



JOURNAL OF THE
THAMES ROWING
CLUB

1953

THAMES ROWING CLUB

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MEMBERSHIP

Full	142
Life	119
House	108
Country and Overseas	218
University	71
School and Cadet	105
On Service	54
Total	<u>817</u>

STAFF

Boatman: *Assistant Boatman:* *Stewards:*

R. W. PHELPS D. MARRIOTT MR. AND MRS. S. G. TAGG

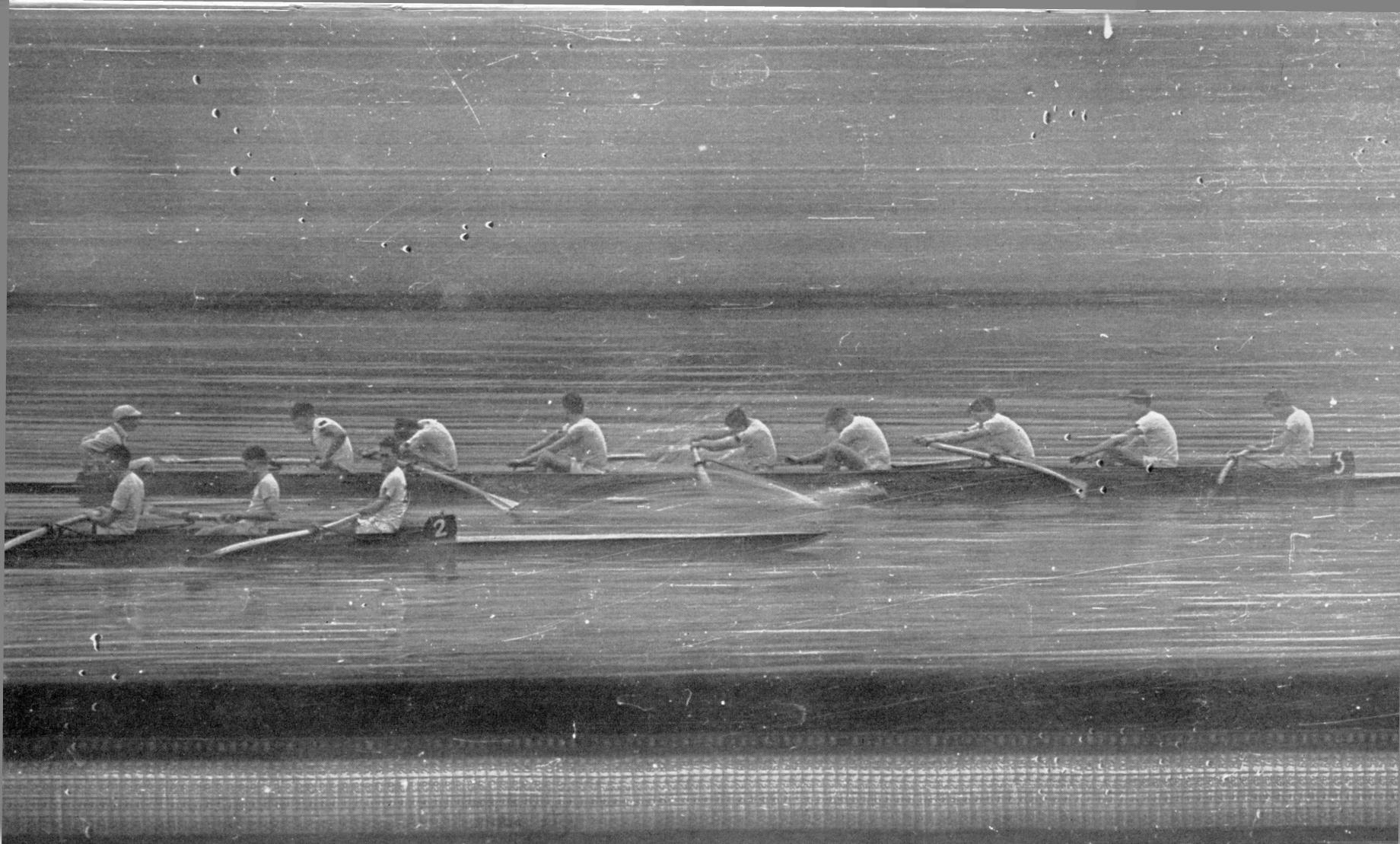


PHOTO-FINISH OF HEAD OF THE RIVER RACE

Thames (No. 3) go Head



The Steve Fairbairn Bronze—Head of the River Race Trophy

TOP ROW: *G. J. Alwin, P. G. Essam, J. H. Webb, J. Beresford, D. Whitaker, R. C. Morris, Dick Phelps*

BOTTOM ROW: *L. S. Williams, J. Pope, J. N. Eldeen, R. R. Swatton, R. H. Nicholls, G. G. H. Page, A. R. Watson*

