: T.R.C., 1; St. Bartholomew's Hospital B.C., 2. $\frac{3}{4}$ length, 4 min. 13 sec.

Semi-final: University of London B.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths; after two restarts.

Dittons Challenge Cup (Junior-Senior Eights)

'A' Crew: A. E. Gros (bow); P. J. McKinley; A. W. Richmond; A. G. Duckett; P. J. E. Dowden-Parker; M. Underwood; C. W. M. Hopkins; T. C. Harding (stroke); J. W. Hatcher (cox).

'B' Crew: J. R. M. Parker (bow); J. B. G. Carpenter; N. B. Wilkinson; B. Elms; M. H. Mundy; J. Fretwell; A. Hayman; L. Harvey (stroke); R. W. Morris (cox).

Heat E: T.R.C. 'A', 1; Quintin B.C., 2. $\frac{1}{4}$ length.

Heat J: London R.C., 1; T.R.C. 'B', 2.

Heat H: T.R.C. 'A', 1; Westminster Bank R.C., 2. 1 length, 3 min. 57 sec.

Semi-final: T.R.C. 'A', 1; London R.C., 2. $1\frac{1}{4}$ lengths, 3 min. 53 sec.

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

MOLESEY REGATTA

July 21st

Grand Challenge Cup

G. S. Dear (bow); J. M. Beresford; W. J. Griffith; D. S. S. Elliot; A. R. Watson; S. F. A. Miskin; G. G. H. Page; G. Sorrell (stroke); D. B. Fawcett (cox).

Final: London R.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 5 min. 1 sec.

Senior Fours Challenge Cup

G. S. Dear (bow, steers); S. F. A. Miskin; W. J. Griffith; H. G. V. Denning (stroke).

Final: T.R.C., 1; London R.C., 2. 2 lengths, 5 min. 31 sec.

Thames Cup Eights Challenge Cup

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; R. Neale (stroke); R. L. Penney (cox).

Heat 1: T.R.C., 1; Cygnet R.C., 2. 2½ lengths, 5 min. 6 sec.

Heat 4: T.R.C., 1; London R.C., 2. 1 length.

Heat 8: T.R.C., 1; Vesta R.C., 2. 2 lengths, 5 min. 8 sec.

Final: T.R.C., 1; Molesey B.C., 2. 3½ lengths, 5 min. 2 sec.

Thames Cup Fours Challenge Cup (Wyfold Class)

P. S. Pusey (bow, steers); R. C. Wright; D. R. Mount; D. A. Dunton (stroke).

Heat 3: Maidenhead R.C. 'B', 1; T.R.C., 2. 2 lengths, 5 min. 40 sec.

Junior-Senior Eights Challenge Cup

'A' Crew: A. E. Gros (bow); P. J. McKinley; A. W. Richmond; A. M. Provan; A. G. Duckett; M. Underwood; C. W. M. Hopkins; T. C. Harding (stroke); J. W. Hatcher (cox).

'B' Crew: J. R. M. Parker (bow); J. B. G. Carpenter; N. B. Wilkinson; B. Elms; A. Hayman; J. Fretwell; D. H. Drury; L. Harvey (stroke); R. W. Morris (cox).

Heat 4: T.R.C. 'A', 1; Lensbury R.C., 2. ½ length, 5 min. 20 sec.

Heat 5: Twickenham R.C., 1; T.R.C. 'B', 2. ½ length, 5 min. 16 sec.

Heat 10: Latymer Upper School B.C., 1; T.R.C. 'A', 2. 2 lengths, 5 min. 10 sec.

Senior Pairs Challenge Cup

M. S. Atkins (bow, steers); A. C. Riemer (stroke).

Heat 2: London R.C., 1; T.R.C., 2. 1 length, 6 min.

Garrich Pairs

P. S. Pusey (bow, steers); M. Underwood (stroke).

Heat 1: T.R.C., 1; Molesey & Walton R.C., 2. 3 lengths, 6 min. 31 sec.

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

A.R.A. OPEN COXED FOURS

21st July

	st.	lb.
A. R. Davidson (bow)	13	0
R. A. F. Macmillan	13	10
D. H. McLellan	14	13
M. Legg (stroke)	12	8
D. R. Glynne-Jones (cox)	8	11

Heat 1: T.R.C., 1; Burton Leander R.C., 2. 2½ lengths, 6 min. 46 sec.

Heat 5: T.R.C., 1; Boston R.C., 2. Easily, 6 min. 52 sec.

Final: T.R.C., 1; London R.C., 2. 1 length, 6 min. 35 sec.

METROPOLITAN REGATTA

24th, 25th, 26th July

Champion Cup (Senior Eights)

K. S. Cross (bow); D. S. S. Elliot; W. J. Griffith; A. R. Watson; A. R. Davidson; S. F. A. Miskin; G. S. Dear; H. G. V. Denning (stroke); D. R. Glynne-Jones (cox).

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

Thames Cup (Senior Fours)

G. S. Dear (bow, steers); J. M. Beresford; A. R. Davidson; H. G. V. Denning (stroke).

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

Old Barnes Cup (Thames Cup Eights)

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; R. Neale (stroke); R. L. Penney (cox).

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

Heat 5: T.R.C., 1; Vesta R.C., 2.

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

Horton Cup (Wyfold Fours)

P. S. Pusey (bow, steers); R. C. Wright; D. R. Mount; D. A. Dunton (stroke).

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

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

Forster Cup (Junior-Senior Eights)

'A' Crew: A. E. Gros (bow); P. J. McKinley; A. W. Richmond; T. C. Harding; A. G. Duckett; M. Underwood; C. W. M. Hopkins; Mallett (stroke); J. W. Hatcher (cox).

'B' Crew: J. R. M. Parker (bow); J. B. G. Carpenter; N. B. Wilkinson; B. Elms; A. Hayman; T. M. Jonas; D. H. Drury; E. H. Ffooks (stroke); R. W. Morris (cox).

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

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

Heat 5: T.R.C. 'A', 1; Lensbury R.C., 2.

Final: T.R.C. 'A', 1.

Amphill Cup (Senior Pairs)

M. S. Atkins (bow, steers); P. S. Pusey (stroke).

Final: University of London B.C., 1; T.R.C., 2.

Junior-Senior Sculls

A. M. Provan.

Heat 3: Hodges, 1; Provan, 2.

BEDFORD REGATTA

28th July

Talbot Jarvis Challenge Cup (Senior Eights)

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; R. Neale (stroke); R. L. Penney (cox).

Senior Fours, Coxswainless

G. S. Dear (bow, steers); J. M. Beresford; A. R. Davidson; H. G. V. Denning (stroke).

Heat 1: T.R.C., 1; London R.C., 2. 2 min. 6 sec.

Final: T.R.C., 1; Nottingham & Union R.C., 2. 2 min. 6 sec.

Junior-Senior Eights

A. E. Gros (bow); P. J. McKinley; A. W. Richmond; T. C. Harding; A. G. Duckett; M. Underwood; C. W. M. Hopkins; G. L. Harvey (stroke); J. W. Hatcher (cox).

Heat 3: Bedford School B.C., 1; T.R.C., 2. 3 feet.

