



JOURNAL OF THE
THAMES ROWING
CLUB

1960

THAMES ROWING CLUB

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MEMBERSHIP

Full	132
Life	126
House	154
Country	151
University	66
School	83
Overseas	. . . . .	81
Cadet	. . . . .	33
Temporary	. . . . .	4
On National Service	. . . . .	22
Awaiting Classification	. . . . .	4
Total	. . . . .	<hr/>856 <hr/>

STAFF

Boatman:

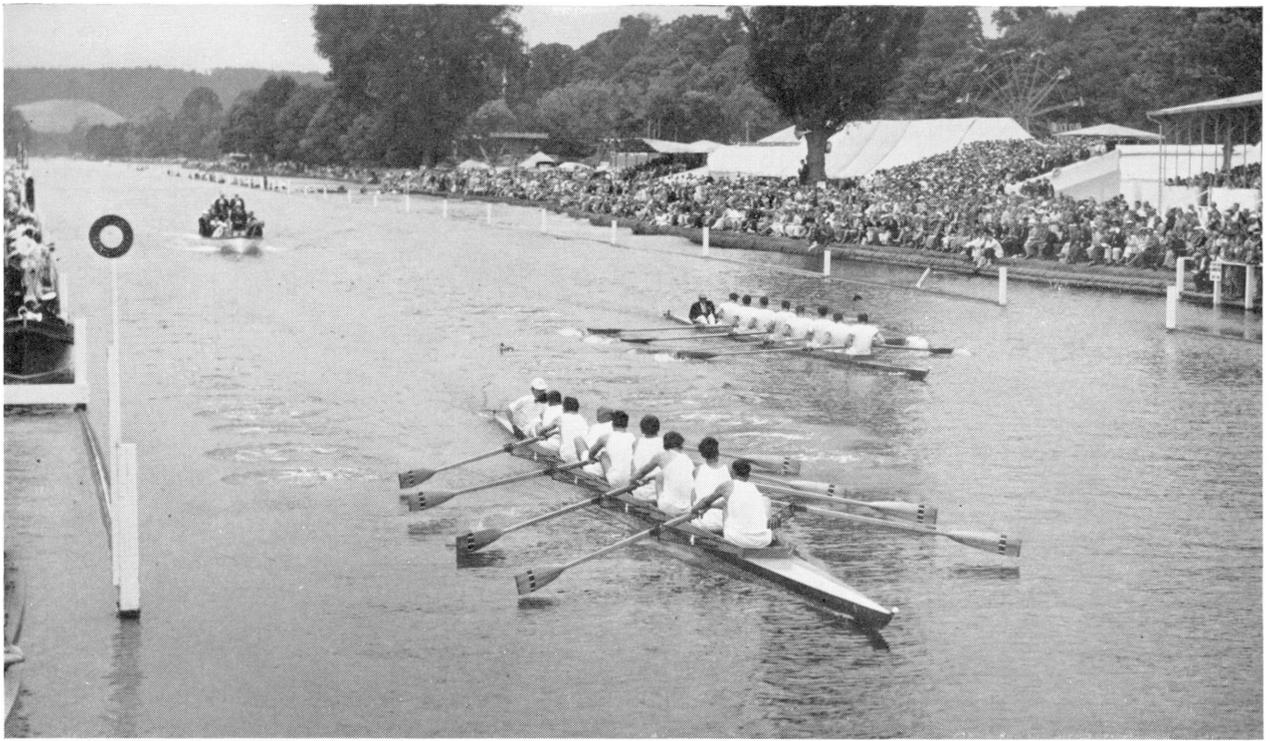
R. W. PHELPS

Assistant Boatman:

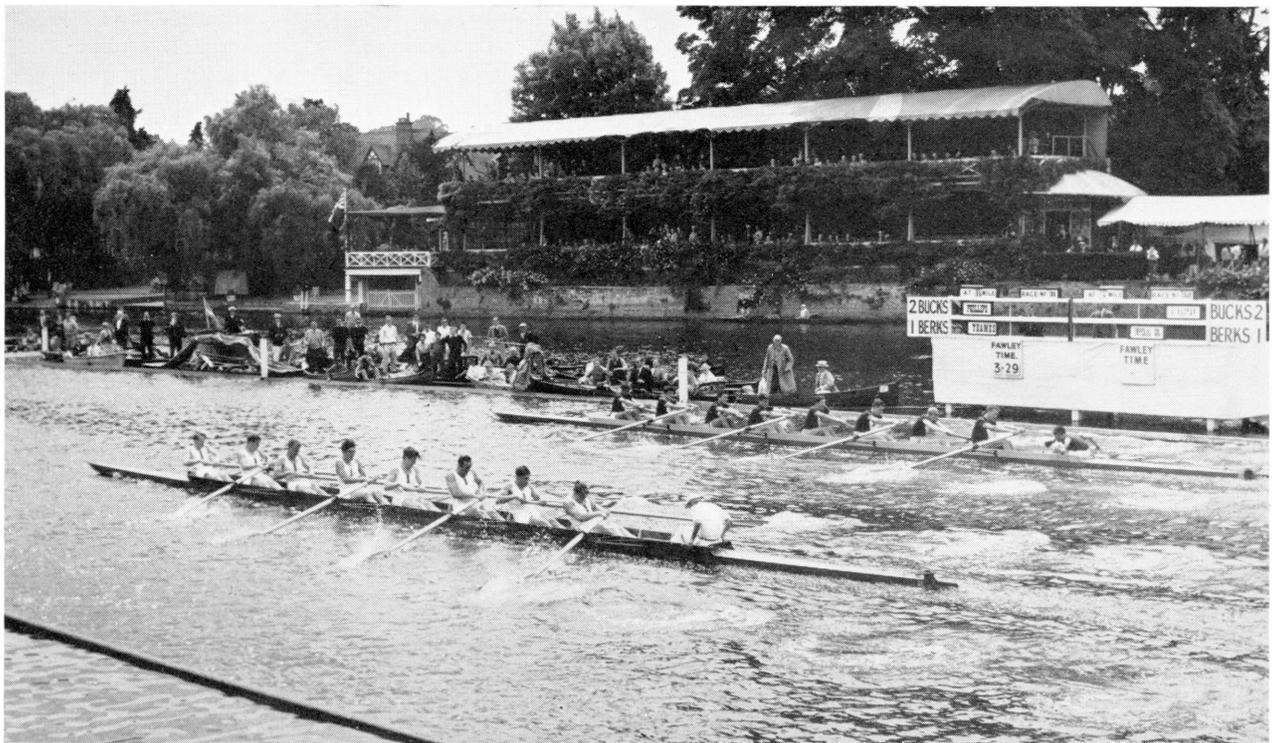
M. MEEKS

Stewards:

MR. AND MRS. R. KAYE



*HENLEY ROYAL REGATTA: GRAND CHALLENGE CUP. Heat 2
Thames beat Leander by $1\frac{1}{4}$ lengths in 7 min. 6 sec.*



*HENLEY ROYAL REGATTA: THAMES CHALLENGE CUP. Heat 10
Thames beat Phillips Academy, U.S.A., by 3 feet in 7 min. 16 sec.*



THE FIRST VIII—1959

*W. J. Griffith (7); J. A. Stephenson (4); R. L. Penney (cox); W. M. Nisbet (2); D. R. Mount (bow);
R. D. F. Anderson (5); J. F. C. Badcock (6); G. G. H. Page (capt.); M. S. Atkins (stroke); B. S. Tanner (3)*

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CALENDAR

1960

26TH MARCH	HEAD OF THE RIVER RACE
2ND APRIL	OXFORD AND CAMBRIDGE BOAT RACE
29TH JUNE-2ND JULY	HENLEY ROYAL REGATTA
11TH-13TH JULY	A.R.A. TRIALS (AT HENLEY)
30TH AUG.-3RD SEPT.	OLYMPIC GAMES (LAKE ALBANO, ROME)

EDITORIAL

The year ahead should be the most interesting in the history of Thames Rowing Club.

Firstly, it marks the Club's centenary, and what better excuse could there be for celebration.

Secondly, it is an Olympic year, and it is high time a British eight collected a gold medal at the Games; in fact it is fifty years since that happened—so a victory at Rome for a Thames crew would be very timely indeed. We understand the Captain has this matter in hand. The centenary appeal for financial support was launched by Bill Killick and H. E. ('The Little Moke') Greenwood at Henley Regatta. By their personal endeavour the Fund was well and truly floated, and the Club thanks and congratulates them on their efforts. It remains only for the members to support them to their utmost.

J. Beresford, Senr., passed away in September. He was the Grand Old Man of Thames and the patron of all rowing on the Tideway. He was one of the few of whom it can truly be said 'He was a legend in his own lifetime'.

He followed the famous Steve Fairbairn as the chief Thames coach in the twenties, and they made the 1920-30 decade the golden era in this Club's history.

May the spirit of 'Berry' inspire the Thames crews of the future—there was no greater.

CAPTAIN'S REPORT

THIS year, being a very special one in the history of Thames Rowing Club, there will be many occasions when we shall be looking back over our 100 years and recalling the memorable incidents on and off the river, all the successes and the heartbreaks, the personalities and the crews which collectively have built up the unique traditions of a great club and have made the name of Thames synonymous with first-class rowing. I therefore make no apologies for leaving it to others to tell of the past, for while learning from the lessons of his predecessors, a captain's job is to look ahead.

It is remarkably appropriate that our centenary should fall in an Olympic year, a challenge to which our Senior oarsmen cannot fail to respond. The fact that 1960 is an Olympic year has not caught us by surprise, for we have been planning for it for the last three years, and it is our aim that Thames shall be properly represented at Rome. None of us deludes himself that this is an easy task or that there is not a great deal that must be done if we are to succeed, but what more suitable aim could be found for this centenary year than to see Thames crews once again competing against the world's best?

1958 saw the Grand Eight representing England in the Empire Games, the first step to Rome, and last season the second step was safely accomplished when the crew represented Great Britain in the European Championships at Mâcon, thus emulating our Grand Eights of 1954 and 1955. That none of these crews was able to bring home a gold medal is a considerable disappointment; nevertheless, it is a noteworthy achievement for a Tideway club to produce four representative eights in six years (as well as winning National Trials in one of the other years) and we can rightly be proud of this record.

The Grand Eight's performance during last season is discussed elsewhere in this Journal, but it should be recorded here that the crew was unbeaten by a British crew throughout the summer and reached the final of the Grand at Henley, the first time in a decade that a Thames crew has done so.

Although it is by its first eight that a club such as Thames is ultimately going to be judged, the future of a club lies in the success or failure of the more junior crews. Last season the First Eight was well chased by the Second Eight right up to Henley, and the sight of two Thames crews each winning by a length of clear water in the finals of the two Senior Eight events at Marlow was one of the most heartening moments of the whole year. Much credit is due to David Glynne-Jones for the way he urged, bullied and

cajoled a very game crew through the season. Without the racing spirit he instilled into it, the Second Eight would not have survived its gruelling first race at Henley when, after being rowed down by a tough, well-drilled American crew, it came back to battle past in the last few strokes, a magnificent effort in the best Thames tradition.

Forty-four individuals won trophies last season and successes were recorded in all classes of eights, an encouraging situation after a rather lean season in Junior and Junior-Senior events in 1958. Many people helped with coaching these crews and our thanks go to them for their considerable help: John Macmillan, who helped with the First Eight at two important stages of training; Don Elliot and 'Sparrow' Morris, who took the Second Eight as change coaches for David Glynne-Jones; Bill Williams, Timothy Shaw, 'Doc' Hatcher, Alan Hawes, Hugh Cowham and Freddie Page, who looked after the Juniors and Junior-Seniors between them, and sometimes some of the Senior crews as well.

I cannot leave 1959 without mentioning the feat of one of the Juniors, who stroked a winning Junior and Junior-Senior Eight, won Junior Sculls at his first attempt, rowed in the winning four at the Club Regatta and came second in the oarsman's cross-country race organised by the Blackheath Harriers. With this type of spirit among the younger members there can be nothing but optimism for the future of the Club.

But a lot, as I have said, remains to be done. Races are not won by standing still, and we must continue to develop more pace, more skill, more toughness, mental and physical, in all our crews. We must train and race with an intensity and a dedication which is second to none. Nobody wants to be a good loser if by discipline and perseverance he can become a good winner and this is the attitude we are encouraging.

So far I have mentioned only rowing matters, but a club the size of Thames requires a lot of running and we have been singularly fortunate recently in having some able administrators behind the scenes. Tony Hancox, in co-ordinating the activities of the various groups, has been a considerable help to me, and thanks to his efforts and those of the three secretaries and two treasurers (all of whose offices are honorary) the office is being better run than for several years.

In addition, my thanks to Tod Hollom and Jack Southern and their assistants who have kept *Thelma* running throughout the season in all sorts of weather; to David King, who almost single handed has redecorated the balcony; to Landon Courtenay, who has again helped us with the circuit training in the winter; and, of course,

to Dick Phelps, who once again has proved absolutely invaluable in the boathouse. It was a great pleasure to have Dick chosen to accompany the British team to Mâcon, the more so because although he has several times been Olympic and Empire Games boatman, this was the first occasion he had been chosen for the European Championships.

We are sorry to have lost Mr. and Mrs. Harvey and Gladys but we must welcome the new steward and his wife, Mr. and Mrs. Kaye. We wish them many happy years with Thames.

Finally, I must mention the magnificent

efforts of Bill Killick and H. E. Greenwood, better known as 'Little Moke,' in raising well over £3,500 from among their friends in the Club to give the Centenary Appeal a good start. Their efforts, and the response they got from their many friends, shows how much Thames still means to the older members, and it is very encouraging to the active members to know that they have this support behind them. Our thanks to all those who have responded to the appeal will be more adequately expressed later, but to Bill and 'Moke' a special thank-you from us all.

THE CENTENARY

by TONY HANCOX

At Thames we do a better public relations job on ourselves than most other sports clubs; certainly better than any other rowing club, and the best thing we do is this Journal. In addition, at schools with which we have a connexion, rowing masters are offered honorary membership; at universities our senior men coach both college and university crews and our own crews are often to be seen boating on university waters.

But our best advertisement is undoubtedly the Journal. The total of complimentary copies now tops the hundred mark; we send it to our friends who can help us, and to the Press. There is nothing like it anywhere, either in itself as a publication or for what it contains. It says what we want it to say. Some who read it for the first time claim to detect a not-too-disguised touch of self awareness about ourselves. But then, records are facts, and if the Club has had a successful season, a successful life generally, we cannot be blamed for, well, simply letting the records speak for themselves.

And this year we have come to a unique milestone in our history, our Centenary, and we want the Journal to do the best job it has ever done for the Club. We want it to put over Thames as never before.