CONTENTS

	<i>page</i>
OFFICERS	ii
EDITORIAL	2
CAPTAIN'S REPORT	3
THE CLUB DINNER	4
PROLOGUE TO REGATTA SEASON 1953	5
THE SEASON'S ROWING	6
HENLEY ROYAL REGATTA	9
THE 'DE MANCHA' SWIMMING SHIELD	14
PARISIAN INTERLUDE	14
RUGGER	15
THE GAY RIVER	16
JUNIOR ROWING 1952-1953	18
TWENTY-FIVE YEARS ON	18
SOCIAL COMMITTEE	19
EUROPE'S LIGHTER SIDE	20
THAMES' SWEEPS AND DRAWS	21
TIDEWAY TRUST	21
HONORARY HOUSE STEWARDS' REPORT	22
HISTORY OF THE THAMES ROWING CLUB	23
OBITUARY	24

FUTURE FIXTURES AND ACTIVITIES

1954

APRIL 3RD	THE UNIVERSITIES BOAT RACE
MARCH 27TH	HEAD OF THE RIVER RACE (PUTNEY TO MORTLAKE)
JUNE 30TH-JULY 3RD	HENLEY ROYAL REGATTA

THAMES ROWING CLUB

EDITORIAL

This is an age of records. Bigger, better and faster—broken records are commonplace these days, and hardly move us any more. This is why the Editors are quite unmoved as they break the latest record—the very latest issue of the Journal to date. And to all threats, cajolings, blackmailing and hysterical entreaties we reply with simple dignity, in the words of Longfellow, ‘Patient endurance is godlike’. Now then, ye gods!

This also is an age of controversy—and why should rowing be exempt? Today the pundits can argue Orthodoxy, Metropolitan rowing, Fairbairnism, the ‘long lie back’ of Lady Margaret, or the ‘sit straight up’ of Connibear. Ad infinitum—ad astra. And it is contemporary and exciting!

As it was in 1934, when Steve Fairbairn wrote, ‘The argument about styles in rowing has been going on for over fifty years to my knowledge In the arguments on style which arose when I returned to coach at the beginning of the century, the critics said my crews were like the Belgian crews, and the American and Australian crews. These countries won the Grand five times in the last ten years before the war, just when the argument was at its height.’

And it was Steve who said to the coach, when rowing in a Jesus College May Boat: ‘Do you mind not speaking to the crew; your talking is upsetting their rowing’.

Maybe there is a moral here.

CAPTAIN'S REPORT

THE Coronation of Her Majesty Queen Elizabeth II was the glory of 1953, and its greatest achievement the conquest of Everest. On the Thames the River Pageant contributed to the gaiety of the year, but there were no particularly outstanding rowing performances. The Leander Eight, which won the Grand, beating Thames in the semi-final, was, however, a very good crew, probably better than the previous year's Olympic Eight. And the Belgian pair (Baetens and Knuysen), who, in the Goblets, beat our pair Fisk and Legg, also in the semi-final, were undoubtedly one of the fastest pairs ever seen at Henley. But there is no 'four-minute mile' in rowing, no absolute measure of achievement, and the difficulty in assessing relative merits perhaps provides the bar critics of rowing with more food for fruitless argument than is the case with any other sport. This is all to the good as regards Club finances (provided the price of beer is reasonable!), but it serves no purpose to discuss whether, say, Beresford and Cloutte would have beaten Baetens and Knuysen, or how the Belgian crew of 1909 would compare with a crack modern eight. We must take rowing as we know it to-day; we must study its most successful exponents, the Americans, and from such study must we learn to beat them. When considering the past let us just say, 'There were giants in those days'.

Looking back on the results of rowing in 1953 we can be proud to claim one of the major events: the First Eight won the Head of the River Race at Putney for the first time since 1948. This was not all; the Second Eight came fifth and the Third Eight eighth.

This promising start to the year by the senior crews was followed up by the juniors winning their Maidens at Putney and their Clinker Juniors at Thames Ditton, while the junior-seniors won at Walton a little later on. A coxed four, provisionally the four for the Wyfolds, also took the water and won at Nottingham Regatta, the first Thames crew to enter there, and it later went to Liège Regatta where—rowing 'sans barreur'—it reached the finals, losing to the French four which came second in the Olympics.

Meanwhile the First Eight had lost Maurice Legg, who teamed up with Graham Fisk to form a distinctly successful pair, which was only beaten by foreign pairs who had been together considerably longer. This change was due to exams, and these academic hurdles also disturbed the Second Eight, which lost some of its best men and so did not have nearly so successful a season as had been hoped. Both crews were therefore forced to regroup after the Head, and the Regatta in Paris on June 6th to celebrate the centenary of the Rowing Club de

Paris, to which the First Eight was invited, came rather before they had found their form again, and the result was that, in spite of Peter Kirkpatrick's best bilingual encouragement and partly because they had to use a most awkward boat, they came fourth to the French Metro crew which later did so well at Henley. The pair who also competed were likewise unsuccessful.