STAINES REGATTA

28th July

Senior Fours

P. S. Pusey (bow, steers); D. A. Dunton; D. R. Mount; M. S. Atkins (stroke).

Race 61: T.R.C., 1; London R.C., 2. $\frac{1}{2}$ length, 5 min. 25 sec.

Race 72: T.R.C., 1; Vesta R.C., 2.

Final: Molesey B.C., 1; T.R.C., 2. 2 lengths, 5 min. 24 sec.

Junior-Senior Eights

J. R. M. Parker (bow); J. B. G. Carpenter; N. B. Wilkinson; B. Elms; A. Hayman; T. M. Jonas; D. H. Drury; E. A. Ffooks (stroke); R. W. Morris (cox).

Race 11: Maidenhead R.C., 1; T.R.C., 2. 2 lengths.

MAIDENHEAD REGATTA

4th August

Daily Telegraph Challenge Cup (Senior Eights)

P. S. Pusey (bow); R. C. Wright; G. P. Hampel; J. P. M. Thomson; D. A. Dunton; D. S. S. Elliot; G. S. Dear; M. S. Atkins (stroke); D. B. Fawcett (cox).

Heat B: T.R.C., 1; Cygnet R.C., 2. $\frac{1}{2}$ length, 3 min. 34 sec.

Heat G: London R.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 3 min. 35 sec.

Orkney Cottage Challenge Cup (Senior Fours)

'A' Crew: A. Hawes (bow, steers); J. Rayne; A. Hancox; R. Neale (stroke).

'B' Crew: R. C. Bray (bow, steers); M. J. Long; A. S. J. Fingland; J. F. C. Badcock (stroke).

Heat A: T.R.C. 'B', 1; Oxford City R.C., 2. 3 $\frac{1}{2}$ lengths.

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

Maidenhead Challenge Cup (Junior-Senior Eights)

A. E. Gros (bow); P. J. McKinley; A. W. Richmond; P. Morris; A. G. Duckett; T. M. Jonas; C. W. M. Hopkins; G. L. Harvey (stroke); R. W. Morris (cox).

Heat B: T.R.C., 1; St. Edwards Martyrs, 2. $\frac{1}{2}$ length, 3 min. 35 sec.

Heat F: Westminster Watermen, 1; T.R.C., 2. 3 lengths, 3 min. 35 sec.

Senior Pairs

'A' Crew: M. S. Atkins (bow, steers); P. S. Pusey (stroke).

'B' Crew: R. J. M. Thayer (bow, steers); H. K. Boller (stroke).

Junior-Senior Sculls

A. M. Provan.

Heat A: Provan, 1; Roche, 2. 1 length, 4 min. 37 sec.

Heat G: Birkmyre, 1; Provan, 2. 2 lengths, 4 min. 36 sec.

HENLEY TOWN & VISITORS REGATTA

6th August

Haileywood Cup (Senior Eights)

P. S. Pusey (bow); R. C. Wright; G. P. Hampel; J. P. M. Thomson; D. A. Dunton; D. S. S. Elliot; G. S. Dear; M. S. Atkins (stroke); D. B. Fawcett (cox).

Heat 1: London R.C., 1; Molesey B.C., 2; T.R.C., 3. $\frac{1}{2}$ length.

Old Town Cup (Senior Fours)

'A' Crew: A. Hawes (bow, steers); J. Rayne; A. C. Hancox; R. Neale (stroke).

'B' Crew: R. C. Bray (bow, steers); M. J. Long; A. S. J. Fingland; J. F. C. Badcock (stroke).

Heat A: T.R.C. 'B', 1; Henley R.C., 2. 2 lengths, 4 min. 35 sec.

Heat B: London R.C., 1; T.R.C. 'B', 2. Easily, 4 min. 22 sec.

Sagamore Cup (Junior-Senior Eights)

A. E. Gros (bow); P. J. McKinley; A. W. Richmond; P. Morris; A. G. Duckett; T. C. Harding; C. W. M. Hopkins; G. L. Harvey (stroke); J. W. Hatcher (cox).

Heat A: T.R.C., 1; Molesey B.C., 2; London R.C., 3. 1 length.

Heat F: T.R.C., 1; Nottingham & Union R.C., 2; Quintin B.C., 3. Canvas.

Final: Westminster Watermen, 1; T.R.C., 2. Canvas.

Peter Beresford Cup (Senior Pairs)

'A' Crew: M. S. Atkins (bow, steers); P. S. Pusey (stroke).

'B' Crew: R. J. M. Thayer (bow, steers); H. K. Boller (stroke).

Heat A: T.R.C. 'A', 1; Oxford City R.C., 2. 2 feet, 4 min. 53 sec.

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

Heat G: London R.C., 1; T.R.C. 'A', 2. 6 feet.

Gill-Mardon Cup (Junior-Senior Sculls)

A. M. Provan.

Heat A: Birkmyre, 1; Provan, 2. 1 $\frac{1}{2}$ lengths.

SERPENTINE REGATTA

9th, 10th, 11th August

Grand Eights

R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox; R. Neale (stroke); R. L. Penney (cox).

Final: London R.C., 1; T.R.C., 2. 1 length, 2 min. 44 sec.

Thames Cup Eights

P. S. Pusey (bow); R. C. Wright; G. P. Hampel; J. P. M. Thomson; D. A. Dunton; D. S. S. Elliot; G. S. Dear; M. S. Atkins (stroke) D. B. Fawcett (cox).

Heat 3: Royal Air Force, Benson, 1; T.R.C., 2. Thames Tradesmen R.C., 3. $\frac{3}{4}$ length, 2 min. 25 sec.

Junior-Senior Eights

J. R. M. Parker (bow); P. J. McKinley; A. Hayman; T. C. Harding; A. E. Gros; P. Morris; A. W. Richmond; G. L. Harvey (stroke); J. W. Hatcher (cox).

Heat 2: T.R.C., 1; Westminster Bank R.C., 2. Canterbury Pilgrims, 3. 1 length, 2 min. 31 sec.

Heat 5: Westminster Watermen, 1; T.R.C., 2. $\frac{3}{4}$ length.

Senior Fours, Coxswainless (Wyfolds)

'A' Crew: P. S. Pusey (bow, steers); J. P. M. Thomson; G. S. Dear; M. S. Atkins (stroke).

'B' Crew: A. Hawes (bow, steers); J. Rayne; A. C. Hancox; R. Neale (stroke).

'C' Crew: R. C. Bray (bow, steers); M. J. Long; A. S. J. Fingland; J. F. C. Badcock (stroke).

Heat 3: T.R.C. 'B', 1; Twickenham R.C., 2. Thames Tradesmen R.C. 'B', 3. Easily, 2 min. 36 sec.

Heat 4: T.R.C. 'C' 1; Vesta R.C., 2; Kensington R.C., 3. $1\frac{1}{2}$ lengths, 2 min. 36 sec.

Heat 6: T.R.C. 'A', 1; Lensbury R.C., 2; Vesta R.C., 3. 1 foot, 2 min. 36 sec.

Heat 10: London R.C., 1; T.R.C. 'B', 2. 4 feet, 2 min. 32 sec.