Let us have no eulogy of the past; we have a great past, but let it rest. We are not writing the closing chapters but are, we hope, looking for a new phase in the future of Thames. What do we expect from the future? 1960 is an Olympic year and every Thames man hopes in his heart that some day a British eight will win at the Games for the first time for nearly half a century, and that that crew will be the Thames First Eight. Who knows, maybe the 'some day' will be 1960. But however appropriate it would be for the Club to win in its Centenary year, we

must remember that Thames must go on winning for another hundred years, and for another hundred again. Thames must, in fact, have a future.

People there will always be to lead it. It is asked sometimes of our rowing 'How can they consistently maintain their own high standards? Even if they don't always win they are always in the class'—and the answer is that the Club is led by those who know the standards. One is not, as a Thames man, coming always from behind. And the right attitude has prevailed at Thames for a long time. We all know that that is so. Dissenting voices there may be when X's little finger crooks round the end of the oar handle, but everyone wears his tie to the office the day yet another national representative crew proves itself or is announced.

We have all come to expect a great deal of the Club, and very rarely are we disappointed. But whilst the rowing has been able to retain the secret of self-renewal, unfortunately the frail shell surrounding the spirit has not. We have a clubhouse which is, by mid-20th-century standards, poorly decorated and furnished, and is now inadequate for both rowing and social activity. Since the war the effort to keep the rowing at the top has run away with all the available money and has prevented the adequate maintenance of the buildings. The fabric of the clubhouse is now in need of extensive repair. The tank building is almost totally eaten away with rust and its site is in any case ill-chosen. The truth is that at no time have we properly developed the land on which the Club stands. Half of what we own is unused. Additionally, the Club needs more boat-housing space, more racking for peak times, and, not least, a gymnasium. These things are not luxuries to an organisation which aspires to international

competition. Those who know the Bosbaan and Mâcon and other overseas centres will know that this is so.

And so, at this point in the history of Thames, we must have money to put right all the things that are wrong and to make certain the future of the rowing men of the next century. Members will know that a Centenary Appeal Fund has been launched at the Dinner by Bill Killick, the Chairman of the Centenary Committee, and they have received a brochure asking for donations. At the time of writing the Fund is doing magnificently, through the efforts of Bill and 'Moke' Greenwood particularly, and stands at £3,500.

Excellent though this start is, we want £12,000. There is no point in beating about the bush—such a figure is going to be very difficult to raise, but we are certain it can be done with the help of every member and with one or two schemes the Centenary Committee has up its sleeve. The 1959 Dinner at which the appeal was launched was a tremendous success. Lord

Iveagh has graciously said that as President he will again be present at the 1960 Dinner, which will be the culminating function of the Centenary year and at which the Appeal Fund will close. We are hoping that our Patron, H.R.H. The Duke of Gloucester will take the chair in a City Hall on that occasion, to make it the greatest banquet in the history of the Club.

The Centenary Committee hopes to arrange a dance on the eve of the Boat Race, at Hurlingham Club, a function at Remenham Club, Henley, the Club Regatta as an invitation event for our Overseas friends, and to publish a souvenir booklet of the Club's first hundred years. This may well take the form of asking every member to send for inclusion a photograph of himself and a potted history.

1960 will be a great year for us. We look on Thames as our Alma Mater. The Club has shown to us all that it is greater than the sum of its parts.

It has a character worth preserving. Let us do it.

THE CLUB DINNER

The Club Dinner was held at Hurlingham Club on 11th December, with Mr. W. S. Douglas in the chair.

A record attendance enjoyed a very pleasant evening, dining, wining and opining, and concluded the occasion in the traditional manner at the Clubhouse. As one house steward expressed it—'Nightcaps for ninety.'

The speeches were entertaining and well received by the electorate—the latter having been softened up by liberal portions and potions. The chef was awarded the order of Lucullus—with vine leaves.

Lord Cottesloe, President of Leander Club and Deputy Chairman of the Port of London Authority, proposed the toast of 'The Club.' He referred to the unique record of Thames in the Olympic sphere and, after several amusing anecdotes, wished the Club well in the future.

Mr. Geoffrey Page, Captain of the Club, responded and gave a brief and confident forecast of his plans for Rome and Olympic gold medals in the coming season. The Captain was supported by Mr. Bill Killick, who spoke of the Centenary Appeal and the need for the necessary funds to carry out the imperative building programme in the near future.

The guests were welcomed in the toast proposed by Mr. David Glynne-Jones, Deputy-Captain of Thames, and he spoke of close liaison between the clubs for the ultimate good of rowing. His speech was well received and Mr. D. Rutherford, President O.U.B.C., responded on behalf of the guests.

Mr. John Macmillan proposed the health of the Chairman, and expressed the very warm regard and affection with which 'Duggie' is regarded in Thames. The toast was honoured by all, upstanding.

Mr. W. S. Douglas replied and thanked the speaker. He mentioned that he was approaching his own 50th anniversary of membership and regaled the gathering with several very amusing anecdotes of his early days in the Club. The speech was a fitting finale to a very pleasant evening, at which a standard was set for the festivities for the coming year—The Centenary Year of Thames Rowing Club.

During the evening the Chairman announced that the President of Thames, the Earl of Iveagh, was unable to be present owing to an indisposition. The Club sent its regrets and best wishes for a speedy recovery.

Our thanks to the hon. major-domo, John Macmillan (and his minor domi), for the excellent staff work which enabled us to enjoy this very excellent evening to the full.

The First Eight

by GEOFFREY PAGE

It is not easy for me to write objectively about the First Eight, having been closely concerned with its development for ten months. It was, in any case, a rather unpredictable crew, capable of both brilliant and mediocre performances, so that an assessment of its true pace is extremely difficult. It was certainly a very good crew on its day, and perhaps I might leave it at that for the moment.

Facts are easy to write about. The crew in its early stages won the Boustead Cup with considerable ease. It was unbeaten by a British crew throughout the summer, winning the Senior Dashes, the Senior Eights at Boston, the Grand at Walton, Molesey and Marlow, and the Champion Eights at the Metropolitan Regatta. It reached the final of the Grand at Henley, losing to the fast Harvard crew which also defeated Isis. It is an indication of the good impression the crew created that it was selected without trial for the European Championships at Mâcon, where it lost both heat and repechage. It also competed at Ostend, putting up the second fastest time in the heats, only to lose the final to two very good German crews, one of which subsequently won the European Championships with ease.

The crew's overseas ventures are reported elsewhere in this Journal, but one thing stands out from our trips abroad, for while no English crew could beat our eight, the crew was well beaten on its two appearances abroad, as well as by Harvard at Henley. This is not only a serious reflection on the state of eight-oared rowing in this country, but also an indication of how important it is for our top crews to race abroad if they are not to be lulled into a false sense of security. It was disappointing to see our First Eight lose at Ostend and Mâcon, but these two regattas set us a standard which no regatta in this country, with the possible exception of Henley, can set.

Mâcon was a failure for our crew only in as far as it did not reach the final. It would have been unrealistic to have expected the crew to win first time out in this class of competition, because very often two or more years are needed to build a winning Olympic or European Championship crew, but what counted for us was to get to Mâcon in the first place. On its best form the crew might have scraped into the final, where it would almost certainly have come last, but because it did not reach the final it does not mean that the crew could not in another year approach a winning standard. The experience gained in watching and racing with

all the best crews in Europe is the best possible aid to progress and should bear fruit next summer, when it must be remembered that the standard will be even higher.

From what has been written above, it will be clear that the long-term development of the crew was the main consideration in 1959, with Mâcon as the focal point. At the beginning of training nobody was considered for the crew who was not eligible to represent the country owing to nationality, or who would not be available in 1960. The two-year clause in the contract, so to speak, was to ensure that, while no guarantee was given to anyone in the eight that he would necessarily be in the crew for the second year, any changes made would be to strengthen a crew whose standard (and weaknesses) were already known. Without this continuity, one is bound to have to start afresh each year with no sure indication of what the standard of the crew is going to be, and I must thank all the members of last year's eight who were prepared, often in the face of outside difficulties, to make it possible to try the experiment of a long-term build-up.

With all this emphasis on international racing the home regattas tend to be forgotten, but there is, in fact, not much to be said about them. Even Henley was only a step along the road to Mâcon and was treated as such by the crew. We tried the experiment of going to Boston Regatta instead of Reading, but unfortunately there was a poor entry and a low standard. Nevertheless, we shall probably go again, for Boston has one of the best 2,000-metre courses in the country. It is completely straight and there is no stream, but it can take only three crews abreast in comfort. Until last year, Boston Regatta was held on the Saturday before Henley, which meant that Henley crews had no chance of competing there, but at my suggestion the Regatta was brought forward two weeks. Unfortunately, this meant a clash with both Reading Regatta (always a popular one) and May week, which may have affected the entry at Boston. However, I am sure more use should be made of this fine course and already, since our visit there, more clubs have begun to show an interest.

The first real indication of pace in the First Eight came at Marlow, where they first rowed a rather lazy race against L.M.B.C., Head of the River at Cambridge, and then had a cracking row in the final to beat Leander and Jesus, Cambridge, very comfortably, for once attracting favourable press notices (a praise-

worthy feat in view of the almost unbroken series of adverse criticism, direct or implied, that this Club has received from the press for several years). The crew was hailed after Marlow by one correspondent as the best British crew for several years, although the same correspondent later on said that Isis were undoubtedly the fastest British crew of the season, despite the fact that Isis and Thames never met. This sort of inconsistency in reporting, with conjecture reported as fact, makes it very difficult for press reports to be taken seriously, which is a pity, as an enlightened rowing correspondent could do a great deal for the sport.

After Henley, the First Eight rowed only at

Molesey and in the Met., withdrawing from later regattas to concentrate on Mâcon. At Molesey, however, the crew had one of its best rows of the season, streaking away from a Molesey eight based on their winning Wyfold Four, to win by a large distance. What a pity that the eight last year seemed unable to produce this form on the important days (although Molesey was fairly important as, in order to make sure of being selected for Mâcon, the crew could not afford to have a bad row).

So much for 1959. A good crew that did not quite hit the high spots as it should have done, but the basis of a first-class crew for 1960 was there, and I am looking forward to big things to come, as somebody once said!

The Second Eight

by DAVID GLYNNE-JONES

The 1959 Second Eight was set a high standard right from the start of training. All their thought and energy was directed at winning the Thames Cup, not simply at participating and hoping to get as far in the event as they could. Their training programme was the same as the First Eight's and early on they did a great deal of work alongside one another. Right up to the beginning of the regatta season there was little between the crews. In the two Head of the River races the eight did very well, finishing seventh at Reading and tenth equal at Putney. All this promised well for the summer, but even at this stage it was obvious that there were a number of basic faults and weaknesses to be overcome.

The order was finally settled shortly before the Dashes, and Don Elliot took over the coaching at this stage, admirably guiding the crew through the next difficult phase. They developed much more run and length under Don, but in the Dashes wound themselves over the top

in the finals when, in fact, they were very little slower than the First boat.

There followed a period of deep trouble that lasted through Dunkirk and Chiswick right up to Walton. This prevented the building of real confidence and pace. But at Walton the crew began to feel its own power and there were no half measures, though at Reading the following week they became over-confident and paid the inevitable price. They were entered for both Grand and Thames events at Reading; this was not more than they could handle, but they tended to hold too much in reserve instead of making sure of each step. Conscious of this, the crew made no mistakes at Marlow and romped home. For the second year in succession the Club had won the Marlow Eights; one has to go back to the 'thirties to match this. When the First Eight won the Grand, however, it was found to be the first occasion since about 1928 that the Club had pulled off the double.

JUNIOR ROWING

We were fortunate last winter in persuading Freddie Page to take the Junior Eight right through to the Head. We had a young, light crew, most members of which had recently joined the Club, and the careful nursing of the crew which Freddie was able to give saw them doing well in the Head of the River races, and in the Boustead Cup. London were rowing only two eights in the winter of 1958-59 and since their Second Eight was a junior crew, they asked that we should put our juniors up against them in the Boustead; we agreed—and won easily.

In the Reading Head the crew raced in a best boat, finishing 39, one place and one second behind the official Third Eight. In the Tideway Head they rowed extremely well to finish 59, one of the best junior eights in the event.

After the Head, Freddie was unable to give much time to the crew owing to his other commitments, and it did not come on as fast as it might have done. Nevertheless, after reaching the final at Putney, where it lost, sadly, to the London Junior Eight after leading by a length, and an abortive attempt at Hammersmith, the crew won Juniors on the Welsh Harp. Later in

the season several of the same crew won the Junior-Senior event at Molesey, a noteworthy achievement.

Meanwhile, a Second Junior crew had been formed and began racing in the Maiden events. Doc Hatcher had been looking after the novices and maiden oars who did not make the First Junior crew, and when his commitments with the Serpentine Regatta began to pile up he handed over to Alan Hawes.

ALAN HAWES writes:

After a somewhat chequered career in the wake of the First Juniors during the winter, the Second Juniors got down to serious work in the summer and had their first race in the Maiden Eights at Putney Town Regatta.

Unfortunately, after a good start, a lack of cohesion was evident, and they allowed themselves to be rowed down. The following week, at Peterborough, it was evident that the lesson had been learnt, but the crew was beaten in the final by a fitter and more experienced opposition. Putting the experience of the previous two regattas to good effect they won the Maiden Eights at Richmond convincingly.

The general reshuffle of the Club crews after Henley produced some changes and the rowing at Kingston, Molesey and Bedford Regattas

showed a steady improvement in ability.

The Maidenhead and Henley Town Week-end was made a rowing holiday, the Second Juniors, which by this time comprised an eight and a coxed four, reviving an old practice of rowing from Maidenhead to Henley on the Sunday. The trip was enlivened by the company of the Twickenham R.C. launch carrying a large commode labelled 'Draught Red Barrel' and by an excellent lunch provided by the George and Dragon at Marlow. Temporary overnight residence was established at both regattas in the boat tents provided by the regatta committee and in spite of a number of not altogether complimentary comments on the alfresco breakfast of Monday morning, a number of other early arrivals at Henley, attracted by the smell of bacon and eggs, were willing to join us in a cup of coffee.

Although the performance at Henley Town Regatta is best not recorded, the lighthearted but nevertheless strenuous work put in over the week-end stood the crew in good stead at the Serpentine in the following week where they were only beaten by a narrow margin in the final after a good race.

After the end of the official regatta season it was noted that one or two members indulged in a private silverware collection at the scratch regattas.

THE CLUB WAR MEMORIAL

For a long time the Club has wished to record on the War Memorial the names of those members and former members who were lost in the war of 1939-45, and a list of names has gradually been collected for that purpose. There is, however, a considerable amount of doubt whether this list is complete, or even accurate in parts.