Little more of note happened before Henley. The First Eight won at Reading and the First Four lost in the final at Marlow. Here a reconstituted Wyfold Four won, promising great things for Henley, which, unfortunately, were not to happen.

Henley was not a great success from the rowing point of view. Domestically, however, it was a great achievement. Mr. and Mrs. Tagg, the new Steward and his wife, arrived at the Club just in time to help with the Coronation Dance, and no sooner had they cleared up after this than they were whisked off to Henley. Their catering there was superb and put inches, if not lengths, on all the crews. Thanks are also due to Bill Williams, who, besides looking after the crews, was largely responsible for finding and furnishing The Hyde, the extremely adequate substitute for Bix Rectory, which was not available. Unfortunately neither of these houses is in the market this year; and so may I digress for a moment and ask any member who knows of any possible place near Henley which could put up our crews to get in touch either with me or with Bill Williams as soon as possible?

After Henley the season's rowing really reached its peak. The Grand Eight beat London every time they met, and the First Four won three times. A composite Thames Cup Eight also won at Henley Town and Maidenhead, and a coxed four won the A.R.A. Championship for the third year in succession. In the pairs Fisk and Legg were given one of their hardest races at the Metropolitan Regatta by Pusey and Atkins, who had won Garricks at Molesey, and went on to win the senior event at the Coronation Regatta on the Serpentine. Here, of our six entries, four won and a fifth came second in the final—a real climax to the season's efforts.

These results were not achieved, however, without some badgering and swearing on the part of various necessary evils in the launches and on the towpaths. The most necessary of these were undoubtedly Berry, Freddie Page, Alan Burrough, 'Sparrow' and Peter Kirkpatrick for the First Eight, Arthur Sulley and Felix Badcock at Henley, Bill Williams for the Junior-Seniors and Johnny Wilmot for the Juniors, while the more sinister, if not intentionally evil, were perhaps represented by the late Captain and his successor. Needless to say, the boats and

oars and all other rowing equipment were at all times, and in spite of various accidents, kept in perfect order by Dick Phelps and his assistant David Marriott, who is fast developing the knack of assuring the more fastidious members that their work is precisely where they think it ought to be.

In the office Freddie Page, Bill Williams and Jock Lane, aided and abetted by Bill Killick, 'Nobby' Clark and Edgar Traylen, the team which all members of the Club take too much for granted except when it starts issuing bills, has been functioning as efficiently as ever. Recently they have been joined by Graham Alwin (acting-unpaid-joint-under-secretary), who has nobly offered to take over Freddie's exacting duties when he retires, as he has unfortunately decided he must do in the spring in view of his commitments with the A.R.A.

In the bar, supervised by Tod Hollom, 'Pussy' and Bob Bray, and ably managed by Mr. Tagg, beer has flowed freely except during the artificial Lent caused by the raising of the price of Scotch ale to 1s. 10d. a pint. It is not flowing freely enough, however, and older members are reminded that besides always being welcome on launches accompanying the crews, they are particularly welcome to partake of refreshment afterwards; and should they stay for one of Mrs. Tagg's meals I know they would come again.

Our lotteries department, which is responsible for a very large proportion of the Club income, has been increasingly active as all members should know to their cost. The latest scheme, the Tideway Trust, run entirely by members of the Club in their spare time, seems to have established itself and has just welcomed the participation of our main rivals down the road. I cannot but give it my unqualified personal blessing since it has just produced its first cheque for the Club, and I hope it will find increasing support among members. Renewed thanks to Ham Ward, who has added this to his already considerable number of Club activities, and thanks, too, to Ralph Simnett for all his help in printing so many different things for us, including this Journal.

One thing remains—to thank 'Swat' for achieving his ambition to give everyone some happy rowing, and to congratulate him on stroking the Veterans' Eight to victory and, finally, being a very worthy recipient of the Desborough Medal, which was presented by the Thames Conservancy to the member in each of several Thames-side clubs who had rendered outstanding service during Coronation Year.

Regarding the future: we beat London R.C. in the Boustead Cup before Christmas and we intend to follow Swat's example and to continue beating not only them but all our rivals in 1954.
R. A. F. M.

THE CLUB DINNER

The Annual Dinner was held on Friday, 11th December, at the Dorchester, with Bruce Logan in the chair.

An impressive gathering of members and guests supported this premier function of the close season, and its success was once again attributable to the indefatigable efforts of Ham Ward and his sub-committee.

After a Spartan repast of Creme de Champignons, Filet de Sole Walewska and Caneton d'Aylesbury au Suc d'Ananas, their vocal chords embrocated with liberal applications of champagne, the verbal gladiators entered the arena.