Heat 11: National Provincial Bank R.C., 1; T.R.C. 'C', 2; T.R.C. 'A', 3. $\frac{3}{4}$ length, 2 min. 36 sec.

Senior Pairs

'A' Crew: P. S. Pusey (bow, steers); M. S. Atkins (stroke).

'B' Crew: F. C. Plumer (bow, steers); P. B. Rooksby (stroke).

'C' Crew: R. J. M. Thayer (bow, steers); H. K. Boller (stroke).

Heat 3: T.R.C. 'A' 1; St. Thomas's Hospital B.C., 2; Lensbury R.C., 3. 2 lengths, 2 min. 48 sec.

Heat 5: R. A. F. Benson, R.C., 1; National Provincial Bank R.C., 2; T.R.C. 'C', 3. $\frac{1}{4}$ length, 2 min. 52 sec.

Heat 4: London R.C. 'A', 1; T.R.C. 'B', 2; Ibis R.C., 3. 2 feet, 2 min. 51 sec.

Heat 7: London R.C. 'B', 1; T.R.C. 'A', 2; Lensbury R.C., 3. 1 length, 2 min. 51 sec.

THAMES ROWING CLUB REGATTA

23rd September

C. W. Hughes Bowl (Club Fours)

Final: N. B. Wilkinson (bow); P. R. Rumney; D. Mount; R. A. F. Macmillan (stroke), 1; R. C. Bray (bow); A. Hayman; A. S. J. Fingland; H. G. V. Denning (stroke), 2. 2 lengths.

George Vize Beakers (Club Pairs)

Final: A. Hayman (bow); R. C. Bray (stroke), 1; N. B. Wilkinson (bow); M. J. Long (stroke), 2. 5 feet.

Doubledee Cup (Club Handicap Sculls)

H. G. V. Denning, 1; A. Hayman, 2; D. R. Mount, 3. 5 feet.

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

Final: P. R. Rumney, 1; M. J. Long, 2; P. J. E. Dowden-Parker, 3. 1 length.

Invitation Scratch Eights

Final: D. R. Redburn (Crowland R.C.); R. C. Bray; D. T. Mansie; A. Peatling (Crowland R.C.); S. Shearman (Oxford House R.C.); G. L. Harvey; F. C. Plumer; P. B. Rooksby (stroke); D. A. Cook (cox), 1; G. A. S. Griffiths (Llandaff R.C.); M. Ireland; A. Maitland; A. E. Ledger; D. H. McLellan; D. Molen (Gladstone R.C.); G. S. Dear, R. Bayles (Oxford House R.C.) (stroke); R. L. Penney (cox); 2; $\frac{3}{4}$ lengths.

TIDEWAY BOXING DAY REGATTA

26th December

Harry Tate Challenge Cup (Junior-Senior Fours)

A. E. Gros (bow, steers); A. M. Provan; C. W. M. Hopkins; H. K. Boller (stroke).

Heat 1: National Provincial Bank R.C., 1; T.R.C., 2; Cygnet R.C. 'A', 3. 1 length.

The 'Thelma'

A very pleasant evening was spent at the Club on November 15, when a House Dinner was held in aid of the 'Thelma' Fund, with Bill Killick presiding in the chair.

He was well supported by a number of his distinguished contemporaries, amongst whom we might mention J. Beresford, Senior, Jack Beresford, J.C. ('Felix') Hadcock, Eric Beresford, Charles Allanson Winn, and a goodly smattering of other legendary 'oldtimers.'

Bill Killick made a characteristic appeal for further support for the Fund and Felix gave a technical report on the condition of the launch and informed the gathering of the steps proposed

to refit her for the spring. She is at present out of the water at one of Felix's yards and when she is reconditioned and in commission it is hoped that members will come along to enjoy some of the pleasant Summer evening training outings.

The dinner was very successful in all respects and a very substantial additional contribution to the fund was announced at the end of the evening. In this connection we must gratefully acknowledge the generous contribution of the Earl of Iveagh, the Club's President. His donation of £100 was received by the Committee in February and will be of considerable assistance in the refitting budget.

THE BRITISH EIGHT IN

The European Championships 1956

By JOHN MACMILLAN

First a glance at the background. 1956 is an Olympic year. By the early Summer hardly any guidance has been given to British oarsmen or their Clubs, from a national level, other than an admonition to concentrate on small boats. The selectors then state that their choice of an Olympic team will largely be based on performances at Henley. No mention is made of the European Championships; the inference is that they are out, for financial reasons.

The Henley. No outstanding British crews appear in any event. Emergency meetings then decide that all must be staked on an Eight to be selected from the best individuals and to be trained by Freddie Page. This decision to send an Eight to Australia means, with the selection of the brothers Rand (Double sculls), and Tony Fox (Single sculls), that the fours and pairs are virtually out of the running. The Eight is bound to be a gamble — but everybody hopes it will come off.

Trials on the Tideway, after Henley, produce eleven oarsmen and two coxes. Some of the men selected are in the Cambridge crew just off to Brazil. Training is to start at Putney on 30th July and it is now decided to send the crew to Bled, virtually to qualify for the Olympic Games. That allows three weeks training before leaving for Yugoslavia. It is pointed out in the press that in view of this no startlingly good results are likely for it is coming to be admitted by the traditionally minded that the standard of rowing at the European Championships is higher than at Henley.

The choice of Freddie Page to coach and manage the crew was universally acclaimed, and its early missionary outings were of a long and 'Pauline' character. Freddie was also charged with looking after a coxed four, consisting initially of the four Thames men, Davidson, McLellan, Macmillan and Glynne-Jones, plus Melvin of London. Very soon, however, Macmillan was removed to the Eight to replace Huggins who was sick; and, due to the fact that no official substitute was appointed to the Four and due to the unreliability of coaching launches preventing Freddie giving much attention to this crew, and in spite of Bill Williams' efforts, a potentially good crew soon faded regrettably out of the picture.

The Eight meanwhile was practising numerous 'controlled rows' for six-and-a-half minutes at rates gradually creeping up from 22 to 28 and 30. The eventual scheme was to go off fast for twenty strokes and then drop to a controlled rating of 33/34 without loss of pace; after 1000

metres the rate would gradually be worked up to compensate for the inevitable falling off in the run of the boat between the strokes as the crew became more exhausted — the overall object being to cover the course at as even a speed as possible. In practice the fallacy undoubtedly proved to be that at these controlled rates the work fell off and only seemed to come on again as the crew got tired and no longer had the feeling that it was trying to row within itself. Poor technique, mainly the uneven timing and application of the leg drive also meant that this very heavy crew never moved the boat anything like far enough between the strokes at relatively low ratings and exhausted itself uneconomically at high ratings. Towards the end of the training at Putney there was also considerable dissatisfaction among the crew owing to the uncertainty of Official plans which had not even gone so far as to nominate the crew for the European Championships. This must have affected everyone's performance and things very nearly came to an ugly head two days before we were due to go to Bled, when Freddie left early to spy out the land and Gully Nickalls took over the coaching and immediately seemed to reverse the coaching policy.