The Committee wishes to complete such alterations as are proposed to the memorial during our Centenary Year, and will welcome any help that any member can give in completing the list of names. The names we have at present are: Lord Arundell of Wardour, H. C. Albery, D. F. Braham, R. A. L. Bulley, F. G. Bunge,

J. H. Burrough, T. Cohen, N. H. Douglas, B. P. Drakeford, H. W. Dullely, G. A. T. Fletcher, R. V. L. Griffiths, P. Harlock, R. Hope, J. N. L. Isaac, N. H. C. Keable, C. B. Lawrence-Archer, W. A. Locker, E. H. Norman, D. C. Price, J. R. Pugh, A. R. C. Scarfe, W. J. K. Sharby, A. C. Sherwood, V. F. Snee, A. Stewart, R. W. Stokes, A. C. Stringer, J. H. Stubbs, C. F. Sutcliffe, H. W. Sutcliffe, W. T. Udale, K. H. Votikas, G. R. Watson, D. S. Wilde.

If you can bring our information up to date in any way, please communicate at once with the Honorary Secretaries.

PROLOGUE TO THE REGATTA SEASON

BOUSTEAD CUP

15th February

First Eight: J. P. M. Thomson (bow); M. J. Long; W. M. Nisbet; J. A. Stephenson; D. R. Mount; B. S. Tanner; R. D. F. Anderson; M. S. Atkins (stroke); R. L. Penney (cox).

The race was rowed as usual from Mortlake to Putney and was umpired by C. W. Wise. T.R.C. went up immediately and led London R.C. by a length at the end of half a minute. The lead was increased to 4 lengths at Barnes Bridge, after which T.R.C. continued to draw away, winning by 8 lengths (26½ sec.) in 19 min. 37 sec.

Fourth Eight (First Juniors): A. M. Watts (bow); M. A. Newton; W. J. Strike; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

T.R.C. First Juniors raced against London R.C. Second Eight. T.R.C. led from the start, gradually drawing away to win by 9 lengths (29 sec.) in 20 min. 20 sec.

The Daily Telegraph reported:—

THAMES SHOULD DO WELL THIS YEAR

LONDON OUTCLASSED

By A. T. M. Durand

Thames Rowing Club had an easy win over London in the race for the Boustead Cup yesterday morning from Mortlake to Putney.

They won by 8 lengths in 19 min. 37 sec. Starting at 10, 19 and 36 strokes in the quarter, half and full minute to 11, 20 and 40 by London, Thames gained about a length.

By Barnes Bridge (2 min. 58 sec.) they were nearly three lengths up and by Hammersmith Bridge (11 min. 28 sec.) had doubled their advantage. London never gave up averaging 33 strokes to the minute to the 31 of Thames, but they could make no impression and were quite outclassed.

Not Polished

Thames, with three members of the eight which represented England in the Empire Games, Thomson, Stephenson and Mount, are not a polished crew but they row better than they paddle.

With improving individual technique they should give a good account of themselves both in the Head of the River Race and in the summer regattas. Their time yesterday was fast in the conditions, for the tide was a very slack one.

London lacked the solidarity and rhythm of their opponents and too many of the crew failed to keep their blades covered.

READING HEAD OF THE RIVER RACE

14th March

First Eight: W. M. Nisbet (bow); J. F. C. Badcock; W. J. Griffith; B. S. Tanner; D. R. Mount; J. A.

Stephenson; R. D. F. Anderson; M. S. Atkins (stroke); R. L. Penney (cox).

Started 5th, finished 2nd; 15 min. 9 sec.

Second Eight: D. King (bow); M. J. Long; P. J. Brown; R. Neale; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; J. W. Varian (stroke); R. A. Matthiae (cox).

Started 16th, finished 7th; 15 min. 24 sec.

Third Eight: A. M. Watts (bow); M. A. Newton; J. S. Carter; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Started 41st, finished 39th; 16 min. 10 sec.

Fourth Eight: J. Ettershank (bow); A. L. Ruddock; M. T. Carrigg; H. S. Cochrane; C. G. Dean; A. Hawes; G. S. Dear; D. P. Kelly (stroke); P. L. Sulley (cox).

Started 57th, finished 38th; 16 min. 9 sec.

HEAD OF THE RIVER RACE

21st March

First Eight: W. M. Nisbet (bow); J. F. C. Badcock; W. J. Griffith; B. S. Tanner; D. R. Mount; J. A. Stephenson; R. D. F. Anderson; M. S. Atkins (stroke); R. L. Penney (cox).

Started 11th, finished 7th; 19 min. 34 sec.

Second Eight: D. King (bow); M. J. Long; P. J. Brown; R. Neale; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; J. W. Varian (stroke); R. A. Matthiae (cox).

Started 26th, finished 10th; 19 min. 40 sec.

Third Eight: M. Firkser (bow); A. McVean; A. Georgi; J. Harvey; P. Brimacombe; D. Berry; R. Thomas; J. Clifford (stroke); T. Preston (cox).

Started 42nd, finished 15th; 19 min. 49 sec.

Fourth Eight: J. Ettershank (bow); A. L. Ruddock; M. T. Carrigg; H. S. Cochrane; C. G. Dean; A. Hawes; G. S. Dear; D. P. Kelly (stroke); P. L. Sulley (cox).

Started 75th, finished 47th; 20 min. 20 sec.

Fifth Eight: A. M. Watts (bow); M. A. Newton; J. S. Carter; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Started 115th, finished 59th; 20 min. 26 sec.

Sixth Eight: R. C. Bray (bow); L. E. Stevens; M. R. Phelps; A. B. Martin; J. P. Hindle; P. B. Rooksby; F. C. Plumer; A. R. Reddin (stroke); D. B. Fawcett (cox).

Started 155th, finished 161st; 21 min. 23 sec.

Seventh Eight: R. J. Workman (bow); J. Pope; J. R. Hegarty; J. N. Gladstone; D. H. McLellan; R. A. F. Macmillan; A. C. Hancox; D. S. S. Elliot (stroke); D. R. Glynne-Jones (cox).

Started 156th, finished 124th; 21 min. 3 sec.

Eighth Eight: T. P. Wilson (bow); J. E. Dove; A. Marx; J. H. Rose; P. J. E. Dowden-Parker; H. A. Wober; A. H. Sherratt; B. E. Jones (stroke); R. T. Weston (cox).

Started 205th, finished 129th; 21 min. 5 sec.

Ninth Eight: J. Golding (bow); C. E. Harrison; A. D. Bristow; A. J. McN. Walter; J. R. Cooper; I. B. Hudspith; D. P. Wainman; J. L. Cooke (stroke); T. R. Kirkpatrick (cox).

Started 286th, finished 182nd; 21 min. 33 sec.

Tenth Eight: R. W. Knowles (bow); S. W. Hunt; W. J. B. Strike; M. Grime; P. H. Noll; G. M. J. Bridge; P. H. McMillan; C. E. Robathan (stroke); J. W. Hatcher (cox).

Started 287th, finished 176th; 21 min. 30 sec.

Eleventh Eight: A. G. Thoday (bow); J. T. Williams; P. A. M. Fenton; R. U. B. Westman; B. A. Balding; A. H. Lines; J. K. M. Hennessy; G. Thomson (stroke); I. Smulders (cox).

Started 288th, finished 236th; 22 min. 16 sec.

THE SEASON'S ROWING

Races and Regattas

PUTNEY REGATTA

2nd May

Samuel Samuel Challenge Cup (Junior Eights)

A. M. Watts (bow); W. J. B. Strike; J. S. Carter; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Heat 1: T.R.C., 1; Westminster Bank R.C., 2; Northampton Engineering College B.C., 3. 2½ lengths.

Heat 6: T.R.C., 1; Emanuel School B.C., 2. ½ length.

Final: London R.C., 1; T.R.C., 2. ½ length.

Fairbairn Challenge Cup (Junior Sculls)

D. H. Drury; P. R. Rumney.

Heat 1: M. J. Chitty, 1; D. H. Drury, 2; J. G. Smith, 3. ¾ length.

Heat 3: P. R. Rumney, 1; J. M. Thorneloe, 2. ½ length.

Final: G. Cole, 1; M. J. Chitty, 2; P. R. Rumney, 3.

VESTA DASHES

6th and 7th May

Quintin Challenge Cup (Senior Eights)

'A' Crew: W. J. Griffith (bow); W. M. Nisbet; B. S. Tanner; J. A. Stephenson; R. D. F. Anderson; J. F. C. Badcock; D. R. Mount; M. S. Atkins (stroke); R. L. Penney (cox).

'B' Crew: D. King (bow); R. Neale; M. T. Carrigg; J. W. Varian; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; R. J. Workman (stroke); D. R. Glynne-Jones (cox).

Heat 1: T.R.C. 'A', 1; National Provincial Bank R.C., 2. ¾ length; 1 min. 10 sec.

Heat 2: T.R.C. 'B', 1; London R.C., 2. ¾ length; 1 min. 11 sec.

Final: T.R.C. 'A', 1; Vesta R.C., 2; T.R.C. 'B', 3. Canvas, ½ length; 1 min. 9 sec.

William Dash Challenge Cup (Senior Sculls)

A. M. Provan.

Heat 5: R. Easterling, 1; A. M. Provan, 2; A. Sibley, 3.

HAMMERSMITH REGATTA

9th May

Junior-Senior Fours

C. G. Dean (bow, steers); H. S. Cochrane; P. J. Brown; D. P. Kelly (stroke).

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

Hammersmith Challenge Cup (Junior Eights)

A. M. Watts (bow); W. J. B. Strike; J. S. Carter; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Heat 1: Haberdashers' Aske's School B.C., 1; T.R.C., 2.

Junior-Senior Pairs

P. J. E. Dowden-Parker (bow, steers); A. Marx (stroke).

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

Junior Sculls

D. H. Drury, P. R. Rumney, both lost.

THAMES DITTON REGATTA

16th May

London Rowing Club Challenge Cup (Junior Eights)

A. M. Watts (bow); W. J. B. Strike; J. S. Carter; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Race 8: T.R.C., 1; Staines B.C., 2. 1¼ lengths; 4 min. 1 sec.

Race 23: T.R.C., 1; Kingston Grammar School B.C., 2. ¾ length; 4 min. 1 sec.

Race 38 (Semi-final): Walton R.C., 1; T.R.C., 2. ½ length in a re-row from half way after the race had been stopped by a skiff near the finish when Walton were leading by a few feet.

CHESTER REGATTA

16th May

Senior Sculls

A. M. Provan.

Heat 1: G. W. Baker, 1; A. M. Provan, 2. ½ length.

CONTINENTAL INTERLUDE

DUNKIRK—The Second Eight

16th—18th May

For the first time for many years it was decided to send the Second Eight to a regatta abroad. Advantage was therefore taken of Sporting Dunkerquois' very kind invitation to race at Couderkerque-Branche in the 1,500-metre International Senior Eights event at Whitsun.

The party assembled at Victoria on Saturday morning and travelled to Dover with the First Eight. After a good crossing the crew arrived in the late afternoon at Dunkirk where they were met by M. Ardaens, the Vice-President of Sporting Dunkerquois. We were escorted to our hotels and then driven down to the course. The boat that was loaned to us was a good one and apart from one or two minor difficulties, such as the smallness of the gates and the shortness of some of the slides, suited the crew very well.

Don and Marion Elliot arrived the following morning to give the Eight welcome support and assistance. The race itself was rowed in pairs, Kiel University and ourselves starting 100 metres ahead of the next pair. The day was a cold one and the crews raced into a pretty strong head wind. Kiel rowed at 40 for the first 500 metres, but despite this the Second Eight, although scrambling somewhat, were only a half-length down doing 35. However, at 600 metres the rush and failure to settle properly took its toll and the lead widened to three-quarters of a

length. Kiel reached 1,000 metres 7 sec. ahead, rating 38 and finished 15 sec. before us.

The Second Eight had a bad row, they had not given themselves time to work properly. But they beat the two other crews convincingly, the Paris Police by 10 sec. and Boulogne by 19 sec. Kiel University were much the fastest crew seen at Dunkirk for some time and not the normal standard of opposition to be expected. As everyone knows, this crew, or most members of it, won the 1959 European Championships by some considerable distance.

The generosity, kindness and thoughtfulness of all the officials of Sporting Dunkerquois, most especial among them M. Ardaens and M. Vanlerberghe, should not go unrecorded. Among many other kindnesses they laid on a bus to take the whole party to join the First Eight at Ostend, some 50 miles away.

Whatever the result of the actual race, the expedition proved a valuable and enjoyable experience and, being in normal years a Thames Cup class event of high standard, ought to form an important part of each future Second Eight programme.

DUNKIRK Results

1,500-metres International Senior Eights

Second Eight: D. King (bow); R. Neale; M. T. Carrigg; J. W. Varian; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

A.T.V. Ditmarsia Kiel, 1, 5 min. 5 sec.; T.R.C., 2, 5 min. 20 sec.; A. S. Police Paris, 3, 5 min. 30 sec.; E.N. Boulogne, 4, 5 min. 49 sec.

OSTEND—The First Eight

Ostend Regatta was held on Sunday and Monday, 17th and 18th May, and we entered the First Eight for the sprint event on the Sunday and the 2,000-metre event on Monday.

We stayed as usual at the Hotel Central, where we were, as always, fed and looked after very well indeed.

The weather was bad throughout our stay, cold and windy, but not wet, most of the time, and the German crews rowed in their black tights throughout the regatta.

Once again we borrowed the old Phelps boat and, with Dick's encouragement, gave it its annual overhaul. By now the boat is beginning to be past international racing and the problem of a boat for Ostend will have to be examined if we are to continue competing there.

The regatta was remarkable in 1959 for the raid by the German crews, all of which were well up in the European Championship class and won gold and silver medals later at Mâcon. This sort of competition, although we were

looking for it, proved rather hot for a crew rowing in our old, weak boat and in an order which had not yet been finally settled. Nevertheless, the crew acquitted itself very well.

In the Sprint, over 400 metres, none of the crews struck less than 45 the whole way; Thames were the lowest at that rate! Of the three other crews, one was German, one was from France and the other from Belgium. At 45 our crew could hardly be said to have rowed with much stride, but managed to keep right up and lost by about half a length from Germania Dusseldorf, with Ghent in second place a canvas behind the Germans. Basse-Seine were fourth. On the whole a good effort for our crew which did not claim to be a sprint crew.

Ten crews entered the International 2,000-metres Senior Eights: three from Germany, four from France, two from Belgium and ourselves. In the first heat we drew Germania Dusseldorf and a mixed French crew which was rumoured to be trying for the European Championships. Dusseldorf, at a high rate, took a length by 500 metres, but never got any

more, and although underrating the Germans at 36, we came back twice and finally lost by half a length with the French crew well back. This was sufficient to get us into the final, however, as we were the fastest losers, Dusseldorf having recorded the fastest time of the heats, and ours being the second fastest.