The toast of 'The Club', proposed by Sir Patrick Ashley Cooper, was well received. On this occasion there was no need for the support he received from the Chairman in 1913, when Sir Patrick rowed seven in the Grand, with Bruce at six. It was, perhaps, only natural that a governor of the Hudson's Bay Company should refrigerate his remarks with Arctic anecdotes, and his account of his first trip in a kayak was very entertaining.

The Captain, John Macmillan, responded, thanking the previous speaker, and proceeded to comment on the achievements of last season to

which the impressive array of silverware bore ample testimony. He outlined his plans for the forthcoming season and indicated the Boustead Cup race as the first trophy to be collected. (This was duly performed two days later when London R.C. were well beaten over the Mortlake-Putney course.)

The Captain closed his remarks with an air of quiet confidence in the present state of the Club, and a good season is anticipated.

Lionel Abel-Smith, Deputy Captain of the Club, proposed the health of the guests in a witty speech, interlarded with sly anecdotes and fables relating to the activities of the various guests. Several guests were observed taking notes for future libel actions, but the counsel for the prosecution was unperturbed as he rested awaiting the defence.

The Right Reverend the Bishop of Willesden and Mr. John Snagge (playing truant from the B.B.C.) soon showed their mettle in a spirited display of rhetoric, and their response to the toast was enjoyed by the assembly, who finally declared the contest 'not rowed out'.

An interlude at this juncture was the presentation of the Desborough Medal, awarded by the Conservators of the River Thames, to 'Swat' Swatton, Captain of the Club in 1953, 'in recognition of his outstanding services to his Club in

Coronation Year, 1953, and to perpetuate the memory of Lord Desborough, Chairman of the Conservators, 1905-1937'.

The toast of 'The Chairman' was proposed by Ian Fairbairn, and his personal recollections of the colourful Bruce Logan were most diverting. In his career as a first-class oarsman of Olympic status, a first-class amateur heavyweight boxer and a first-class sportsman in every respect, Bruce gathered to himself a multitude of friends and nowhere could his popularity have been more apparent than it was on this occasion.

In thanking the speaker for his remarks and the members for a very happy evening Bruce made some lively remarks on the racing and fighting spirit and his comments were received with enthusiasm. Wishing the Club good luck in the season to come, the Chairman closed the evening in a cheerful mood. Many members returned to the Clubhouse to carry on the good work, and extravagant potions of racing and fighting spirit were enjoyed into the early hours.

In conclusion the Committee wish to express their thanks once again to Mr. Colombi and his staff at the Dorchester for their excellent co-operation, which made a major contribution to the success of the evening.



Elizabeth R 1953

The good wishes of the officers and members of the Club were accorded Dick Phelps on 10th June, 1953, when he received the Royal Warrant appointing him 'into the Place and Quality of a Waterman to Her Majesty the Queen.'

In Dick's honour the new eight was christened 'Queen's Waterman'. She is a happy ship and in her the senior crew enjoyed a long succession of victories. May she carry other crews to many more victories in the years to come.

PROLOGUE TO THE REGATTA SEASON 1953

READING HEAD OF THE RIVER RACE 14th March

'A' Crew: B. T. Ramm (bow); P. B. Rooksby; R. C. Bray; M. S. Atkins; L. Abel-Smith; A. R. Reddin; A. C. Riemer; B. Elliott (stroke); D. B. Fawcett (cox).

'B' Crew: I. K. Christmas (bow); O. H. Chaldecott; C. C. Clayton; L. E. Stevens; M. H. Groves; A. D. N. King; J. P. M. Thomson; R. L. Hicks (stroke); P. S. Moss (cox).

T.R.C. 'A' started 7th, finished 4th.

T.R.C. 'B' started 25th, finished 35th.

HEAD OF THE RIVER RACE 28th March

First Eight: G. G. H. Page (bow); J. Pope; P. G. Essam; A. R. Watson; L. S. Williams; R. H. Nicholls; M. Legg; J. N. Eldeen (stroke); G. J. Alwin (cox).

Started 3rd, finished 1st. Time, 19 min. 25 sec.

Second Eight: B. T. Ramm (bow); P. B. Rooksby; R. C. Bray; M. S. Atkins; L. Abel-Smith; A. R. Reddin; A. C. Riemer; B. Elliott (stroke); D. B. Fawcett (cox).

Started 9th, finished 5th. Time, 19 min. 46 sec.

Third Eight: T. P. Wilson (bow); D. Fairbairn; J. C. Hyem; H. G. V. Denning; P. D. Weight-Vowden; G. P. Godenir; A. C. Hancox; D. M. Lambert (stroke); J. M. Baldwin (cox).

Started 20th, finished 8th. Time, 19 min. 51 sec.