And so to Bled

Practice on the lake began as soon as some over-eager customs officials had released the blades which the crew took out with them. Early outings were limited to getting used to the buoyancy and blade revealing clarity of the water and included numerous exercised, starts, and the odd 500 metres row. The five effective days of practice changed from rain to brilliant sun. Accommodation was good, thanks to Freddie's having preceded the crew and arranged for us to stay at the Park Hotel, instead of at some less salubrious quarters and the food was, on the whole, good.

Unfortunately Freddie was staying in the delegates hotel further up the road and so he was not always available to bring the hotel management to heel.

The lack of unity deriving from not living together and functioning as a team, complete with manager, was felt by the whole crew. The European Championships besides being a sporting fixture, are the occasion of a F.I.S.A. jamboree. Freddie, unfortunately, was expected not only to coach and manage the crew but to be a delegate as well, and this was asking too much of

one man. Nevertheless, the crew throve and the only worry to occur from a fitness point of view was due to Wheadon developing boils. Dr. Fox duly obliged!

The lake has only just room for a 2,000 metres course. The start was just under the windows of our hotel and the brakes had to be applied quickly after passing the finishing line or else one was with Moses in the bulrushes. The excellently appointed boathouse was in a bay rather nearer the finish than the start and so it was a good training walk to get there and back from the hotel. Outboard motorboats were available for coaching, at a substantial price and Great Britain was usually allocated one once a day. They seemed to be more readily available to those in uniform, however, and naturally any with the slightest smell of officialdom about them traversed the lake at full throttle. To a tideway oarsman the wash was unsettling; it could come from any direction and not from a regular angle.

The crew progressed though obviously much of the coaching was up to the cox and individual oarsmen. To begin with the boat was travelling against stroke side. So some four days before the first race the following changes were made; Nightingale from 4 to 3, Tozer from 3 to 5, and Macmillan from 5 to 4. The new order was generally considered to be an improvement.

In its first race the crew was mainly concerned with rowing to plan. After twenty strokes the rate came down and the work fell off. We slipped behind the leaders, France, and maintained a fairly steady second place for 1500 metres at which point Hungary went past like a bolt and caught France in the last few yards rowing the course in almost exactly even times for the two halves. The British 'fast second half' had not shewn itself. The crew criticised itself for not racing and the next morning a fast 500 metres practice row was ordered to shake things up.

In the repêchage heat the same evening the

crew was well up with Czechoslovakia and Roumania for 1,500 metres, striking about 35 to the day before's 33 and led Sweden well. Alas in the last 500 metres the other three crews drew about two lengths away, Czechoslovakia winning by a matter of feet from Sweden. The feeling of the crew after the race was that not much better could have been done, at that comparatively early stage of training.

The outside verdict was that things were definitely promising. As to the academic question as to which of the crew's two rows was the faster (allowing for different conditions) it is odd to state that on the Friday the French crew's time was 9 seconds the faster after a tight race, whereas on Saturday, rowing quite an easy victory in the heat before Great Britain's, they were 17 seconds faster.

The answer seems to be to train a crew to exert the maximum effort at a rating of 32 : 33. The Americans have shown that they can do this and that they are still a class ahead of the best European crews even allowing for State assisted training. Here, surely, lies the way ahead. No revolutionary alterations are needed in the English rowing if this end can be achieved in a crew of complete uniformity whose leg-drive is properly connected. Thames is without doubt the club to lead the way back, and, with application, much, if not all the ground could be made up in time for the European Championships, 1957.

The crew in final order of rowing:—

Bow	R. A. Wheadon (R.A.F.)
2	M. D. L. Huggins (R.A.F.)
3	M. J. H. Nightingale (Trinity Hall & Cambridge)
4	R. A. F. Macmillan (Thames)
5	S. G. D. Tozer (Leander)
6	K. A. Masser (Trinity Hall & Cambridge)
7	I. M. Welsh (Queen's and Cambridge)
Stroke	A. C. F. Thomson (Magdalene)
Cox	J. F. K. Hinde (Leander)

JUNIOR ROWING

In the Junior section of the Club only one crew was successful throughout the season. The First Juniors won their maiden race quite comfortably at Hammersmith and followed this up by winning their Junior Clinkers at Thames Ditton without being greatly extended.

After a comparatively short spell of practice in a best boat they managed to win their Juniors at Walton but not without a hard race in the final.

The same crew's excursions into the Junior-Senior field were not so successful, until, with a change of stroke, they managed to win at the 'Met.'

This crew was well together and was coached

for a hard upright finish with a recovery giving plenty of run in the boat between the strokes. A great deal of the credit for this crew's success must go to 'Doc' Hatcher, who handled them so ably from the coxswain's seat.

The Second Juniors, although putting in a lot of work throughout the season, were unsuccessful in winning, although being only narrowly beaten on more than one occasion. However, the experience gained will stand them in good stead in the coming season.

The outlook for the future looks promising as some quite good material is coming along and let us hope that more Junior honours will fall to the Club as the result of their efforts.

FOOD FOR THOUGHT FROM THE A.R.A.

The following is a summary of the answers received from a number of rowing coaches to the question 'What is wrong with English rowing?'

Coaches were asked to confine their remarks to the incorrect performance of the actual stroke.

BEGINNING

- * Instantaneous application of power at beginning. Mileage basic aim of most crews.
- * Absolute steadiness and slide control over stretcher; perfect balance and timing are required to achieve the beginning. Good strokes must include hard beginning.
- * Quick and hard entry.
- * Catch the beginning by the combination of body and slide with no exaggeration of one or the other.
- * Lack of clean hard beginning and little determined thrust from stretcher. Beginning often not taken at furthest point forward. Waste of reach if stroke not started at furthest point forward.
- * Overswing forward, so that the oarsman gets into a weak, overstrained position from which he cannot reverse quickly enough.
The remedy is to make him sit up to his strong position and let him come forward only to that position.
Letting the bottom of the back sag so that the legs overpower the back and the slide runs away from the pressure. The bottom of the back is the 'clutch' and if the 'clutch' slips the full power of the legs cannot reach the blade.
Rig, particularly sliding through the work and overwide blades which, however helpful they may be in the early stages of practice tend to deaden the quickness of the spring and as the racing rig for British crews, eventually encourage slow beginnings because of undue resistance to the blade.
- * The blade should enter the water quickly and a solid or firm grip of the water obtained. I think it the wrong approach to row the blade in. The other evil is the wide blade, which is necessary to get hold of the water when the blade is rowed through the air.
- * As long as the idea of wide blades and short leverage and rowing the blade in through the air continues the crews that reach first class will be few.
The biggest single weakness in British rowing is the beginning of the stroke; everything depends on it and most things flow successfully from a solid and quick grip of the water.

- * Whatever position the back is in at the beginning of the stroke there must be no 'give' in it when the stroke is taken and there will be delay in the power coming on to the blade and a missed connection with the water.