The final was rowed in the early evening, with Kiel University on the far side, then Dusseldorf, then Marne, then ourselves, on the notorious outflow station. This outflow, from a factory, is one of the real hazards of the Ostend course, and this year was in full spate, so that after a slightly crooked start, due to the strong cross-headwind, we managed to get the full force of it. For two strokes the crew almost disappeared in spray and practically stopped. At the time the two German crews were about a length up (that is, after about 500 metres) and we were about three-quarters of a length up on the French crew. By the time we got going again, the French were ahead of us and the Germans had about $2\frac{1}{2}$ lengths, and our crew settled into one of its rather rushed rows. We pulled the French crew back and gained slightly on the Germans who were still $1\frac{1}{2}$ lengths ahead at the 1,000 metres. From then on there was little we could do to stop the Germans who were having a terrific battle, and although we left the Marne crew well behind, we could finish only third, some three lengths behind Kiel University, who beat Germania Dusseldorf by half a length.

All the German crews were most impressive

in their precision and flexibility and high rate of striking. It was obvious then that they were going to do well in the European Championships, and it came as no surprise to see the Kiel eight romp away from the field at Mâcon. A four from the Dusseldorf eight won silver medals in the coxless event at Mâcon. It was certainly a warning to our crew, even as early as May, what to expect at Mâcon and what remained to be done.

Our thanks, once again, to Suzanne Caverhill who, as always, was instrumental in arranging our visit and settling the details in advance.

OSTEND Results

Senior International Eights (2,000 metres)

W. J. Griffith (bow); W. M. Nisbet; B. S. Tanner; J. A. Stephenson; R. D. F. Anderson; J. F. C. Badcock; D. R. Mount; M. S. Atkins (stroke); R. L. Penney (cox).

Heat 1: Germania Dusseldorf, 1; T.R.C., 2; Mixte F F S A, 3. $\frac{1}{2}$ length; 6 min. 22 sec.

Final: Ditmarsia Kiel, 1, 6 min. 21 sec.; Germania Dusseldorf, 2, 6 min. 24 sec.; T.R.C., 3, 6 min. 31 sec.; Mixte Force Navale, Ostend, 4, 6 min. 46 sec.

Eight-oared Sprint (400 metres)

Final: Germania Dusseldorf, 1; R.C.N. Ghent, 2; T.R.C., 3; Basse Seine, 4. Won by 0.5 sec., T.R.C. $\frac{1}{4}$ length behind.

HEREFORD REGATTA

18th May

Senior Sculls

A. M. Provan.

Heat 1: R. A. Willis, 1; A. M. Provan, 2. 1 length.

WILLEDEN REGATTA

18th May

Willesden Chronicle and Kilburn Tomes Challenge Trophy (Junior Eights)

A. M. Watts (bow); W. J. B. Stroke; J. S. Carter; A. Sacker; A. J. Cooke; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Race 40: T.R.C., 1; Kensington R.C., 2; King's College (London) B.C., 3. $\frac{1}{2}$ length in a re-row lasting 52 sec. after the T.R.C. eight had been run down by a sailing boat while racing, with the loss of its rudder, near the finish and while leading by half a length.

Final: T.R.C., 1; Kensington R.C., 2; Polytechnic Students B.C., 3. 3 feet; 3 min. 1 sec. It is not known why the Kensington crew was allowed to row in the final after being beaten in a heat.

CHISWICK REGATTA

23rd May

Allanson Memorial Trophy (Thames Cup Eights)

D. King (bow); R. Neale; M. T. Carrigg; J. W. Varian; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Heat 1: T.R.C., 1; Imperial College B.C., 2; Reading University B.C., 3. $\frac{1}{2}$ length; 3 min. 56 sec.

Final: National Provincial Bank R.C., 1; University of London B.C., 2; T.R.C., 3. $\frac{1}{2}$ length, $\frac{1}{4}$ length; 3 min. 55 sec.

Family Challenge Cup (Senior Fours)

G. S. Dear (bow, steers); J. D. Cumming; J. Petersen; A. Hawes (stroke).

Heat 1: Vesta R.C., 1; T.R.C., 2. Easily; no time taken.

Mortlake Challenge Cup (Junior-Senior Fours)

C. G. Dean (bow, steers); H. S. Cochrane; P. J. Brown; D. P. Kelly (stroke).

Heat 4: Imperial College B.C., 1; T.R.C., 2; Henley R.C., 3. 2 lengths; 4 min. 14 sec.

Anglian Challenge Trophy (Senior Pairs)

H. E. H. Howell (bow, steers); J. N. Gladstone (stroke).

Final: Hertford College B.C., 1; London R.C., 2; T.R.C., 3. Easily; 4 min. 30 sec.

Gait Goblets (Chiswick Pairs)

P. J. E. Dowden-Parker (bow, steers); A. Marx (stroke).

Heat 2: Thames Tradesmen R.C., 1; T.R.C., 2; Quintin B.C., disqualified. 2 lengths.

Coronation Cup (Senior Sculls)

A. M. Provan.

Heat 3: R. Easterling, 1; M. E. Gaylard, 2; A. M. Provan, 3. 1 length; 4 min. 38 sec.

Cygnets Challenge Cup (Junior Sculls)

P. R. Rumney.

Heat 3: P. R. Rumney, 1; R. Norris, 2. 3 lengths.

Final: W. L. Barry, 1; M. J. Chitty, 2; P. R. Rumney, 3. 2 feet; 4 min. 12 sec.

TWICKENHAM REGATTA

30th May

Mayor of Twickenham Challenge Cup (Junior-Senior Eights)

P. J. Brown (bow); W. J. B. Strike; A. J. Cooke; A. Sacker; J. Petersen; E. J. Hudson; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Race 12: T.R.C., 1; Parkside R.C., 2. 1 length.

Semi-final: King's School Canterbury B.C., 1; T.R.C., 2.

WALTON REGATTA

6th June

Ladies' Challenge Cup (Grand Eights)

B. S. Tanner (bow); W. M. Nisbet; R. D. F. Anderson; J. A. Stephenson; W. J. Griffith; J. F. C. Badcock; D. R. Mount; M. S. Atkins (stroke); R. L. Penney (cox).

Final: T.R.C., 1; Molesey B.C. and Walton R.C., 2. $\frac{1}{2}$ length; 5 min. 1 sec.

Walton Challenge Cup (Senior Fours)

B. S. Tanner (bow, steers); J. A. Stephenson; D. R. Mount; W. M. Nisbet (stroke).

Race 95: Walton R.C., 1; T.R.C., 2. $\frac{3}{4}$ length; 5 min. 35 sec.

Senior Coxed Fours

W. J. Griffith (bow); J. F. C. Badcock; R. D. F. Anderson; M. S. Atkins (stroke); R. L. Penney (cox).

Final: Molesey B.C., 1; T.R.C., 2. $\frac{3}{4}$ length; 5 min. 35 sec.

Walton Challenge Cup (Thames Cup Eights)

D. King (bow); R. Neale; M. T. Carrigg; J. W. Varian; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Race 83: T.R.C., 1; Imperial College B.C., 2. $2\frac{1}{2}$ lengths; 5 min. 3 sec.

Race 112: T.R.C., 1; London R.C., 2. Easily; 5 min. 12 sec.

Final: T.R.C., 1; University of London B.C., 2. $\frac{2}{3}$ length; 5 min. 4 sec.

Goring Challenge Cup (Wyfold Fours)

H. E. H. Howell (bow, steers); D. P. Kelly; C. G. Dean; H. S. Cochrane (stroke).

Race 18: Maidenhead R.C., 1; T.R.C., 2. Easily.

Sabin Challenge Cup (Junior-Senior Eights)

R. S. Wild (bow); V. B. A. Temple; W. J. B. Strike; A. Sacker; E. J. Hudson; C. N. F. Hunt; J. Petersen; A. J. Cooke (stroke); A. J. French (cox).

Race 59: Thames Tradesmen R.C., 1; T.R.C., 2. $\frac{2}{3}$ length; 5 min. 18 sec.

Parry Hollom Challenge Cup (Junior-Senior Fours)

A. M. Watts (bow, steers); A. C. Blee; P. J. Brown; J. S. Carter (stroke).

Race 90: T.R.C., 1; Walton R.C., 2. 3 lengths; 6 min. 38 sec.

Race 111: London R.C., 1; T.R.C., 2. 3 lengths; 6 min. 3 sec.

Dan Fitte Challenge Cup (Senior Sculls)

A. M. Provan.

Race 33: N. D. Wakefield, 1; A. M. Provan, 2.

Gosnell Challenge Cup (Junior Sculls)

D. H. Drury.

Race 2: D. H. Drury, 1; P. Harris, 2.

Race 55: D. H. Drury, 1; J. M. Thorneloe, 2.

Race 85: D. H. Drury, 1; R. Malim, 2.

Final: O. Wilson, 1; D. H. Drury, 2. $\frac{1}{3}$ length; 6 min. 50 sec.

BOSTON REGATTA

13th June

Senior Eights

D. R. Mount (bow); G. G. H. Page; B. S. Tanner; J. A. Stephenson; R. D. F. Anderson; J. F. C. Badcock; W. J. Griffith; M. S. Atkins (stroke); R. L. Penney (cox).

Final: T.R.C., 1; Norwich A.R.A., 2. Easily.

Senior Coxless Fours

B. S. Tanner (bow, steers); J. A. Stephenson; D. R. Mount; J. F. C. Badcock (stroke).

Final: T.R.C., 1; Broxbourne R.C., 2. Easily.

Non-status Pair Oar Race

G. S. Dear (bow); G. G. H. Page (stroke); T. W. O. Boyes (cox).

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

Final: Boston R.C. 'A', 1; T.R.C., 2. 2 lengths.

READING REGATTA

13th June

Grand Challenge Cup (Senior Eights) and Austin Balsom Challenge Cup (Thames Cup Eights)

D. King (bow); R. Neale; M. T. Carrigg; J. W. Varian; G. J. Peakin; P. M. G. Harris; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Senior Eights

Race 59: National Provincial Bank R.C., 1; T.R.C., 2. 6 feet; 4 min. 55 sec.

Thames Cup Eights

Race 39: T.R.C., 1; University of London B.C., 2. 2 lengths; 4 min. 56 sec.

Race 73: T.R.C., 1; Imperial College B.C., 2. 1½ lengths; 5 min. 1 sec.

Final: Eton College B.C., 1; T.R.C., 2. 1¼ lengths; 4 min. 53 sec.

Reading Challenge Vase (Wyfold Fours)

H. E. H. Howell (bow, steers); D. P. Kelly; C. G. Dean; H. S. Cochrane (stroke).

Race 16: T.R.C., 1; Mortlake R.C., 2. 1 length; 5 min. 34 sec.

Race 44: Crowland R.C., 1; T.R.C., 2. ½ length; 5 min. 25 sec.

Sandeman Challenge Cup (Junior-Senior Eights)

R. S. Wild (bow); V. B. A. Temple; W. J. B. Strike; A. Sacker; E. J. Hudson; C. N. F. Hunt; J. Petersen; A. J. Cooke (stroke); A. J. French (cox).

Race 50: Bedford School B.C., 1; T.R.C., 2; Haberdashers' Aske's School B.C., 3. 1½ lengths; 5 min. 4 sec.

Maiden Erlegh Challenge Cup (Junior-Senior Fours)

A. M. Watts (bow, steers); A. C. Blee; P. J. Brown; J. S. Carter (stroke).

Race 65: St. Thomas's Hospital B.C., 1; T.R.C., 2. 3½ lengths; 5 min. 30 sec.

PUTNEY TOWN REGATTA

13th June

Maiden Eights

C. K. Robathan (bow); S. W. Hunt; R. Aldridge; B. N. Dale; J. D. Cumming; P. H. Noll; R. W. Knowles; G. W. J. Bridge (stroke); T. R. Kirkpatrick (cox).

Heat 2: Horseferry R.C., 1; Haberdashers' Aske's School B.C., 2; T.R.C., 3.

PETERBOROUGH REGATTA

20th June

Maiden Eights

C. K. Robathan (bow); S. W. Hunt; P. H. Noll; B. N. Dale; P. H. McMillan; J. D. Cumming; R. W. Knowles; G. W. J. Bridge (stroke); T. R. Kirkpatrick (cox).

Heat 1: T.R.C., 1; Rob Roy B.C., 2. ½ length.

Semi-final: T.R.C., 1; King's School Peterborough B.C., 2. 2 lengths.

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

MARLOW REGATTA

20th June

Marlow Grand Challenge Cup

D. R. Mount (bow); W. M. Nisbet; B. S. Tanner; J. A. Stephenson; R. D. F. Anderson; J. F. C. Badcock; W. J. Griffith; M. S. Atkins (stroke); R. L. Penney (cox).

Heat 2: T.R.C., 1; Lady Margaret B.C., 2. 1 length; 4 min. 16 sec.

Final: T.R.C., 1; Leander Club, 2; Jesus College, Cambridge, B.C., 3. 2 lengths; 4 min. 19 sec.

Marlow Eights Challenge Cup (Thames Cup Eights)

D. King (bow); R. Neale; M. T. Carrigg; J. W. Varian; G. J. Peakin, P. M. G. Harris; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Heat 4: T.R.C., 1; Vesta R.C., 2; Eton College B.C., 3. 1 length; 4 min. 21 sec.

Heat 11: T.R.C., 1; Christ's College, Cambridge, B.C., 2; Oriol College, Oxford, B.C., 3. 1¼ lengths; 4 min. 25 sec.

Final: T.R.C., 1; Caius College, Cambridge, B.C., 2; St. Catherine's College, Cambridge, B.C., 3. 2 lengths; 4 min. 19 sec.

Town Challenge Cup (Wyfold Fours)

D. P. Kelly (bow, steers); H. S. Cochrane; C. G. Dean; A. J. Cooke (stroke).

Heat 16: Westminster Bank R.C., 1; T.R.C., 2. 4 lengths; 5 min. 7 sec.

Senior Sculls

A. M. Provan.

Heat 5: G. Colgan, 1; A. E. Elgar, 2; A. M. Provan, 3.

Junior Sculls

P. R. Rumney.

Heat 3: J. W. Barnes, 1; P. R. Rumney, 2. 3 feet.

RICHMOND REGATTA

Maiden Eights

R. W. Knowles (bow); S. W. Hunt; P. H. Noll; J. D. Cumming; P. H. McMillan; G. W. J. Bridge; C. K. Robathan; G. R. B. Lindsay (stroke); T. R. Kirkpatrick (cox).

Heat 1: T.R.C., 1; Sir William Borlase School B.C., 2. 2½ lengths.

Semi-final: T.R.C., 1; St. Bartholomew's Hospital B.C., 2. 2 lengths.

Final: T.R.C., 1; King's School, Worcester, B.C., 2. 1 length.

Junior-Senior Fours

J. Golding (bow, steers); E. J. Hudson; A. C. Blee; J. S. Carter (stroke).

This crew lost in its first heat.

Junior Sculls

A. Marx; C. N. F. Hunt. Both lost.

HENLEY

ROYAL REGATTA

1st, 2nd, 3rd and 4th July

THE GRAND EIGHT

GEOFFREY PAGE writes:

Both Eights came to Henley with plenty of confidence after a most successful Marlow, where both crews had proved themselves to have pace as well as fitness. The Grand Eight was, however, in a difficult position. Its real aim was to get to Mâcon, but Mâcon was some seven weeks after Henley, rather a long time to maintain peak form. In addition, the possibility of having to row in Trials two and a half weeks after Henley meant that there would be little chance of a real rest at any time. As it turned out, the crew was not asked to row a trial, but we did not know that this would happen until the week of Trials and so Henley training had to be planned on the assumption that the crew would be competing in them.