Fourth Eight: R. C. Morris (bow); P. S. Pusey; S. Hobbs; H. W. Rushmere; R. A. F. Macmillan; T. H. Christie; G. C. Fisk; P. C. Kirkpatrick (stroke); J. G. Dearlove (cox).

Started 29th, finished 19th. Time, 20 min. 15 sec.

Fifth Eight: (King's College, London, B.C. rowed as Thames V) M. B. Baldwin (bow); J. Whitelegge; K. P.

Grace; R. T. Martin; M. A. Hart; M. C. Bennett; B. E. M. Bingham; J. Hilton (stroke); A. R. Tansel (cox).

Started 30th, finished 31st. Time, 20 min. 25 sec.

Sixth Eight (Junior-Seniors): I. K. Christmas (bow); O. H. Chaldecott; C. C. Clayton; P. R. Rumney; M. H. Groves; A. D. N. King; J. P. M. Thomson; R. L. Hicks (stroke); P. S. Moss (cox).

Started 63rd, finished 64th. Time 20 min. 53 sec.

Seventh Eight (1st Juniors): P. H. Le Bas (bow); J. M. Horwell; J. H. Hyatt; E. E. Arnold; G. C. Middleton-Trim; P. D. Owen; B. R. Julien; R. A. Young (stroke); R. H. MacIntyre (cox).

Started 100th, finished 86th. Time, 21 min. 14 sec.

Eighth Eight: D. H. Drury (bow); J. S. Kitson; D. H. Rawlings; R. J. M. Thayer; H. J. Bretzer; E. St. J. Gastrell; G. S. Dear; G. Meier (stroke); J. F. Levy (cox).

Started 107th, finished 117th. Time, 21 min. 34 sec.

Ninth Eight (2nd Juniors): D. A. J. Ives (bow); D. C. Walmsley; J. Yeo; D. Budden; P. Daniel; W. E. Norman; L. A. New; A. H. Lines (stroke); R. W. Morris (cox).

Started 125th, finished 148th. Time, 21 min. 53 sec.

Tenth Eight: L. D. de Pinna (bow); P. Garbett; J. H. M. Ward; B. C. Lawrence; D. P. C. Platt; P. J. B. Stevens; P. R. Simnett; P. W. J. Simcox (stroke); A. F. Brumfit (cox).

Started 146th, finished 127th. Time, 21 min. 41 sec.

Eleventh Eight: B. F. Middleton (bow); M. M. Tanner; B. S. Tanner; R. A. Cartledge; R. Farkas; T. H. Tyler; A. G. Thoday; J. P. Simpson (stroke); I. Quarrier (cox).

Started 164th, finished 167th. Time, 22 min. 5 sec.

Twelfth Eight: H. J. L. Phillips (bow); P. J. Dowden-Parker; H. C. E. Staples; D. E. Goodall; A. Vassilissin; J. H. Satchell; J. Debenham; M. A. Penny (stroke); A. M. McG. Groom (cox).

Started 221st, finished 201st. Time, 22 min. 51 sec.

THE SEASON'S ROWING

Races and Regattas 1953

PUTNEY REGATTA

2nd May

Reeve Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); G. F. E. Joselin; R. J. M. Thayer; L. A. Stevens; D. P. C. Platt; F. R. Hall; I. K. Christmas; M. A. Penny (stroke).

Race 19: Northampton Engineering College R.C., 1; T.R.C., 2.

Beverley Bowl (Maiden Eights)

P. H. Le Bas (bow); J. M. Horwell; L. A. New; R. A. Young; G. C. Middleton-Trimmm; P. D. Owen; J. H. Hyatt; B. R. Julien (stroke); R. H. MacIntyre (cox).

Race 12: T.R.C., 1; King's College B.C., 2.

Race 24: T.R.C., 1.

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

HAMMERSMITH REGATTA

9th May

Lady Hays Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); G. F. E. Joselin; R. J. M. Thayer; J. P. M. Thomson; D. P. C. Platt; F. R. Hall; I. K. Christmas; L. E. Stevens (stroke); J. M. Baldwin (cox).

Heat 1: St. Paul's School B.C., 1; Imperial College B.C., 2; T.R.C., 3. 1 length, 1½ lengths.

Marshall Hays Challenge Cup (Maiden Eights)

A. Gros (bow); D. B. H. Holt; J. Yeo; D. J. D. Reid; A. R. Davidson; E. E. Arnold; R. Wilkinson; A. H. Lines (stroke); R. W. Morris (cox).

Heat 1: T.R.C., 1; St. Bartholomew's Hospital B.C., 2; Metropolitan Police R.C., 3. 1½ lengths.

Final: Quintin School B.C., 1; T.R.C., 2; Thames Tradesmen R.C., 3. 1 length.