LEGS and BODY Co-Ordination

- * Perfect co-ordination of legs and body to achieve the acceleration and really hard finish desired.
- * Too little emphasis on a firm back. Too much bum-shoving at Henley — legs shoved away without a connection with the oar handle. This is the failing of bad Jesus crews — not through lack of coaching for a firm back but largely because they have not had enough rowing to obtain strong back muscles.
- * There is general absence of the unleashing of all power on the recoil so that the weight of the oarsman is not transferred from the seat to the blade. Lack of piston thrust of knees as groin-and-lower trunk angle is opened smartly. There must be bracing of the spine at this part of the stroke.

DRAW or 'Carry over'

- * Most oarsmen have forgotten the hard continuous draw through the water.
- * The oarsman must be taught to sit up and draw like hell and be fit enough to keep on doing this longer than any foreigner.
- * The beginning and the finish are not separate strokes and once the power through the water weakens the blade is better out of the water. Crews should not be taught the beginning and finish of the stroke unless they understand the stroke is all one and included beginning, draw, and finish.
- * The finish should be well held out with the blade still solidly in the water.
- * Americans teach that all paddling should be hard. Per contra British crews seem over-inclined to paddle light.
The idea of the beginning is to anchor the blade and pull the boat past it as hard and fast as one can.

FINISH

- * A quick accurate lock-up behind the rigger with no slip in the water, driving the boat past the blade with acceleration through the stroke to a really hard finish.
- * No long lay back — an enormous and uneconomical strain on the oarsman likely to lead to trouble in long run.
- * Rowing smoothly round the turn as the pressure of the stroke comes to an end.

- * Ideally swing, slide and hands finish together.
- * Lack of a clean, squarely rowed-out finish.
- * A failure to row the hands down and away sufficiently briskly. Many British crews stick at the finish so that the bow does not get up and run.

Swing forward

- * Crews not on their feet enough and through the whole swing forward
- * The outward sign of something wrong with British rowing is the lack of ration between the swing forward and backward motions. Lack of rhythm and run on the boat. We should
 - a. Get the body over the perpendicular before starting the slide.
 - b. squeeze the lower half of the trunk down towards the groin.
 - c. start the passage of the slide towards the front stop by the momentum of the swing—aided and abetted by the momentum of the boat. Get relaxed and loose forward. The feet must be ready on the stretcher for the beginning.
- * There is a failure to slow sufficiently over the last few inches of the slide forward. This fault arises sometimes when crews stick at the finish and try to make up the speed with their slides instead of their hands.
- * You cannot get a good beginning unless the belly is got down well below the knees and have control over the stretcher.

THE CLUB DINNER

The Annual Dinner was held on Friday, December 7th, at the Dorchester Hotel. The Prime Warden of the Fishmongers Company, Wing Commander G. C. Maxwell, M.C., D.F.C., A.F.C. honoured the Club by taking the Chair and the principal guest of the evening was Lord Douglas of Kirtleside, G.C.B., M.C. D.F.C.

The Chairman proposed the toast of 'The Club' to which the Captain, K. A. Williams, responded. The guests were toasted by Tony Hancox, Deputy Captain, and Lionel Abel-Smith proposed the health of the Chairman. Lord Douglas replied to the toast of the guests and divulged his identity as an ex-wet-bob in his school and university days.

A convivial evening was enjoyed by all present and the traditional night-cap at the clubhouse was partaken by a large proportion of the diners (until daybreak), when Mrs. Tagg produced bacon and eggs for a score of gentlemen who appeared to have forgotten where they lived.

The occasion was concluded by several impromptu performances on the tank where, once again, it was proved that a boiled shirt is not the ideal rig for high-class oarsmanship.

From The Times, September 3rd

HIGH EUROPEAN STANDARDS

BRITONS UNABLE TO REACH FINALS

FROM OUR ROWING CORRESPONDENT

BLED, YUGOSLAVIA, SEPT. 2.

None of the British rowing teams survived Saturday's repêchage, to reach the finals of the European championships, which were decided to-day. For this, no excuses were offered; nor, if one takes the objective view, were any required. It was always understood that the teams were experimental, made up, with the exception of T.A. Fox, at short notice to fill the void left by a disastrous Henley. The results here may look bad on paper, but in fact the team did all that could be expected of them; they were as good or better than anything we have sent to the European championships in recent years, and if their failure to reach the finals revealed the weakness of British rowing, that is food for thought for those responsible rather than recriminations.

For the eights the situation for Britain seemed hopeless against competition reckoned to be the strongest ever seen in this event. They really rowed splendidly, but on four weeks' practice they lacked the finishing power. They led off the start and were lying third behind Rumania and Czechoslovakia, all the three boats overlapping at the 1,000 metres. At 1,500 metres Sweden began to come up rapidly from behind. At about 1,750 metres all four eights were overlapping—a magnificent spectacle. The other three so continued, and finished in the order, Czechoslovakia, Sweden, Rumania, with one second between them. But in the last 100 metres Britain lost a length, to finish eight seconds behind the winners.

The final of the eights, as expected, was an historic struggle, and the six crews, Germany, Czechoslovakia, France, Hungary, U.S.S.R., and Italy must have been overlapping for almost the whole of the course. Germany were in the lead by a matter of feet for 1,500 metres, when France came to the front. Then, in a tremendous finishing spurt, Czechoslovakia moved up from third or fourth position to take the lead in the last 20 strokes. Only six seconds separated the six finalists. It was a fitting ending to a memorable regatta.

EIGHTS—Czechoslovakia (6min. 17.5sec.) 1; France 6 min. 19.1sec.), 2; Hungary (6min. 20.8sec), 3.

The Oaresman's Tale

Here bigynneth the Oaresman's Tale

Ther was a Clobbe in Potneye, Themmes yclept
Which by hondredes rowing memberes kept;
Of moste it nedeth nat to speke as nouthe,
But of the second eighte I wol, forsothe.
And first at litel Bobbe wol I bigynne,
Who up to Marlwe maad his bote to winne;
And moornfullich thanne bak to toun he wente,
(Tycones in his businesse him hente).
Thanne litel Peny coxed hem for the nones,
A smale man, his weight som sevene stones,
His shouting voys above the peple's soun
Maad through the air reverberacioun.
At oon ther is an alchemist hight Bray
And thanne is Donkeye Longe at nombere tweye;
For Watneyes doth he werke and laughs ful
loude,
And hereby doth he get his nickname rude.
Next comes a Felix and a Hawes, y-wis
Bot which of hem is thre or foure I nis.
At nombere fyve a bodding publishere
Yonge Tonye rows, who hath been herde to swere
Ful many an ooth: bifor him ther sits John,
A monstrous oof if evere ther was oon.
A puller-oot of teethe is he, alack,
And in the gappes fals oons doth he pak;
Crounes and brigges doth he mak ful wel,
And Milton-pakkes whan the gommies swel:
He roweth sixe. At sevene comes a wight,
Hir capiteyne, Hansoun or Hancox hight;
To Harrodes in the Bromptoun road he goos
Hir personnel to kepe upon hir toos.
A rowing-widwe wones in Dolwich-toun

With Hortoun-catte, I mene his yonge wyf Joun.
Hir strook last comes; yonge Tannere sets the
paas;

He gooth ful sone to rewle an Affrike race
Of blake men, and wol hem teche to rowe
Thanne here to Engelonde ful sone they go
Som silvere Heneleye coppes for to seke
And mugges from Waltoun or Marlwe eke.