As a result, the pre-Regatta-week at Henley was devoted to long, hard, consolidating rows. The crew covered the course at various pressures without easing four times a day. On two occasions only did the crew stop on the course, both times to accommodate the crew it happened to be rowing with, and on each occasion our crew were very frustrated at having to stop! By the end of the week the crew was tired and had lost some of the zip that it had shown at Marlow, but although one or two people shook their heads sadly at what they assumed was a good crew going off, especially when it lost by one-third of a length in a full-course trial with the Harvard lightweights on the Saturday after a thoroughly bad row, it was intended that the crew should be at its tireddest by the pre-Henley Saturday on the assumption that with one day off and shorter, sharper rows on the few remaining days of training, the crew would come on fast for the racing, and so it proved. This was exactly what had happened with the 1958 Second Eight, so I did not feel there was any risk involved in this method of training.

The opposition in the Grand was known to be Harvard, whose praises had been sung in American newspapers every week, and their practice outings at Henley, except for a bad spell at the same time that we had ours, fully confirmed that they were a powerful and formidable crew. What we have seen of Isis was unimpressive, but they were a comparatively

unknown quantity. In the end the draw worked out perfectly from our point of view. Harvard drew London, who were well below Grand class, on Thursday, Isis to race the winner on Friday, and we drew Leander on Friday.

Rumour had it that Leander had come on well since Marlow; they had made some positional changes and certainly looked better. With three powerful Americans in the engine room, and Tony Leadley at six, they looked very tough, but we had the psychological advantage of having beaten them comfortably at Marlow and the knowledge that they were not properly fit suggested that the Henley course was also in our favour.

The race went exactly as we had expected. Because their fitness was suspect, we were almost certain that Leander would go for the lead, and in fact they started very fast. They drew away to about $\frac{1}{2}$ length, but our crew were obviously having one of their good rows and settled quickly to 35. By the Barrier we were coming up fast and it was clear at Fawley that there was nothing Leander could do to stop us going away. The race was over at Remenham and we gradually dropped the rate to finish comfortably ahead.

This was one of the best rows of the year and gave the crew a tremendous boost. On Friday night, after Harvard had had a bad row and caught a crab against Isis soon after the start, I thought we had an outside chance of winning. Our time to Fawley had been faster than Harvard's, although our overall time was a few seconds slower. This did not seem much to worry about, because, whereas we had eased off a lot after Remenham, Harvard had had to race in against a very game Isis crew.

However, Harvard had too many big guns. Instead of rowing a waiting race, they went for us at the top of the island and took our crew by surprise. Harvard slipped out ahead and our crew never settled, and although the crew tried all the way, they were overrating themselves by a couple of strokes and never looked like pushing Harvard, although they held them for a couple of minutes in the middle of the course.

This was another of the occasions when the crew failed to hit its stride in a crucial race, and was a big disappointment. Lack of hard racing as a crew and a tendency to forget for the first few strokes what had been aimed for in practice

were probably the real reasons for these lapses. Had it rowed on its Friday form the crew would probably have pushed Harvard to a much closer decision, but we could not have beaten them and we must salute one more worthy American winner of the Grand.

Grand Challenge Cup

	st.	lb.
D. R. Mount (bow)	13	1
2 W. M. Nisbet	12	11
3 B. S. Tanner	13	2
4 J. A. Stephenson	13	4
5 R. D. F. Anderson	13	3
6 J. F. C. Badcock	12	6
7 W. J. Griffith	13	4
M. S. Atkins (stroke)	13	3
R. L. Penney (cox)	8	12

Heat 2: Friday. 3.30 p.m. Wind: Light-fresh, across head off Bucks. Berks: Leander. Bucks: Thames.

First minute: Leander, 10.20.39; Thames, 10.20.40. Top of island: Leander led by few feet.

$\frac{1}{4}$ mile: Leander led by canvas. Both at 35.

Barrier: Leander led by $\frac{1}{4}$ length. Time 2 min.

$\frac{1}{2}$ mile: Leander led by $\frac{1}{4}$ length. Both at 35.

Fawley: Thames led by few feet. Time 3 min. 22 sec.

$\frac{3}{4}$ mile: Thames led by canvas. Leander, 34; Thames, 35.

Mile: Thames led by nearly $\frac{1}{2}$ length. Leander, 34; Thames, 35.

$1\frac{1}{8}$ miles: Thames led by 1 length. Leander, 34; Thames, 33.

Thames won by $1\frac{1}{4}$ lengths. Time: 7 min. 6 sec.

Final: Saturday. 3.45 p.m. Wind: Light head. Berks: Harvard. Bucks: Thames.

First minute: Harvard, 10.18.35 $\frac{1}{2}$; Thames, 10 $\frac{1}{2}$.20.40.

Top of island: Harvard led by 4 ft.

$\frac{1}{4}$ mile: Harvard led by $\frac{1}{4}$ length. Harvard, 31; Thames, 36.

Barrier: Harvard led by 1 length. Time: 1 min. 59 sec.

$\frac{1}{2}$ mile: Harvard led by 1 length. Harvard, 30; Thames, 36.

Fawley: Harvard led by $1\frac{1}{2}$ lengths. Time: 3 min. 21 sec. Harvard, 30; Thames, 35.

$\frac{3}{4}$ mile: Harvard led by $1\frac{1}{2}$ lengths. Harvard, 31; Thames, 35.

Mile: Harvard led by $1\frac{1}{2}$ lengths. Harvard, 30; Thames, 34 $\frac{1}{2}$.

$1\frac{1}{8}$ miles: Harvard led by 2 lengths. Harvard, 30 $\frac{1}{2}$; Thames, 37 $\frac{1}{2}$.

Harvard won by $2\frac{1}{2}$ lengths. Time: 6 min. 57 sec. Harvard finished at 33 $\frac{1}{2}$; Thames at 36 $\frac{1}{2}$.

THE SECOND EIGHT

DAVID GLYNNE-JONES writes:—

Like the First Eight the Second boat arrived at Henley with plenty of confidence; however, Sparrow, who took over the coaching for the first week, had a number of problems to overcome. The crew always intended to cover the course without stopping, but the few racing

crews who could be induced to play either got left behind or insisted on paddling for only short stretches at a time. This lack of someone to fight inevitably took the edge off their rowing and it says a great deal for Sparrow's coaching that he managed to keep them as determined as they were. The roughness was smoothed out a lot and the run improved tremendously. Several full courses were rowed and under Sparrow's watchful eye there was no lack of work. An account of the racing appears elsewhere, but I think the crew themselves were a little disappointed that they failed to progress enough at Henley. The lack of crews to row with had a great deal to do with it, but they were very far advanced when they went to Henley. They had several good rows and paddles, especially one with the Harvard Grand Eight, but they could not be held at their peak long enough.

They fumbled the first race, against Phillips Academy, very badly, and although they pulled it out of the bag at the very end, it cost them energy that during the period of the regatta they were never able to replace. The second race, against Pembroke, was a much easier one, but it was obvious at Fawley that they had not recovered. Jesus beat them tactically, but they would still have got through if their strength had lasted beyond the mile. If they did not get as far as they might, they nevertheless did very well and tried very hard. It was just unfortunate that the one slip they made cost them dear as a result of a tough draw. This is not to excuse but to explain, because I believe they could have reached the final, though Harvard was beyond them.

The Second Eight was a happy crew and a good crew to coach. Although they won several regattas before Henley, they failed in their main aim, to win the Thames Cup. But before they succumbed they had brought down an American crew in one of the best races of the regatta and had dealt convincingly with one of the top three crews in Mays. The greatest achievement of last year's Second Eight was to show beyond all doubt that winning the Thames Cup is not beyond our reach. They were the second entry in succession that was not all that far off it and if there are enough oarsmen prepared in the future to put in the work and determination required, and not too proud to row in a Second Eight, we can win it.

Thames Challenge Cup

	st.	lb.
D. King (bow)	11	12
2 R. Neale	11	12
3 M. T. Carrigg	12	5
4 J. W. Varian	12	5
5 G. J. Peakin	13	13
6 P. M. G. Harris	13	10
7 J. P. M. Thomson	12	0
R. J. Workman (stroke)	11	8
R. A. Matthiae (cox)	8	9

Heat 10: Wednesday. 2.55 p.m. Wind: Light head. Berks: Thames. Bucks: Phillips Academy U.S.A.

First minute: Thames, 10.20.38; Phillips, 10.20½.39.

Top of island: Thames led by ½ length.

¼ mile: Thames led by ¾ length. Thames, 34; Phillips, 35.

Barrier: Thames led by 1 length. Time: 2 min. 3 sec.

½ mile: Thames led by ½ length. Thames, 34; Phillips, 33.

Fawley: Thames led by canvas. Time: 3 min. 29 sec.

¾ mile: Level. Thames, 34; Phillips 33.

Mile: Phillips led by ¼ length. Thames, 34½; Phillips, 33½.

1½ miles: Phillips led by canvas.

Thames won by 3 ft. Time: 7 min. 16 sec.

Thames finished at 40; Phillips at 37.

Heat 19: Thursday. 11.35 a.m. Wind: Fresh, across head off Bucks. Berks: Pembroke College, Cambridge. Bucks: Thames.

First minute: Pembroke, 10.20.39; Thames, 10.19½.37.

Top of island: Thames led by canvas.

¼ mile: Thames led by canvas. Pembroke 36; Thames, 33.

Barrier: Thames led by ¼ length. Time: 2 min. 7 sec. Pembroke, 34; Thames, 33.

½ mile: Thames led by ½ length. Both at 33.

Fawley: Thames led by ½ length. Time: 3 min. 35 sec. Pembroke, 34; Thames 33.

¾ mile: Thames led by ¾ length. Both at 33.

Mile: Thames led by 1 length. Pembroke, 33; Thames, 32.

1½ miles: Thames led by 1½ lengths. Both at 33.

Thames won by 1¼ lengths. Time: 7 min. 31 sec.

Heat 26: Friday. 12.15 p.m. Wind: Fresh, heady, gusty. Berks: Thames. Bucks: Jesus College, Cambridge.

First minute: Thames, 10.19½.37½; Jesus, 10.19.37.

Top of island: Thames led by canvas.

¼ mile: Thames led by canvas. Thames, 33; Jesus, 36.

Barrier: Thames led by ½ length. Time: 2 min. 6 sec.

½ mile: Thames led by ½ length. Thames, 32; Jesus, 35.

Fawley: Jesus led by canvas, Time: 3 min. 31 sec.

¾ mile: Jesus led by ½ length. Thames, 34; Jesus, 36.

Mile: Jesus led by ½ length. Both at 35.

1½ miles: Jesus led by canvas. Both at 37.

Jesus won by ½ length. Time: 7 min. 17 sec.

THE WYFOLD FOUR

BILL WILLIAMS writes:—

Early in training for the summer's racing the Club had no fewer than three crews competing for the honour of appearing in the Wyfold Fours at Henley. Of these, one consisting of C. G. Dean (bow, steers), H. S. Cochrane, P. J. Brown and D. P. Kelly proved faster than the others and rowed in the Junior-Senior Fours at

Chiswick Regatta. Unfortunately, Brown had to drop out through business commitments. The crew was reorganised with H. E. H. Howell at bow, Kelly at 2, Dean at 3 and Cochrane at stroke, but it did not meet with any luck at either Walton or Reading. It went into its final form just before Marlow, with Kelly at bow and steers, Cochrane at 2, Dean at 3 and A. J. Cooke at stroke, and immediately showed considerable promise in spite of the very low average weight. At Henley its speed increased very quickly during training, and the crew surmounted the handicap of an eliminating race in a very satisfactory manner, beating Reading R.C. in no uncertain way. In the first round proper of the Regatta, they beat Trinity Hall easily in good time; but the next day they came up against Walton R.C., who proved too strong and experienced for them. Walton went on to row in the final against Molesey, the ultimate winners.

The crew is to be congratulated on achieving what they did. They had a very difficult task to produce enough speed in the short time available, but they did all that was asked of them and improved consistently. Especial credit is due to Kelly's steering in his three races at Henley, which received praise even from the umpire. And he never steered before the Tuesday before Marlow.

Wyfold Challenge Cup

	st.	lb.
D. P. Kelly (bow, steers)	10	13
2 H. S. Cochrane	11	6
3 C. G. Dean	11	9
A. J. Cooke (stroke)	11	7

Eliminating: Saturday, 27th June.

Thames beat Reading R.C. by 2¼ lengths. Barrier: 2 min. 24 sec.; Fawley: 4 min. 2 sec.; 8 min. 20 sec.

Heat 4: Wednesday. 12.10 p.m. Wind: Light head. Berks: Thames. Bucks: Trinity Hall, Cambridge.

First minute: Thames, 10.20.38; Trinity Hall, 9.18.35½.

Top of island: Thames led by canvas.

¼ mile: Thames led by ¾ length. Thames, 33; Trinity Hall, 31.

Barrier: Thames led by 1¼ lengths. Time: 2 min. 21 sec.

½ mile: Thames led by 1½ lengths. Thames, 31; Trinity Hall, 29½.

Fawley: Thames led by 1¾ lengths. Time: 3 min. 57 sec.

¾ mile: Thames led by 2 lengths.

Mile: Thames led easily. Both at 29.

1½ miles: Thames led easily.

Thames won easily. Time: 8 min. 19 sec.

Heat 19: Thursday. 2.40 p.m. Wind: Light-fresh, across head off Bucks. Berks: Thames. Bucks: Walton R.C.

First minute: Thames, 10.19.39; Walton, 10½.21.41½.

Top of island: Walton led by $\frac{1}{2}$ length.
 $\frac{1}{2}$ mile: Walton led by 1 length. Thames, 32 $\frac{1}{2}$;
 Walton 34.
 Barrier: Walton led by 1 $\frac{3}{4}$ lengths. Time: 2 min.
 20 sec.
 $\frac{1}{2}$ mile: Walton led by 2 $\frac{1}{4}$ lengths. Thames, 32;
 Walton, 33.
 Fawley: Walton led by 2 lengths. Time: 3 min.
 55 sec. Both at 32.
 $\frac{3}{4}$ mile: Walton led by 2 lengths. Thames, 33;
 Walton 31.
 Mile: Walton led by 2 $\frac{1}{2}$ lengths. Thames, 31;
 Walton, 32.
 1 $\frac{1}{2}$ miles: Walton led by 2 $\frac{3}{4}$ lengths. Thames, 32 $\frac{1}{2}$;
 Walton, 23.
 Walton won by 2 $\frac{1}{2}$ lengths. Time: 8 min. 21 sec.
 Walton dropped stroke right down at 1 $\frac{1}{8}$ mile.