VEATS ROWING CLUB OPEN DASHES

12th & 13th May

Quintin Challenge Cup (Senior Eights)

'A' Crew: G. G. H. Page (bow); J. Pope; P. G. Essam; A. C. Hancox; L. S. Williams; R. H. Nicholls; A. R. Watson; J. N. Eldeen (stroke); G. J. Alwin (cox).

'B' Crew: B. T. Ramm (bow); T. P. Wilson; R. C. Bray; D. Fairbairn; M. S. Atkins; A. R. Reddin; G. S. Dear; P. B. Rooksby (stroke); D. B. Fawcett (cox).

Heat 1: T.R.C. 'A', 1; Putney Town R.C., 2. 1½ lengths.

Heat 2: London R.C., 1; T.R.C. 'B', 2. ¼ length.

Final: London R.C., 1; T.R.C. 'A', 2. 4 feet, 1 min. 14 sec.

Fitte Challenge Cup (Senior Fours)

'A' Crew: G. G. H. Page (bow, steers); J. Pope; A. R. Watson; R. H. Nicholls (stroke).

'B' Crew: P. S. Pusey (bow, steers); H. G. V. Denning; P. D. Weight-Vowden; G. P. Godenir (stroke).

Heat 1: London R.C., 1; T.R.C. 'B', 2. ¼ length.

Heat 2: T.R.C. 'A', 1; Ibis R.C., 2. 1½ lengths.

Final: London R.C., 1; T.R.C. 'A', 2; ½ length.

Tweddell Trophy (Junior-Senior Eights)

D. H. Drury (bow); G. F. E. Joselin; R. J. M. Thayer; J. P. M. Thomson; D. P. C. Platt; F. R. Hall; I. K. Christmas; L. E. Stevens (stroke); J. M. Baldwin (cox).

Final: Westminster School B.C., 1; T.R.C., 2; Vesta R.C., 3. ¾ length.

NOTTINGHAM REGATTA

16th May

The Victoria Gold Challenge Vase (Senior Coxed Fours)

P. S. Pusey (bow); H. G. V. Denning; P. D. Weight-Vowden; G. P. Godenir (stroke); J. M. Baldwin (cox).

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

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

Semi-final: T.R.C., 1; Nottingham Britannia R.C., 2. 1½ lengths.

Final: T.R.C., 1; Ross-on-Wye R.C., 2. ½ length.

Senior Coxswainless Fours

P. S. Pusey (bow, steers); H. G. V. Denning; P. D. Weight-Vowden; G. P. Godenir (stroke).

Heat 3: Royal Chester R.C., 1; T.R.C., 2. 2 lengths.

THAMES DITTON REGATTA

16th May

Sawtell Challenge Cup (Junior Clinker Eights)

P. H. Le Bas (bow); A. H. Lines; L. A. New; R. A. Young; G. C. Middleton-Trimmm; P. D. Owen; C. R. Reese; B. R. Julien (stroke); R. H. MacIntyre (cox).

Heat 2: T.R.C., 1; St. Bartholomew's Hospital B.C., 2. 1½ lengths, 3 min. 38 sec.

Heat 5: T.R.C., 1; Thames Tradesmen R.C., 2. 1 length, 3 min. 40 sec.

Final: T.R.C., 1; St. Paul's School B.C., 2. ½ length, 3 min. 32 sec.

RICHMOND & TWICKENHAM REGATTA

23rd May

Mayor of Twickenham Challenge Cup (Junior-Senior Eights)

D. H. Drury (bow); G. F. E. Joselin; R. J. M. Thayer; M. A. Penny; D. P. C. Platt; F. R. Hall; J. P. M. Thomson; L. E. Stevens (stroke); J. M. Baldwin (cox).

Heat 1: Burway R.C., 1; T.R.C., 2. 1 length, 4 min. 11 sec.

HEREFORD CITY CORONATION

REGATTA

25th May

Senior Pairs

R. J. M. Thayer (bow, steers); M. F. Alexander (stroke).

Final: T.R.C., 1; Nottingham & Union R.C., 2. 2½ lengths.

CHISWICK CORONATION REGATTA

30th May

Allanson Memorial Challenge Trophy (Thames Cup Eights)

B. T. Ramm (bow); T. P. Wilson; R. C. Bray; M. S. Atkins; A. H. Hancox; A. R. Reddin; G. S. Dear; P. B. Rooksby (stroke); D. B. Fawcett (cox).

Race 29: Quintin B.C., 1; T.R.C., 2; Westminster Bank R.C., 3. Canvas.

Goring Cup (Junior-Senior Eights)

I. K. Christmas (bow); G. F. E. Joselin; D. P. C. Platt; M. A. Penny; L. Abel-Smith; F. R. Hall; J. P. M. Thomson; L. E. Stevens (stroke); R. W. Morris (cox).