This grete meynee, with tother eighte at ones
Were in an hous at Shippelak for the nones
Hight Holiebusse, and ther with both the Tagges
Do sojourn, having taken many bagges
Fulfilled with pilwe-beers, and eke with sheetes,
Though oot at beddes-ende they stik hir fetes.
And up and doun the streme ech day they rowe,
With Dicke and Sparwe beside hem as they go,
Cursinge and swereinge thurgh hir megaphoon
But hoping for a blisful winne quite sone.

This litel vers is com to wisshe hem lukke
In pious hope they wol nat com unstukke.

Poste Scripte
At Heneleye they dide hir uttermoste
And strayned hir guttes racing to the poste
Past Brocckeville, ful strong and mighty eke —
In sothe it was sometymes a narwe squeke!
Alack! The second hete broughte hem doun
Bifor a crew of not-heeds hight Princetoun.
Here endeth the Oaresman's Tale.

1368.

ALEC McCOMAS,

METHINKS THE CLERK DID WEL ENDITE
THYS TALE SO TRUE OF SECONDE EIGHTE
THIS GRETE MEYNEE, HIR HISTORIE SO GENTIL WROUGHT,
PERCHANCE HATH PAK HIS GUTTES WITH ALE A QUART?

ED: 1957.

HISTORY OF THE THAMES ROWING CLUB

1882. The Great Match with Hillsdale

It was in 1882 that the Metropolitan Rowing Association, formed in 1879 to bring together members of existing Clubs with a view to choosing representative crews to compete against foreign or colonial crews, changed its title to 'The Amateur Rowing Association.'

The Association took an important part in the endeavours that were made that year to settle the status of the American crew of Hillsdale R.C. which came to Europe during the summer and wanted to row at Henley and other regattas. At that time the English definition of an amateur was much more strict than it is now, and excluded from all amateur racing not only those who had rowed for money prizes or against professionals, but also those who had taught or assisted in the pursuit of athletic exercises as a means of livelihood, all who had been employed in or about boats, or in manual labour, and all mechanics, artisans and labourers.

It appears to have been a consequence of the action of the new A.R.A. that Hertford College refused to race against Hillsdale at Henley, and that other clubs would not meet them, so that they did not appear at the Regatta. Thames also refused a challenge to a match, and the Captain of Hillsdale then issued a challenge to the A.R.A. to produce a composite crew against them in August. This was declined, but shortly afterwards the University Clubs in America sent information to the effect that they regarded Hillsdale as amateurs. This was received with some misgiving as the American standards were known to be less strict than ours. Indeed, it is recorded that of the Cornell crew of the time one member was an acrobat and another a rigger and rowlock maker, and that both these two had been made members of the University so that they might row in the crew.

Nevertheless the feelings of Thames were so allayed that they promptly accepted the challenge of Hillsdale to a four-oared race from Putney to Mortlake, and this was rowed, after a period of training, on the 15th September. The race proved of sufficient interest and importance to be given four whole pages of the Rowing Almanack of 1883 for its description. The Thames crew consisted of H. B. Tween (bow), 10.8; J. Hastie, 11.8; H. J. Rust, 12.1; F. Canton (stroke), 10.13; Hastie steered from 2; the Hillsdale boat, manned by C. Terwilliger (bow), 10.8; H. F. Mead, 10.12; F. L. Beckhardt, 11.4; C. van Valkenburgh (stroke), 12.0, was steered by bow.

Thames won the toss, chose Surrey, and were on their stakeboat at 3 p.m. Hillsdale missed

their stakeboat at the first attempt, could not back down to it, and had to turn and come up again. This time they got on with the help of the stakeboat men. The umpire started the race at 3.6 p.m. Hillsdale went off at 49, Thames at 45, and the Americans had a slight lead at the Duke's Head. They came over to us and we gave way. However, we were level with them by the London boathouse. They continued to edge over and nearly hit us, but we again gave way. Hillsdale began to draw away now, still boring over to Surrey, and they had half a length at Beverley Brook. Here we could give way no more as we came up with a barge, and as the Americans did not change their course, we were badly fouled. Both crews claimed; the Hillsdale crew got away first, apparently before the umpire could take action, and went off over a length ahead, still well over to the Surrey side and right in front of us. We made for midstream and tried to pass them on the outside, but they crossed in front of us, washing us badly. Still on their tail we now tried to pass them on our proper side, but they too came over to Surrey. By the Crabtree they were two lengths in front and we took a breather, allowing them to get three and a half lengths ahead by Hammersmith Bridge. Thames now got going again and started to come up fast while the Americans appeared to get shorter than ever and to row out of time. At Chiswick Eyot they were only two lengths ahead, but once more they came across in front of us. We fell back a little in the wash, but by the top of the Eyot we were spurting and coming up. Opposite Chiswick Ferry Hillsdale suddenly stopped, apparently in difficulties, and Thames raced up and took the lead. The Hillsdale bow then threw part of his slide away and they resumed the race, two lengths down. From then on we drew away, leading at Barnes Bridge by six lengths and finishing in 20 min. 40 sec. with the Americans 14 seconds behind.

It was held that our steady, long, fore-and-aft rowing, with plenty of back work, proved quite as efficient in this race as the short arm work of the Americans who used little or no body swing or leg work. For the first half mile of the race there was little difference between the two crews, but the boring and fouling tactics of our opponents were held by public opinion to be deserving of the strongest reprobation; and it was widely thought that the accident to their slide made no difference whatever to the result, which would have been the same in any case.

How far we have travelled in international racing since then!

Midsummer Nightmare

What a wonderful Henley! From the bridge, the fair gave its usual imitation of Hades in technicolor — only more so. The Angel fluttered her wings to the rhythmic clink of glasses and, across the road the Red Lion crouched, menacing as ever to a thirsty oarsman on safari.

Further along the street the Catherine Wheel spun crazily and the houses indulged in rock and roll. I decided to retire and made a stately entrance into Leander on all fours where I found a restful niche behind a marquee. Stacking up several bodies in rigor mortis and pink socks I relaxed in the arms of Morpheus . . . zz zz zz.

In the Empire's launch, Grace Kelly languidly waved the stars and stripes. I came forward (I was using the new rig, sliding the whole length of the boat with no riggers and spoon paddles) and prepared to start. I glanced superciliously at my opponents, the Russo-Pan-American crew. They looked worried, and well they might, I thought as I gave a last check of my crew. We were well packed, with Berry rowing three and four, Mrs. Tagg at five (with refreshments) and several mixed couples I seemed to remember from the fair milling around in the stern. I was at STROKE of course.

The Umpire who now seemed to have disguised herself as Marilyn Monroe, wearing Gully Nickalls' O.U.B.C. cap, raised a megaphone and emitted a shrill blast. We were off!

I took her off at a steady paddle (25: 53: 107) and then settled down. Clearing the first signal we were six lengths up and I raced to the Barrier for the record. I knocked two minutes off this time and the crew cheered me vociferously. At Remenham, flames were licking our slides and the varnish peeling off the boat — but I kept it going. The fairground! Our cox, who seemed to be Vass Vasillissin, took us through the fair, dodging the roundabout and doing a sharp spurt round the wall of death before we hit the main stream again.