KINGSTON REGATTA

11th July

Dittons Challenge Cup (Junior-Senior Eights)

'A' Crew: M. A. Newton (bow); D. P. Kelly;
 E. J. Hudson; A. Sacker; A. C. Blee; J. Petersen;
 C. G. Dean; A. J. Cooke (stroke); R. A. Matthiae
 (cox).

'B' Crew: A. D. Roberts (bow); J. S. Carter;
 P. J. V. Rounce; M. J. Walker; W. J. B. Strike;
 J. R. Moss; R. S. Wild; C. N. F. Hunt (stroke);
 A. J. French (cox).

Race 11: Kingston Grammar School B.C., 1;
 T.R.C., 'B', 2. 1 $\frac{1}{2}$ lengths; 4 min. 5 sec.

Race 23: T.R.C., 'A', 1; Kensington R.C., 2.
 2 lengths; 4 min. 2 sec.

Race 41: Tiffins School B.C., 1; T.R.C., 'A', 2.
 $\frac{1}{2}$ length; 4 min. 1 sec.

Surbiton Challenge Cup (Junior Eights)

R. W. Knowles (bow); S. W. Hunt; P. H. Noll;
 D. A. Basham; P. H. McMillan; J. D. Cumming;
 C. K. Robathan; G. W. J. Bridge (stroke); T. R.
 Kirkpatrick (cox).

Race 17: Kingston R.C., 'A', 1; T.R.C., 2.
 4 lengths; 4 min. 12 sec.

Chapple Pairs (Senior Pairs)

D. J. Murphy (bow, steers); R. Baum (stroke).

Final: Thames Tradesmen R.C., 1; T.R.C., 2.
 Easily; 5 min. 10 sec.

Senior Sculls

A. M. Provan.

Race 35: M. E. Gaylard, 1; A. M. Provan, 2.
 1 $\frac{1}{2}$ lengths; 4 min. 50 sec.

Junior Sculls

V. B. A. Temple.

Race 14: V. B. A. Temple, 1; P. K. Allen, 2.
 3 lengths; 5 min. 12 sec.

Race 45: V. B. A. Temple, 1; H. J. Woollard, 2.
 Easily; 5 min. 18 sec.

Final: V. B. A. Temple, 1; R. F. Arthurton, 2.
 Easily; 5 min. 9 sec.

MOLESEY REGATTA

18th July

Grand Challenge Cup (over 2,000 metres)

D. R. Mount (bow); W. M. Nisbet; B. S. Tanner;
 J. A. Stephenson; R. D. F. Anderson; J. F. C.
 Badcock; W. J. Griffith; M. S. Atkins (stroke);
 R. L. Penney (cox).

Heat 1: T.R.C., 1; London R.C., 2. 2 $\frac{1}{2}$ lengths;
 5 min. 51 sec.; a record.

Final: T.R.C., 1; Molesey B.C., 2. Easily;
 5 min. 46 sec.; a record.

Thames Cup Eights

G. S. Dear (bow); A. J. Cooke; A. C. Blee; R.
 Neale; J. R. Hegarty; J. Petersen; C. G. Dean;
 H. A. Wober (stroke); R. A. Matthiae (cox).

Heat 2: R.A.F. Cardington R.C., 1; T.R.C., 2.
 1 $\frac{1}{4}$ lengths; 4 min. 49 sec.

Thames Cup Fours

D. King (bow, steers); J. W. Varian; J. P. M.
 Thomson; R. J. Workman (stroke).

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

Junior-Senior Eights

D. P. Kelly (bow); A. Marx; E. J. Hudson; M. J.
 Walker; W. J. B. Strike; C. N. F. Hunt; R. S. Wild;
 V. B. A. Temple (stroke); J. T. Shaw (cox).

Heat 6: T.R.C., 1; Cygnet R.C., 2. $\frac{3}{4}$ length;
 no time taken after a clash.

Heat 9: T.R.C., 1; Kingston Grammar School
 B.C., 2. 1 length; 4 min. 55 sec.

Final: T.R.C., 1; Tiffin School B.C., 2. $\frac{3}{4}$ length;
 4 min. 51 sec.

Junior Eights

C. K. Robathan (bow); G. W. J. Bridge; P. J. V.
 Rounce; J. D. Cumming; P. H. McMillan; D. A.
 Basham; A. D. Roberts; J. R. Moss (stroke); T. R.
 Kirkpatrick (cox).

Heat 3: Bedford Park R.C., 1; T.R.C., 2. Easily;
 5 min. 8 sec.

Senior Pairs

D. J. Murphy (bow, steers); R. Baum (stroke).

Heat 2: London R.C., 1; T.R.C., 2. Easily;
 5 min. 42 sec.

Garrick Pairs

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

Heat 2: T.R.C., 1; Molesey B.C., 2. Easily;
 6 min. 34 sec.

Final: T.R.C., 1; Lensbury R.C., 2. Easily;
 6 min. 10 sec.

Junior Sculls

M. A. Newton.

Heat 1: M. A. Newton, 1; J. M. Kelly, 2. 1 $\frac{1}{2}$
 lengths; 6 min. 24 sec.

Heat 10: M. A. Newton, 1; K. W. Bell, 2. 2
 lengths; 6 min. 22 sec.

Heat 14: S. F. A. Miskin, 1; M. A. Newton, 2.
 2 $\frac{1}{2}$ lengths; 6 min. 15 sec.

C. W. Kent Trophy

T.R.C., 1, 7 points; Molesey B.C., 2, 4 points.

METROPOLITAN REGATTA

21st, 22nd and 23rd July

Champion Cup (Senior Eights)

D. R. Mount (bow); W. M. Nisbet; B. S. Tanner; J. A. Stephenson; R. D. F. Anderson; J. F. C. Badcock; W. J. Griffith; M. S. Atkins (stroke); R. L. Penney (cox).

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

Thames Cup (Senior Fours)

D. King (bow, steers); J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke).

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

Old Barnes Challenge Cup (Thames Cup Eights)

G. S. Dear (bow); A. L. Ruddock; A. C. Blee; A. J. Cooke; J. R. Hegarty; J. Petersen; C. G. Dean; R. Neale (stroke); R. A. Matthiae (cox).

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

Forster Challenge Cup (Junior-Senior Eights)

D. P. Kelly (bow); A. Marx; E. J. Hudson; M. J. Walker; W. J. B. Strike; J. R. Moss; R. S. Wild; V. B. A. Temple (stroke); J. T. Shaw (cox).

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

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

Metropolitan Challenge Cup (Junior Eights)

A. D. Roberts (bow); G. W. J. Bridge; R. J. V. Rounce; D. A. Basham; P. H. McMillan; J. D. Cumming; R. W. Knowles; J. R. Moss (stroke); T. R. Kirkpatrick (cox).

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

Layton Challenge Cup (Metropolitan Pairs)

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

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

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

London Cup (Senior Sculls)

A. M. Provan.

Heat 3: G. Colgan, 1; A. M. Provan, 2.

Freeman Challenge Cup (Junior Sculls)

S. F. A. Miskin; P. R. Rumney, both lost.

BEDFORD REGATTA

25th July

Talbot Jarvis Challenge Cup (Senior Eights)

G. S. Dear (bow); A. L. Ruddock; J. P. M. Thomson; A. J. Cooke; J. R. Hegarty; J. W. Varian; C. G. Dean; R. Neale (stroke); A. J. French (cox).

Heat 4: University of London B.C., 1; T.R.C., 2. $\frac{1}{2}$ length; 3 min. 38 sec.

Britannia Challenge Trophy (Senior Coxless Fours)

D. King (bow, steers); J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke).

Heat 3: T.R.C., 1; Nottingham and Union R.C., 0. Thames rowed over.

Heat 7: Quintin B.C., 1; T.R.C., 2. $\frac{3}{4}$ length.

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

D. P. Kelly (bow); A. Marx; E. J. Hudson; M. J. Walker; W. J. B. Strike; A. C. Blee; R. S. Wild; V. B. A. Temple (stroke); A. J. French (cox).

Heat 1: T.R.C., 1; King's School, Canterbury, B.C., 2. 3 lengths; no time taken.

Heat 4: Bedford Park R.C., 1; T.R.C., 2. $\frac{1}{2}$ length; 3 min. 40 sec.

Chirside Challenge Cup (Junior Eights)

A. D. Roberts (bow); G. W. J. Bridge; P. J. V. Rounce; J. D. Cumming; P. H. McMillan; J. R. Moss; R. W. Knowles; D. A. Basham (stroke); T. R. Kirkpatrick (cox).

Heat 1: T.R.C., 1; Magdalen College School B.C., 2. 1 length; 4 min. 0 sec.

Heat 7: T.R.C., 1; Hannington R.C., 2. 1 length; 4 min. 2 sec.

Semi-final: King's School, Chester, B.C., 1; T.R.C., 2. 1 length; 4 min. 0 sec.

Junior Fours

A Junior Four was entered and raced but did not win.

STAINES REGATTA

25th July

Junior-Senior Pairs

J. S. Carter (bow, steers); A. Sacker (stroke).

Heat 1: T.R.C., 1; Kingston R.C., 2. $3\frac{1}{2}$ lengths.

Heat 3: T.R.C., 1; Lensbury R.C., 2. Not rowed out.

Final: Maidenhead R.C., 1; T.R.C., 2. $3\frac{1}{2}$ lengths.

Race 8: T.R.C., 1; Kingston R.C., 2. 2 lengths.

Semi-final: T.R.C., 1; Lensbury R.C., 2. Not rowed out.

Final: Maidenhead R.C., 1; T.R.C., 2. $3\frac{1}{2}$ lengths.

Senior Sculls

A. M. Provan.

Race 10: N. Wakefield, 1; A. M. Provan, 2.

MAIDENHEAD REGATTA

1st August

Daily Telegraph Challenge Cup (Thames Cup Eights)

G. S. Dear (bow); A. L. Ruddock; D. King; R. Neale; J. R. Hegarty; J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke); A. J. French (cox).

Heat 3: London R.C., 1; T.R.C., 2. $\frac{3}{4}$ length; 3 min. 24 sec.

Orkney Cottage Challenge Cup (Senior Fours)

D. King (bow, steers); J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke).

Heat 4: Quintin B.C., 1; T.R.C., 2. 3 lengths; 3 min. 46 sec.

**Maidenhead Challenge Cup
(Junior-Senior Eights)**

A. Marx (bow); C. R. Taylor; W. J. B. Strike; A. Sacker; A. C. Blee; M. J. Walker; A. M. Watts; V. B. A. Temple (stroke); J. T. Shaw (cox).

Heat 1: T.R.C., 1; Maidenhead R.C., 2. $\frac{1}{4}$ length; 3 min. 36 sec.

Heat 9: Cheltenham Caterpillars B.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths; 3 min. 29 sec.

Town Challenge Cup (Junior-Senior Fours)

D. P. Kelly (bow, steers); E. J. Hudson; C. G. Dean; A. J. Cooke (stroke).

Heat 4: Midland Bank R.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths; 3 min. 47 sec.

Woodhurst Challenge Cup (Junior Eights)

A. D. Roberts (bow); G. W. J. Bridge; R. W. Knowles; C. K. Robathan; P. J. V. Rounce; J. D. Cumming; P. H. McMillan; J. R. Moss (stroke); T. R. Kirkpatrick (cox).

Heat 4: T.R.C., 1; Westminster Watermen B.C., 2.

Heat 8: Midland Bank R.C., 1; T.R.C., 2. 1 length; 4 min. 29 sec.

Desborough Challenge Cup (Junior Fours)

R. Aldridge (bow); S. W. Hunt; P. A. M. Fenton; S. H. Broadbent (stroke).

Heat 3: Shrewsbury School B.C., 1; T.R.C., 2. Easily; 4 min. 20 sec.

Jubilee Goblets (Senior-Junior Pairs)

J. S. Carter (bow, steers); A. Sacker (stroke).

Heat 2: T.R.C., 1; Maidenhead R.C., 'B', 2. 4 lengths; 4 min. 37 sec.

Final: Maidenhead R.C., 'A', 1; T.R.C., 2. Canvas; 4 min. 20 sec.

Junior Sculls Challenge Cup

P. R. Rumney; S. H. Broadbent.

Heat 1: A. Malim, 1; S. H. Broadbent, 2. Easily; 4 min. 38 sec.

Heat 3: W. F. S. Kemp, 1; P. R. Rumney, 2. 3 feet; 4 min. 25 sec.

**HENLEY TOWN AND VISITORS'
REGATTA
3rd August**

Haileywood Challenge Cup (Senior Eights)

G. S. Dear (bow); A. L. Ruddock; D. King; R. Neale; J. R. Hegarty; J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke); A. J. French (cox).

Heat 2: University of London B.C., 1; T.R.C., 2; Molesey B.C., 3. $\frac{1}{2}$ length; 4 min. 21 sec.

Town Cup (Senior Fours)

D. King (bow, steers); J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke).

Heat 5: Nottingham and Union R.C., 1; London R.C., 2; T.R.C., 3. 1 length; 4 min. 39 sec.

Sagamore Challenge Cup (Junior-Senior Eights)

A. Marx (bow); C. R. Taylor; W. J. B. Strike; A. Sacker; A. C. Blee; M. J. Walker; A. W. Matts; V. B. A. Temple (stroke); J. T. Shaw (cox).

Heat 5: Cheltenham Caterpillars R.C., 1; Quintin B.C., 2; T.R.C., 3. $1\frac{1}{2}$ lengths; 4 min. 20 sec.

Lady David Challenge Cup (Junior-Senior Fours)

D. P. Kelly (bow, steers); E. J. Hudson; C. G. Dean; A. J. Cooke (stroke).

Heat 3: Midland Bank R.C., 1; T.R.C., 2. $\frac{1}{2}$ length over a short course, rowed after a dead heat; 2 min. 35 sec.

Remenham Challenge Cup (Junior Eights)

A. D. Roberts (bow); G. W. J. Bridge; P. J. V. Rounce; J. D. Cumming; R. W. Knowles; J. R. Moss; P. H. McMillan; D. A. Basham (stroke); T. R. Kirkpatrick (cox).

Heat 3: Winchester College B.C., 1; Sir W. Borlases School B.C., 2; T.R.C., 3.

Rathcreedan Challenge Cup (Maiden Fours)

C. K. Robathan (bow); S. W. Hunt; P. J. V. Rounce; D. A. Basham (stroke).

Heat 6: Shrewsbury School B.C., 1; Marlow R.C., 2; T.R.C., 3. 6 feet; 5 min. 6 sec.

United R.C. Challenge Cup (Senior Sculls)

A. M. Provan.

Heat 2: R. A. Willis, 1; M. E. Gaylard, 2; A. M. Provan, 3. $\frac{1}{2}$ length; 5 min. 6 sec.