Race 24: Thames Tradesmen R.C., 1; T.R.C., 2; Vesta R.C., 3. 1 length.

Ronald Studd Challenge Trophy (Junior Eights)

P. H. Le Bas (bow); A. H. Lines; L. A. New; R. A. Young; G. C. Middleton-Trimmm; P. D. Owen; C. R. Reese; B. R. Julien (stroke); R. W. Morris (cox).

Race 17: Reading University B.C., 1; T.R.C., 2; Polytechnic B.C., 3.

LIEGE REGATTA

30th & 31st May

At the Liège International Regatta the Club was represented by a Wyfold Four, entered for both the coxed and coxswainless events, and a Coxless Pair. The results were disappointing, but the trip was most enjoyable and did serve to show the present high standard of rowing on the Continent.

On Saturday, 30th, about 12 hours after arriving in Liège, the Coxed Four and Pair lost their heats, but later the Coxless Four won theirs. After being two lengths down after the start, they pulled back steadily, until, with 200 yards to go, they were able to get their opponents disqualified. This triumph was, however, shortlived, as in the final, on Sunday, they were well beaten by the U.S. Metro (Paris) crew, which had come second to Jugoslavia in the 1952 Olympics.

The Regatta was followed by a very enjoyable dance at which two surprising discoveries were made. The first was that continental beer was alcoholic, and the second was that Westminster School-boy French included several topics not generally taught to schoolboys. The following morning Roger Bates helped the crews on to two trains for Brussels, where the rest of the day was spent seeing the sights before flying back to London. The flights over London at night were experiences that will not soon be forgotten.

The success of the trip was in a large part due to the help and kindness of M. Albert Dehareng, who played the part of Fairy Godfather and saw that everything was done to make the crew comfortable and happy during the whole of the visit. We were sorry that he

was unable to come over to Henley where we could have tried to return his kindness.

Fours: P. S. Pusey (bow); H. G. V. Denning; G. P. Godenir (steers); K. S. Douglas-Mann (stroke); M. Baldwin (cox).

Pairs: G. C. Fisk (bow); M. Legg (stroke and steers).

Coxless Fours:

Heat 1: T.R.C., 1; S.N. de la Marne, Disqualified.

Final: U.S. Metro (Paris); 1, 5 min. 10 sec; T.R.C., 2, 5 min. 25 sec.

Heat 2: S.R.N. Anversoise, 1, 5 min. 34 sec.; T.R.C., 2, 5 min. 45 sec.

Coxed Fours:

Heat 1: S.R.N. de la Basse Seine, 1, 5 min. 32 sec.; T.R.C., 2, 5 min. 40 sec.

WALTON REGATTA

6th June

Walton Challenge Cup (Senior Fours)

P. S. Pusey (bow, steers); H. G. V. Denning; G. P. Godenir; K. J. S. Douglas-Mann.

Final: London R.C., 1; T.R.C., 2. 1 length, 4 min. 52 sec.

Walton Challenge Cup (Thames Cup Eights)

B. T. Ramm (bow); T. P. Wilson; R. C. Bray; M. S. Atkins; A. C. Hancox; A. R. Reddin; G. S. Dear; P. B. Rooksby (stroke); D. B. Fawcett (cox).

Heat D: Imperial College B.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 4 min. 55 sec.

Goring Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); H. G. V. Denning; G. P. Godenir; K. J. S. Douglas-Mann.

Heat A: T.R.C., 1; Molesey B.C., 2. $3\frac{1}{2}$ lengths, 5 min. 15 sec.

Heat G: T.R.C., 1; Crowland-Gladstone R.C., 2. $\frac{3}{4}$ length.

Final: T.R.C., 1; Quintin B.C., 2. $1\frac{1}{2}$ lengths, 5 min. 13 sec.

Sabin Challenge Cup (Junior-Senior Eights)

I. K. Christmas (bow); G. F. E. Joselin; D. P. C. Platt; M. A. Penny; L. Abel-Smith; F. R. Hall; J. P. Thomson; L. A. Stevens (stroke); J. M. Baldwin (cox).

Heat H: T.R.C., 1; Henley R.C., 2, $2\frac{1}{2}$ lengths, 4 min. 53 sec.

Semi-final: T.R.C., 1; Vesta R.C., 2. 1 length, 4 min. 52 sec.

Final: T.R.C., 1; B.A.S.A.R.C., 2. Canvas, 4 min. 45 sec.

Miskin Challenge Cup (Junior Eights)

P. H. Le Bas (bow); A. H. Lines; L. A. New; G. C. Middleton-Trimmm; A. R. Davidson; P. D. Owen; C. R. Reese; R. A. Young (stroke); R. W. Morris (cox).

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

Semi-final: Weybridge R.C., 1; T.R.C., 2. $\frac{1}{2}$ length, 4 min. 53 sec.