Along the enclosure, the band of the Marlow Light Horse (conducted by Dick Phelps) was playing Rule Britannia and my crew dressed ship while we piped Lady Barnett and Gilbert Harding aboard. Hastily handing them a copy of 'Rowing Notes' I started my last spurt. I worked the rate up and drew steadily away from our opponents, striking 137 in the last quarter minute and steaming past the post to win by .00417 of a metre, in record time. The band played the National Anthem and several shots were heard, as foreign supporters were liquidated by the Henley police.

Later, I seemed to be ascending the dais, threading my way through sobbing oarsmen from the U.S. and U.S.S.R. who lay about in the long grass of the Stewards Enclosure gnashing their teeth and foaming at the mouth with frustration. I was surrounded by the Windmill chorus dressed

in Thames kilts and carried up to the presentation. Harold Rickett solemnly placed a Black Cap on the head of the Maharanee of Gurrkk, who handed me the Grand Challenge Cup, and a saucer for each of the girls. I heard her say 'I pronounce you man and wives', then, there seemed to be a storm. Thunder and lightning shattered the scene and I came to in the arms of a venerable young member of Thames who ladled spoonfuls of baked beans into my sagging mouth. 'The marquee fell down,' he said tersely, 'your cox leaned on the pole! What are you doing, nursing that tea urn?' . . . Yes, it was a wonderful Henley.

FOOTBALL POOLS

This shows a small but uneven profit through lack of support. Even small clubs run these and make handsome sums of them.

The method is not try yourself, but get some small pub manager, or foreman, etc., who is willing to make a bob or two for himself to run the thing.

Properly supported this Football Pool could make £2/3,000 a year for the Club. This would ease considerably our financial problems, and lay the foundations to a new boat house which will be needed in the not very far distant future.

Please send the enclosed form to the Promoter, J. H. M. Ward or the Secretary, A. M. Provan and help to give the whole thing a real boost.

J.H.M.W.

WARD ENTERPRISES

(Unlimited)

Derby and Xmas Draw

The promoters again have to state that these two items are producing a steady £4/500 p.a. The prizes in the Xmas Draw are kept as varied as possible, but if anybody has a brighter idea which is feasible, please let us have it as quickly as possible.

We are often asked why we send so many books when only, say, two are required. The answer is that when some 6/700 envelopes have to be got off, everything is simplified, which means that everybody gets the same number of books to sell.

Unfortunately there are too many people who sell only one or two tickets a book. If only they would cast around and find somebody, i.e., postman, milkman, dustman, etc., the Xmas Draw, they would find, sells itself. Some of our biggest sellers are in the Midlands and the North, and to these people the name Thames means nothing, but the prizes do. Have another go!

OBITUARY

*Notices of the deaths of the following members have been received
during the last year*

F. TREWBY · R. H. H. SYMONDS · C. N. WOOD

R. H. H. SYMONDS

Born October, 1909 Died June, 1956

It was on Saturday, 7th July, 1945, the first Henley Saturday since 1939, that we saw Ron, very much alive, standing on a bench on the Stewards' Lawn, immaculate as ever, and of course bubbling with fun. Outwardly he was the same as when he left for France in '39, but now he was a very lonely man. Life had not been fun for him, put 'in the bag' just before Dunkirk — 'We should never have won the War if the Old Boys had not been captured' — he and Donald Price had survived all the horrors of P.O.W. camps, only to be shot up by the Allies while being transferred from one camp to another; Donald was killed by Ron's side while sheltering in a ditch.

Ron took up coaching again right away (he had coached Cambridge in 1938), and divided his time and all his vast energy between the Tideway and the Cam. He drove great distances and worked out his long-term policies with immense care and thought. He had his successes, and he saw to it that the crews were given the credit; he had his failures, and these he attributed to his own incompetence. His achievements for Thames and Lady Margaret and Cambridge have been fully recorded in the past, and require no further chronicle here. He lived for rowing in those days, and it was a surprise to his friends and undoubtedly a disappointment to himself that he never became a Steward of Henley Regatta. Maybe he was too uncompromising in his conversation with the 'Old Boys,' yet behind their backs he praised their records and excused their foibles, and in the middle of some acrid argument he would disarm his opponents with 'But after all, it's only a game.' His views on rowing and coaching were clear-cut — there was only one 'right,' and he strove

for that 'right' through thick and thin. Many of us will remember how determined he was in 1954 that justice should be done in the selection of the pair for Vancouver, and his extremely outspoken expression of his views on that point.

As Captain of Thames he made a most happy and brilliant speech at the Annual Dinner, and his friends will long remember that evening. The Thames Dinner was The Dinner of his year; his guests had to realise that fact, and full evening dress was *de rigueur* for them. His parties before and after the Dinner were a great joy; his enthusiasm and ebullience were transferred to all his guests as they revelled in his hospitality.

In 1954 the Cambridge crew that he coached failed miserably, and Ron seemed to feel that he had lost his touch. His active interest in rowing waned after that year, though he still umpired regularly at regattas and made his brilliant broadcasts at the Boat Race. He began to devote his time to Interior Decoration, which had long been for him a great hobby, and his own flat displayed his excellent taste.

But above all we remember Ron as the dearest, happiest and most generous of companions. He was interested in everything — art, music, ballet, theatre, books, pictures. And it was all Great Fun. To phone him on a Sunday or holiday morning with "Let's go to Wittering, or Bath, or Walberswick" was to get always the same answer, "What fun, come round right away, we'll have a stiffener and start." And all day long, with an occasional stiffener followed by a steadier, one would revel in his enthusiasm and bursts of humour. Most of these days were spent by the sea; Ron loved the sea, and there it was that his life ended.

L.S.