SERPENTINE REGATTA

6th, 7th and 8th August

Grand Eights

G. S. Dear (bow); A. L. Ruddock; D. King; R. Neale; J. R. Hegarty; J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Final: Isis B.C., 1; University of London B.C., 2; T.R.C., 3. 2 min. 15 sec.

Senior Fours

D. King (bow, steers); J. W. Varian; J. P. M. Thomson; R. J. Workman (stroke).

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

Thames Cup Eights

J. A. Wilmot (bow); J. Pope; F. C. Plumer; A. R. Watson; A. C. Hancox; R. A. F. Macmillan; A. Hawes; D. S. S. Elliot (stroke); D. R. Glynne-Jones (cox).

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

Wyfold Fours

A. M. Watts (bow, steers); E. J. Hudson; C. G. Dean; A. J. Cooke (stroke).

Heat 3: Vesta R.C. 'A', 1; T.R.C., 2; London R.C., 3; Lensbury R.C., 4. 1 length; 2 min. 41 sec.

Junior-Senior Eights

A. Marx (bow); C. R. Taylor; W. J. B. Strike; A. Sacker; A. C. Blee; M. J. Walker; A. M. Watts; V. B. A. Temple (stroke); A. J. French (cox).

Heat 3: Kingston R.C., 1; T.R.C., 2; Petersham Gowers R.C., 3; Poplar & Blackwall R.C., 4. $\frac{3}{4}$ length; 2 min. 25 sec.

Junior Eights

A. D. Roberts (bow); G. W. J. Bridge; R. W. Knowles; J. D. Cumming; P. J. V. Rounce; J. R. Moss; P. H. McMillan; D. A. Basham (stroke); T. R. Kirkpatrick (cox).

Heat 1: T.R.C., 1; Westminster Watermen R.C., 2; Barclays Bank R.C., 3; Ibis R.C., 4. $\frac{1}{2}$ length; 2 min. 39 sec.

Final: Kingston R.C., 1; T.R.C., 2; Westminster Bank R.C., 3. $\frac{1}{2}$ length; 2 min. 28 sec.

Junior Fours

C. K. Robathan (bow); R. Aldridge; P. A. M. Fenton; S. W. Hunt (stroke); T. R. Kirkpatrick (cox).

Heat 4: Hampton Grammar School B.C., 1; Ibis R.C., 2; River Thames S. & S.C., 3; T.R.C., 4. 1 length; 3 min. 2 sec.

Senior Pairs

'A' Crew: C. E. Harrison (bow, steers); M. J. Long (stroke).

'B' Crew: J. S. Carter (bow, steers); A. Sacker (stroke).

Heat 2: London R.C., 1; T.R.C., 2; Royal Engineers R.C., 3; Poplar & Blackwall R.C., 4. 3 min.

Heat 3: Marlow R.C., 1; T.R.C., 2; Twickenham R.C., 3; Maidenhead R.C., 4. 2 min. 58 sec.

Senior Sculls

Heat 1: A. C. M. Provan, 3.

Repechage: A. C. M. Provan, 2.

Race 24: R. Easterling, 1; M. E. Gaylard, 2; A. C. M. Provan, 3; E. van Weezenbeck, 4. 2 min. 53 sec.; 2 min. 58 sec.; 3 min.; 3 min. 2 sec.

Race 35: E. van Weezenbeck, 1; A. C. M. Provan, 2. $\frac{1}{2}$ length.

Junior-Senior Sculls

A. Hawes.

Heat 2: K. W. Bell, 1; J. M. Thorneloe, 2; A. Hawes, 3; G. Cole, 4. 3 min. 7 sec.

BOSTON MARATHON

20th September

Coxed Four

D. J. Murphy (bow); C. Clinkard; M. J. Walker; R. Baum (stroke); R. A. Matthiae (cox).

The crew finished 28th.

THAMES ROWING CLUB REGATTA

26th September

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

Final: J. W. Varian, 1; D. A. Cook, 2; C. N. F. Hunt, 3. $1\frac{1}{4}$ lengths.

George Vize Goblets (Club Pairs)

Final: J. S. Carter (bow), A. Sacker (stroke), 1; W. J. Griffith (bow), J. R. Cooper (stroke), 2; V. B. A. Temple (bow), D. R. Mount (stroke), 3. Easily.

C. W. Hughes Bowl (Club Fours)

Final: A. M. Provan (bow, steers), A. J. Cooke, J. P. M. Thomson, V. B. A. Temple (stroke), 1; D. King (bow, steers), E. J. Hudson, R. D. F. Anderson, J. C. Badcock (stroke), 2. 1 length.

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

Handicaps: B. R. Bonner Davies (rum-tum), 35 sec.; J. W. Varian, R. A. Strong, 15 sec.; V. B. A. Temple, A. G. Sheil, 10 sec.; A. M. Provan, scratch. The race was won easily by B. R. Bonner Davies.

Invitation Scratch Eights

Final: P. A. M. Fenton (bow); E. C. Wallace (Auriol R.C.); C. Tompson (Curlew R.C.); M. M. Tanner; J. R. Cooper; J. A. Stephenson; D. King; A. J. Cooke (stroke); R. A. Matthiae (cox), 1. $\frac{3}{8}$ length.

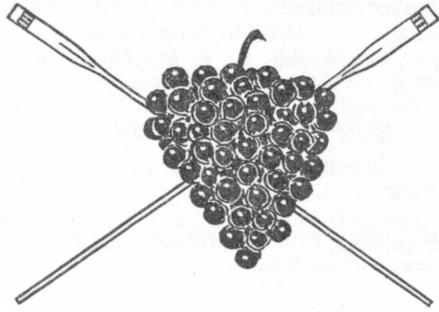
AN INVITATION TO SCHOOL AND COLLEGE MEMBERS

Some years ago it was the practice for a number of university and school oars to come down to Thames after the end of term or after Henley and to join the regular club oarsmen in making up scratch regatta crews for the post-Henley regattas. A number of these crews were successful and the experience gained by them stood in good stead the following season.

Last season an attempt was made to revive this practice and met with some support. This year we hope that many more school and college

oars will take advantage of this opportunity to enjoy some of the later regattas during the most pleasant part of the rowing season. If you want to row after Henley in a Thames crew, it would be appreciated if you could notify the Rowing Secretary or Captain as early as possible, and certainly not later than Marlow Saturday, so that the necessary crews and entry forms can be made up in time.

We can assure you that you will enjoy rowing after Henley.



The European Championships 1959

By J. F. C. BADCOCK

Our journey to Mâcon started well. We were all on the plane which left London Airport at 9 o'clock on Friday morning, and this was perhaps surprising as it involved being at the Gloucester Road Air Terminal by half past seven. We flew to Paris and from there went by train to Mâcon. The trip was uneventful although there was a slight delay at Orly Airport, where we had great difficulty in steering one of our number past a siren, in the guise of a French air hostess. It was at the station at Mâcon, where, incidentally, it was raining, that we were met by our team manager, David Cazes, leading a sizeable reception party which included George Moody, Freddie and Mrs. Page, and Paddy Page. Our greetings over, we went to the Technical College, where we were to stay, in order to dump our cases and wash off the travel stains. It was still raining when we climbed on to Edwin Phelps' lorry and went to have our first look at the course.

Mâcon is on the River Saône, which, here, is some 300 yards wide. The stream is very sluggish normally, and so, with the aid of weirs some way above and below the course, it is possible to stop the stream completely. The course is marked by overhead markers every 500 metres, and by a line of buoys down each side. The boathouses are situated at the Centre Nautique. This building, which is about 1,250 metres from the start, also contains changing rooms, a large rest-room and reception halls and is adjacent to a swimming pool and lido on one side, and a camping site on the other. It is the French national centre for all water sports including sailing, speedboating and water-skiing. During our stay, a new dormitory wing was opened with 120 beds in it. Let us hope that one day we will have something on those lines in this country.

Having seen the course we walked into the

town to the restaurant where we were to eat during our stay. This was the first of many a dreary meal. The food was good in the main, but the service was appalling; a three-course meal would take a good 2 hours to get through, and sometimes longer.

We had our first outing on Saturday morning, when we found that we were one of the first teams to arrive. Coaching launches could be hired, and for most of our outings we had the Captain in a launch alongside. The launch drivers were, to say the least, enthusiastic and a little frightening at first until one became used to them. One feels very vulnerable sitting in an eight with a very fast and noisy speedboat pointing straight at one. Our training followed the Henley pattern except that we tried to have our outings as early in the morning and as late in the evening as possible in order to avoid the hot mid-day sun. Our spare men were very grateful to the local rowing club for the loan of a sculling boat to train in; what is more, they were sometimes seen on the water in it though usually eased!

Racing, for us in the eight, started on Thursday. For most of us this was our first real experience of rowing for a position rather than to win. In order to avoid racing in the Repechage against the losers of the race between Germany and Russia, who had drawn each other in another heat, we had either to win our heat and go straight through to the Final, or come third. Italy, who, save for one change, were the same crew as that which won last year, gradually drew away from the start, and it became apparent by the 1,000-metre mark that we would have to aim at third place; by the 1,500-metre mark Yugoslavia were lying second, Great Britain third and Poland fourth. The fun started when there were about 200 metres to go, with all three crews rowing within them-

selves aiming for third place. It was here that our lack of experience in this type of racing showed itself up, the Yugoslavs suddenly dropped right back and the Poles spurred, while we, who thought ourselves to be just in the right place, began to flounder. We had to stay in front of Poland, who were coming up fast, and at the same time keep behind the Yugoslavs, who were dropping back. We had been trained to go as fast as we were able at this stage of the race, but even so we only just failed to achieve our aim, as can be seen from the results: the Poles were third with Yugoslavia just ahead and ourselves just behind.

In the *Repechage* we did not do justice to ourselves or to the Captain and the months of training he had given us. The Russians, whom Germany had beaten comfortably in their heat, had dropped their rating right down over the last 500 metres and had still recorded a time five seconds faster than our own. It was decided that our only chance of beating them was to go over the course at a rate of 37-plus, and hope; we had been trained to strike 35-36 but this, it was realised, would not be fast enough. In the event we went over at 38, and rowed appallingly, never getting into our stride and finishing fourth. We would probably have come third if we had struck our usual rate, and could, conceivably, have come second at our best, but we could not have beaten the Russians, who finished well ahead. We might have been with them if our gamble had come off.

Our disappointment was somewhat alleviated by being able to watch a full day's racing on Sunday, and what racing it was! The Germans won four out of seven events, and were second in two, their double scullers failing to reach the Final. The last race of the Championships was the most astonishing sight most, if not all, of those present had ever seen in an international regatta. The German crew, which won by 11 seconds, went off from the start at a rate of 52 and had dropped to 48 at the end of half a minute. They never struck less than 40 and finished at 50, three and a half to four lengths ahead of Czechoslovakia, who were followed by Russia, Italy and Poland. It was the opinion of those present who were also at Henley that Harvard, who won the Grand this year, would have been hard put to it to gain a place in the European Championships.

David Cazes, the team manager, is, of course,

a member of Thames. He had the advantage of knowing both the language and the district very well and so was a good choice as team manager.

Sunday evening (and a fair portion of Sunday night) was spent in unwinding after a long and strenuous season. A cabaret had been arranged on a floating stage just off the stands at the finish. Somehow or other a portion of the British team, mainly Thames Rowing Club, found themselves among the V.I.P.s instead of the other competitors. There being no seats available they sat along the river bank, and it was not until later that they discovered that they were sitting in front of the Presidential party: not speaking the language has its advantages! The cabaret was followed by a spectacular firework display. A dance had been arranged to follow the outdoor activities of the evening, but here the language barrier proved too strong for most of us. The Dutch team had the answer to that, though; they came to Mâcon with a considerable army of camp followers, perhaps, on the whole, the best-looking girls in Mâcon during the Championships.

Perhaps some mention ought to be made here of the H.D.C.* The representatives of this elite corps did much to boost our morale, and I think Bacchus must have felt uplifted by such faithful worship. There was nearly always a member of the corps at the bar of the Centre Nautique to encourage us. It is a pity that the same cannot be said for the official body of supporters.

The journey back home passed without incident. We had a bit of time to spare in Paris, and so, in the coach which was to take us from the station to Le Bourget Airport, we did Paris, American fashion, in three-quarters of an hour. The flight was smooth and the weather in England was better than that in France. I think we were all glad to be back.

It is not for me to draw conclusions from our trip abroad but I would mention two of the things which struck us. One was the necessity to have in England a rowing centre such as the French have in Mâcon; the other was the tremendous difference there now is between the general standard of the senior events at Henley and the standard of the European Championships to-day. Some of our course times were better than those of the Thames Eight of 1928 which just failed to win the Olympics, but those times by present-day standards are about 15 seconds too slow.

* *Refer author, please.*

HON. HOUSE STEWARDS' REPORT

Changes drastic and severe there may have been in the way the Club goes about its boating, but inside the house, members have pursued their sober, tranquil way much as before. If the number of suggestions in the book is any guide, this has been a quieter year than most.

We had better begin at the beginning. By some appalling oversight, we had no Residents' Dinner in 1957. This time that was rectified, and the Harveys laid on a magnificent meal that began about eight and ended about one. (The performance of one member, who was an hour late, in catching up with the rest of the residents and their friends is still a topic of conversation among the gourmets. Another member, sad to record, turned up in a *blazer*, not even a Thames blazer, and as we can't very well not ask him this year, we take this opportunity of requesting a dinner jacket, please, or we'll make him stand on top of the pyramid. We found that tables, chairs, benches and circuit training equipment made a very fine pyramid in the big room, alias the Club Ballroom. That reminds us that we had the usual New Year's Eve Ball (? Dance) this year, but the band was well below expectations, and the junior members of the House Committee had to lie very low for a while; but this didn't save them at the next election! Just in time to avoid the tomato-throwing, they resigned, two other suckers having been found to take their places.

We have to report that the H.D.C. (patron, A. C. Hancox, Esq.; president *in perpetuum*, the Captain *pro tem.*, G. G. H. Page, Esq., Tpr. 1st Class) has held frequent meetings throughout the year. Perhaps the most memorable of these was in honour of the keel-laying of the new VIII, the John Mac. A very fine champagne having been discovered in the cellar, the stocks of it suddenly fell to a low level, a phenomenon that puzzled one member of the House Committee so much that he developed a severe headache. It must have been the worry of realising there might be nothing to drink at the next Residents' Dinner. Except milk. We probably sold more milk this year than before. No comment, except to say that it doesn't do the glasses any good, and that it's been easier to keep the milk than to keep the beer this summer, as we can't put the barrels in the refrigerator.

Then there was the Serpentine Dance. Profiting by the experience of their predecessors the House Committee advertised this well—some witty posters by the then England Coxswain (now the Great Britain Coxswain) having a tremendous effect in the regatta enclosure—

reduced the price to half a crown, and paid a good band, and the result was an enjoyable evening for over 300 people. This was the last major function under Harvey's stewardship. Mrs. Harvey had been ailing for some time, and the Harveys have now retired to their house in Leyton, where Mrs. Harvey will be able to rest and, we hope, recover. Our best wishes go out to them, and to Miss Gregory, their helper, who has moved to Derbyshire.