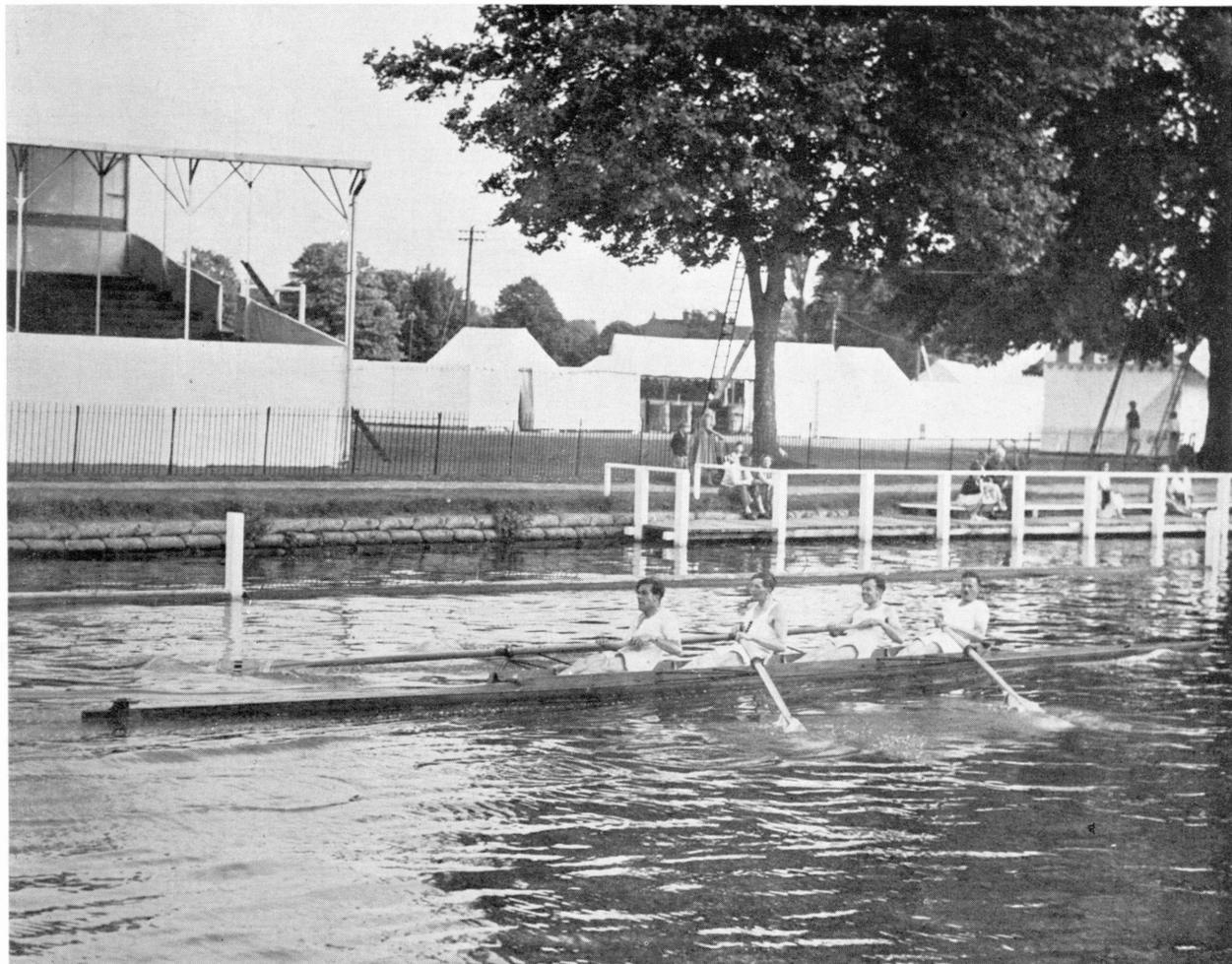
*THE JUNIOR
EIGHT, 1956.*

Standing:

A. GROS,
P. MCKINLEY,
P. MORRIS,
'DOC' HATCHER.
(Coach and Cox),
A. RICHMOND,
M. HOPKINS.

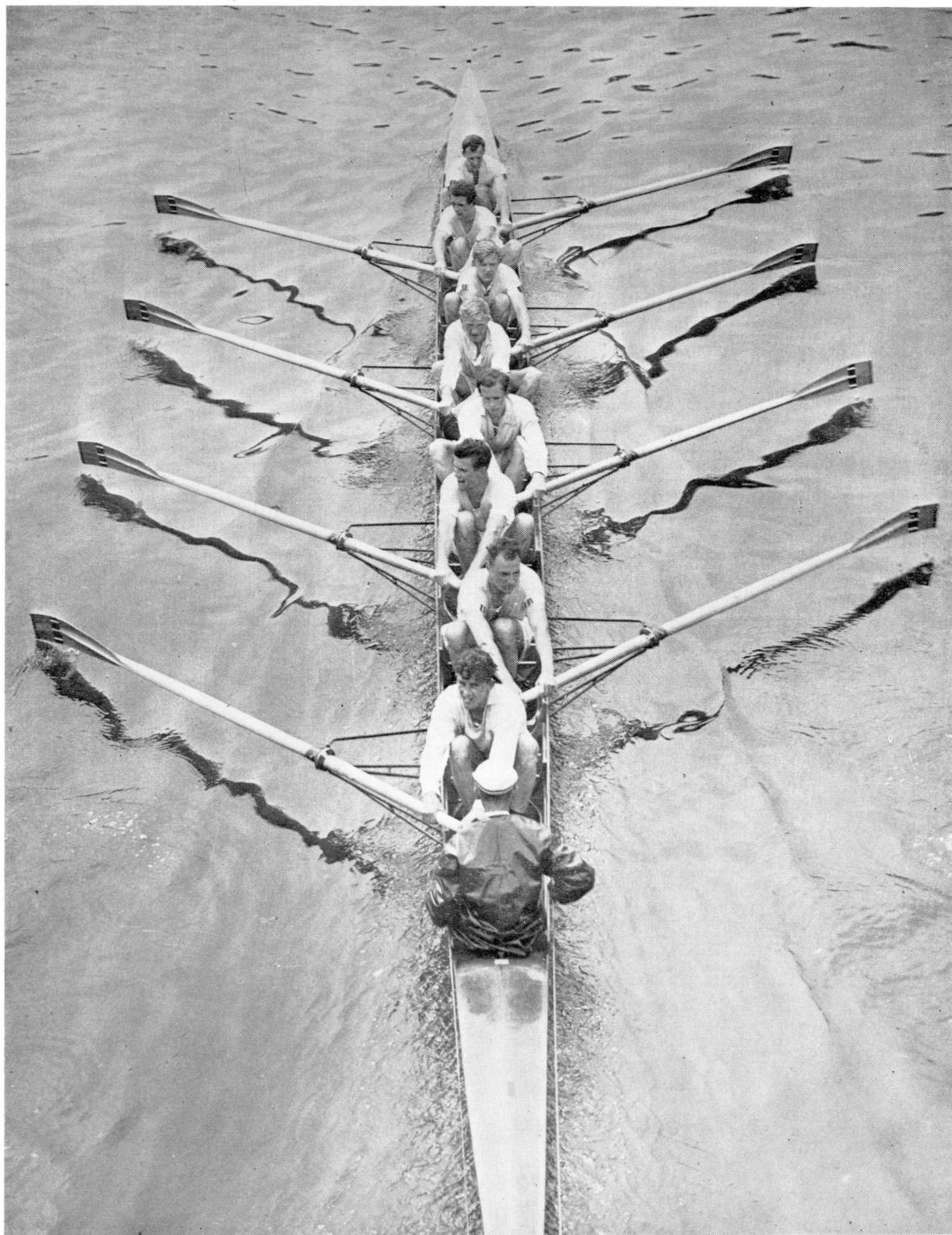
Sitting:

D. MANSEY,
T. HARDING,
P. DOWDEN-PARKER.
M. UNDERWOOD.



THE WYFOLD FOUR.

D. A. Dunton (stroke); R. C. Wright; D. R. Mount; P. S. Pusey (bow, steers).



THE 2nd VIII.

*R. C. Bray (bow); M. J. Long; A. Hawes; J. F. C. Badcock; A. S. J. Fingland; J. Rayne; A. C. Hancox;
M. M. Tanner (stroke); R. L. Penney (cox).*

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