So we welcome a new Steward. Mr. and Mrs. Kaye are sweeping very clean with their new broom, much to the satisfaction of members who had been berating the House Committee for not spending enough money on floor polish. Here it is pleasant to record that the hole in the bar ceiling has been mended and that the entrance to the Club has been repainted. Though these are not House Committee matters the House Committee often got the blame and hope they might sneak a little credit for the cure! Since their arrival Mr. and Mrs. Kaye have run a very successful House Dinner, to say nothing of their regular dinners in the bar. Of the breakfasts, the residents refuse to speak: we suspect there might be a bit of 'I'm all right, Jackery,' there.

Once every five years, Thames Rowing Club turns its attention towards politics. Prime Ministers and psephologists obediently appear before it, on the television screen, and attempt to justify their policies and their predictions. Such an occasion was 8th October. This column does not pass judgment on the politics, but shall we say it was well pleased with the bar profit? As to Gunpowder, Treason and Plot, we celebrated that, too.

We have nearly come full circle; there is but one House Dinner left before the Plum Puddings come round and another Residents' Dinner sees us well into the Christmas season. Mentioning that gives us an excuse to close these pestiferous brackets that have been asphyxiating this column ever since the 89th word. We tried to do it after mentioning the keel-laying, but the subject of milk cropped up (was regurgitated?) and stopped us. It might happen to anyone.

But one other thing must be mentioned—the other moral to be drawn from the year's experience. Never saw up a folding wooden table without first making *absolutely certain* it was not presented to someone by her grandmother. (It could happen to any grandmother's folding wooden table—Ed.)

THE HOUSE COMMITTEE.

HISTORY OF THE THAMES ROWING CLUB

The Boat-House

As we recorded in this Journal in 1951, the Club boated from Simmons' Boat-house at Putney in its early years and hired what boats it needed from him. Rowing took place only during the spring and summer months, and we had a Club-room during the season at the Red Lion Hotel at Putney Bridge. General meetings and Committee meetings were held in the winter months at the Raglan Hotel in the City.

Soon after our foundation we felt the need for our own premises, and as early as May 1863 a Committee was set up to see whether it was possible for us to build a boat-house at Putney. The Committee, consisting of Messrs. Oswin, Robertson, Tibbatts, Kellett and A. Tubbs, reported in July that it had inspected a site that appeared in every way eligible. This belonged to a Mr. Leader, a member of London R.C., and he was willing to let it to us for a ground rent of between £15 and £20 a year; we thought £12 10s. enough. A Special General Meeting was held in August to talk the matter over, and it evidently found the proposition too nebulous at that stage. It considered sanctioning expenditure for finding out the exact cost of erecting the structure; but the Captain, F. B. Catty, proposed from the Chair that this cost should be paid by the promoters of the scheme. His proposal was defeated by one vote to 24, and Mr. Catty then tendered his resignation and withdrew. He was later asked to reconsider his decision, but there does not seem to have been any firm outcome of the meeting recorded in the minutes. Nevertheless, two days later the Committee decided to ask a surveyor to meet two of their number and to draw up plans for a boat-house with or without Club-room and dressing-rooms above. This plan was produced in the middle of September, the estimate for boat-house and dressing-room being £255, or, with Club-room added, £445. Tenders were asked for from a number of builders, and averaged about £360 for the smaller plan. The Committee did not see their way to accepting any of these, and rather reluctantly agreed that it would be necessary to continue to hire boat-house and rooms until we had enough money to build. A dramatic enter-

tainment was planned to raise cash; it was given at the St. James's Theatre and made £49 6s. 5d.

The next move came in 1866, when we find the Committee debating the proposal: 'It being desirable to secure the use of the new boat-house now being erected at Putney, the Committee makes Styles of Isleworth, the lessee, an offer not exceeding £90 for the use of the shed and eight rooms.' Discussion brought caution, and the resolution passed called on Messrs. Oswin and Smith to arrange a meeting with Mr. Styles to look into the matter. We seem to have reached agreement with him quite easily, for early in 1867 we set about insuring the premises we rented, and a sub-committee was instructed to furnish the new Club-rooms. The estimate for this was £16, which was considered too much; and all that was authorised was the purchase of a table, forms and a looking-glass. We agreed with the landlord to share the cost of putting stairs up to the Club-rooms and adding hat pegs to the lockers, each contributing £5.

It is interesting to note that it was at this time that our old flag, a white St. Andrew's cross on a red ground, with the letters T.R.C. in black in the three upper quarters, was abandoned; the new flag adopted consisted of nine vertical stripes, red, white and black. At that time too, Claspers of Putney were prepared to build for the Club a four outrigger for £32, or £34 with oars.

Styles offered us a three-year lease in 1871, but we could not obtain additional space. The lease was taken in the names of R. Holman and E. H. Scovell, whose liability was guaranteed by the Club on the security of £101 India 4 per cent. stock.

For 1872, Styles offered us the extra room we needed, but before anything could be done we heard that William East was negotiating to take over the remainder of Styles's lease. This deal went through, and East offered us a lease which included half the boat-house and four extra dressing-rooms for £100 per annum; the Club was to pay for alterations and to settle the first year's rent in advance, and East said he would put in a staircase and verandah. A General

Meeting thought this a risky proposition and adjourned discussion of it, asking the officers to look round for other accommodation in Putney. There is no record in the minute books of the outcome of these enquiries, but in December 1871 we took over what was known as the 'old L.R.C. room,' at the Star and Garter, Putney, as our Club-room, at a rent of £30 per year.

The customary courtesy of the Club is illustrated in the minute book of the period which records: 'The South Western Railway Company having started a quick train from Waterloo to Putney at 6.20 p.m., the Secretary was instructed to write a letter to the Traffic Manager, Mr. A. Scott, thanking him for the convenience afforded to members of the Club.'

The next move to obtain our own premises came in 1875, when it was proposed to form a Boat-house Company to build them; and a General Meeting was called on 10th April to consider ways and means. After discussion it was decided that: (1) no contract should be entered into for the erection of the proposed boat-house until 1,000 'A' shares in the Company had been applied for and £500 received on account of calls on the shares; (2) that if the scheme fell through, money paid should be returned to shareholders and the preliminary expenses should be borne by the Club; (3) that surplus income of the Club should be devoted to the redemption of shares; and (4) that interest accruing to subscribing members of the Club should be placed to the credit of their Club accounts and not paid directly to them. (At that time the Club was much troubled by members who did not pay their accounts.) It was recommended that the officers of the Club should be directors of the Boat-house Company.

A prospectus was drawn up a few days later and adopted. The Company was incorporated and received scant mention in the Club minute books for some time. However, the Club subscribed for 30 shares in 1878.

A General Meeting held in March 1879 heard a proposal to give members of the Company better subscription terms for the Club than non-members, but this was defeated as premature. In April that year we appointed our first boatman: 'The Committee elected Robert Simmonds as Boatman (and to make himself generally useful) from 1st June, 1879, at 20s. a week wages and one month's notice on either side.' A Steward was also appointed.

The Company was a success, largely owing to the untiring efforts of its Secretaries, J. W. Bashford and J. E. Catty. The foundation stone of the new boat-house was laid on 22nd March, 1879, by Mrs. J. E. Catty.

Later that summer we unanimously passed a rule excluding dogs from the new premises under penalty of a fine of 1s. for each offence. The purchase of two large and four small oak tables for the Club-room was authorised at a cost not exceeding 21s. per foot, and 24 oak chairs were also authorised. The Committee decided to let the two rooms that had been built over the Committee room to members, and they obtained tenders for them. They accepted those of Mr. J. C. Sutherland for the front room at £14 per year unfurnished, and Mr. J. Hastie for the back room at £12 per year, also unfurnished. A tender was accepted for putting 45 lockers of pitch-pine in the dressing-room and it was decided to have the floor of the Club-room varnished and that of the balcony stained and varnished. In December it was found that the kitchen chimney smoked so badly that the room was uninhabitable, and the chimney was extended. The Company was reimbursed for the insurance of the building.

We were in occupation of the new Club-house at the beginning of the autumn of 1879, and we paid a rent for the last quarter of that year to the Boat-house Company of £37 10s.

But so far we have not been able to find any record of a house-warming.

ANSWERS TO CO-RESPONDENTS

Junior Coxswain (Putney): If you actually saw your stroke putting anti-freeze in your sister's orangeade at the Club Dance you should certainly report this episode to the Club House Stewards. They could suggest something just as efficacious—and not so messy.

Alistair (Putney Common): Are you certain the umpire was intoxicated? We fail to understand why he should ask you to orbit. Perhaps he said 'Albeit'? E.g., '****!! Albeit you are in your opponent's water.' Some umpires *are* quite old, but some only *look* old.

Maiden Oar (Brighton): We are afraid you can only change your status by *winning* a race. We know of no scale of charges in use by coaches. Could we have your coach's name, please?

STOP PRESS

Provisional arrangements are in hand by the Dinner Committee for the 1960 Banquet to be held at Grocers Hall on 8th December. It is hoped that the Club Patron, H.R.H. the Duke of Gloucester, will honour us with his presence in the Chair.



The first function of the Centenary Year will be a reunion of the 1934 victorious Thames Cup crew, on 21st January at the Club. This was the last Thames crew to win this Henley event and the stroke, H. E. G. Watts ('Watto' to so many of us), hopes to muster a full contingent, with the exception of the late E. V. Pidduck, who coxed the crew which was coached by J. H. (Freddy Page), captain that year, who will take the chair at this dinner. After 25 years so many of the older members remember the magnificent racing spirit of Watto and his merry men and the way they beat an equally great London crew (which had already put up a new Thames Cup record the day before) on the post, in the Final. A quarter of a century will be washed away by the flood of reminiscence and the waistlines will be drawn in here and there as the legendary races are re-rowed in spirit. It occurs to us that the coming season would afford the present Thames Cup crew an excellent opportunity to emulate the invincible performance of the crew of 1934. The Club asks no more than this of the second eight.



The Christmas 'Plum Pudding Eights' race was won by the first eight (in spite of rigorous handicapping—we are informed by a member of that crew). The losing crews were undaunted, and gave a spirited performance at the traditional supper which followed. Training received a well-earned setback and several pounds of avoirdupois were restored during the evening. The Captain took several names for future reference.



The ageing year received a lusty boot into limbo on New Year's Eve when a seething mass of revellers ushered in the Centenary Year with the customary pagan rites and spilling of libations. A goodly array of Vestals graced the hallowed precincts of the Club which had been transformed into somebody's idea of a surrealist waiting-room on a celestial railway station. Jollity abounded, the bar profits put on a rosy, healthy flush and several tempting offers for take-over bids from large breweries were resisted by the Hon. House Stewards. The aforementioned Vestals were duly sacrificed to yet another season's rigorous training and formally assigned to cricketers, swimmers, and other more accessible escorts. Dates were made for next September and several engagement rings changed hands. The band bashed its instruments and the athletes worked off the little energy the Captain had left them for an occasion such as this. As the wispy mists of the tideway wreathed the hard in the small hours 1960 established itself quietly (in spite of departing snorting juggernauts filled with cavorters) and we were in the greatest year in the history of Thames. It is hoped that the best of it will be made by all members and let us wish the Captain the fullest success in his Olympic venture.

THE XMAS DRAW -1959

We congratulate Mr. Woodland, Steward of the Royal Wimbledon Golf Club on winning the Morris Minicar, which was duly and formally handed to him by 'Ham' Ward, Promoter. The winning ticket was procured from Bill Killick, our well-known member and recent Captain of R.W.G.C.

IN MEMORIAM

J. Beresford, Senr., passed away on 29th September, 1959, aged 91.

He was the Grand Old Man of Thames Rowing Club, and the Tideway, and his loss to rowing will be mourned deeply wherever rowing is accepted as an integral part of man's fuller existence.

'Berry' was affectionately known to several generations of oarsmen; the famous Olympians of his time and the timid young men striving to emulate his performance on the river—he knew them all. He was often uncompromisingly dogmatic with the pundits, yet gently encouraged the newcomers, and invariably left them with the kindled flame of enthusiasm which characterised his own way of life.

Berry was a legend in his own lifetime and will be long remembered whenever oarsmen are gathered together. His presence will be missed at Henley—but something of his spirit will always be present in the men who win races by good rowing and training.

J. Beresford, Senr., first rowed at Henley in 1896, under the colours of Kensington Rowing Club. He subsequently joined Thames and rowed for this Club thereafter. He last raced at Henley at the age of 54, but was a familiar figure at the Regatta until last year, usually sculling a practice course in his double, partnered by the well-known Thames boatman, Dick Phelps.

In the course of his career on the river he won many epic races; perhaps the Stewards of 1909 and 1911, and the Silver Goblets of 1911, after rowing a dead-heat, will be the major performances noted in the record books. The dead-heat was in the Semi-Final, with A. H. Cloutte as his partner, rowing Bruce Logan and C. G. Rought to a record time, which stood for 40 years. As both pairs were rowing in the Thames Stewards Four, they tossed a coin. Berry won, and they went on to a victory in the Final. As the Four also won, it must have been a memorable day for this Club. Berry's Four subsequently represented Great Britain in the Olympic Games at Stockholm in 1912.

When he gave up active competition he became the Thames coach from 1926 to 1929. Following the famous Steve Fairbairn, who had coached the Grand Eight to success in 1923, he continued the trend with his culminating triumphs of 1927, 1928 and 1929. In 1927 his Thames crews won the Grand, Stewards, Thames Cup and Wyfolds; in 1928 they won the Grand, Stewards, Thames Cup and Goblets; in 1929 his crews reached four finals and won the Wyfolds and Goblets. Berry was justly proud of the invincible Thames crews he had coached, and the legends surrounding his name passed into the rowing history of those years.

For a further quarter of a century he coached and advised, not only at Thames but wherever his services were needed in the cause of better rowing. The friendships he attracted were legion, the old and the young, in all walks of life; so many there are who will be proud to say, 'I knew Berry well,' for many years to come.

A memorial service was held at St. Nicholas Church, Remenham, on 6th October.

Supporting Jack and Eric Beresford and other relatives in their sad bereavement were representatives from the Amateur Rowing Association and the captains of the premier rowing clubs of Great Britain.

Amongst the distinguished gathering were two veteran members of Thames, who had been connected very closely with Berry in his victorious heyday, fifty years ago.

We refer to Bruce Logan and 'Bean' Vernon, both members of his famous four which ultimately crowned its invincible career by representing Great Britain in the Olympic Games at Stockholm.



*THE LATE J. BERESFORD, Senr.
(with Dick Phelps at Henley)*



THE CLUBHOUSE 1873—?



*The Pirates of Putney
The Cap'n and his
motley crew*



Frolics in the fo'c'sle en route Ostend

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