Thames Rowing Club Challenge Cup (Senior Pairs)

R. J. M. Thayer (bow, steers); M. F. Alexander (stroke).

met a fresh First and Third Trinity Four after a gruelling race in the eight in the morning, or we should have seen them rowing on Saturday.

A thought that has been puzzling me since Henley is: why do the three premier clubs on the river—Leander, London and Thames—always choose their Stewards Four from their Eight? Is it tradition? Surely it cannot be from lack of material.

Wyfold Four

In contrast to the Stewards, the Wyfold Four came to Henley well together and had a lot of useful racing experience and with their tails well up. In nine years out of ten they would have won in a paddle, but this year they came up against an excellent R.A.F. Four in their first heat and although they took seconds off the record they were still two lengths behind! They rowed an excellent race and kept their form to the end. I congratulate them on a fine performance. I wonder when I will again have the pleasure of looking after a Wyfold Four that can break 2.5 to the barrier.

In conclusion may I congratulate both the Stewards and Wyfold Fours on rediscovering the almost lost art of steering straight.

Felix Badcock.

GRAND CHALLENGE CUP

	st.	lb.
P. G. Essam (bow)	11	12
2 J. Pope	11	1
3 J. T. H. Webb	12	12
4 L. S. Williams	13	1
5 A. R. Watson	13	3
6 R. H. Nicholls	12	0
7 G. G. H. Page	11	3
J. N. Eldeen (stroke)	11	13
G. J. Alwin (cox)	9	4
Heat 3: Leander Club, 1; T.R.C., 2. 2 lengths,		
6 min. 44 sec.		

There was a following wind. Thames led for the first dozen strokes but Leander moved up slowly and were 1½ lengths ahead at Fawley. Barrier time: 1 min. 53 sec. Fawley time: 3 min. 13 sec.

STEWARDS CHALLENGE CUP

G. G. H. Page (bow, steers)	11	3
J. Pope	11	1
A. R. Watson	13	3
R. H. Nicholls	12	0
Heat 3: 1st and 3rd Trinity B.C., Cambridge, 1; T.R.C.,		
2. ½ length, 7 min. 21 sec.		

THAMES CHALLENGE CUP

B. T. Ramm (bow)	11	7
2 T. P. Wilson	10	0
3 R. C. Bray	11	2
4 M. S. Atkins	11	8
5 A. C. Hancox	11	10
6 A. R. Reddin	12	12
7 G. S. Dear	11	3
P. B. Rooksby (stroke)	10	11
D. B. Fawcett (cox)	8	5
Heat 6: Royal Air Force, 1; T.R.C., 2. 1½ lengths,		
7 min. 5 sec.		

WYFOLD CHALLENGE CUP

P. S. Pusey (bow, steers)	11	3
2 H. G. V. Denning	12	3
3 A. C. Riemer	11	11
K. J. S. Douglas-Mann (stroke)	12	8
Heat 17: Royal Air Force, 1; T.R.C., 2. 2½ lengths,		
7 min. 20 sec.		
The time for this race was a record.		

SILVER GOBLETS AND NICKALLS CHALLENGE CUP

G. C. Fisk (bow, steers)	11	9
M. Legg (stroke)	11	13
Heat 3: T.R.C., 1; Bircher and Bircher, 2. 1½ lengths,		
8 min. 10 sec.		
Heat 4: R. Baetens and M. Knuysen, 1; T.R.C., 2.		
Easily, 7 min. 51 sec.		
This time is a record.		

KINGSTON REGATTA

11th July

Grand Challenge Cup (Senior Eights)

G. G. H. Page (bow); J. Pope; J. T. H. Webb; L. S. Williams; A. R. Watson; M. Legg; G. C. Fisk; J. N. Eldeen (stroke); G. J. Alwin (cox).
Heat A: T.R.C., 1; London R.C., 2. Canvas.
Final: T.R.C., 1; Imperial College B.C., 2. 1 length, 3 min. 56 sec.

Ravens Ait Challenge Cup (Senior Fours)

G. C. Fisk (bow, steers); J. Pope; A. R. Watson; M. Legg (stroke).
Final: London R.C., 1; T.R.C., 2. 2½ lengths, 4 min. 20 sec.

Coronation Challenge Cup (Thames Cup Eights)

B. T. Ramm (bow); T. P. Wilson; R. C. Bray; J. E. Dove; L. Abel-Smith; A. R. Reddin; G. S. Dear; M. S. Atkins (stroke).
Heat D: T.R.C., 1; London R.C., 2. ½ length, 4 min. 3 sec.
Final: Midland Bank R.C., 1; T.R.C., 2.
There was a clash in the final during which 6 of the Thames crew left the boat. His rigger was so badly twisted that the Umpire arranged for the race to be re-rowed with T.R.C. in a boat lent for the occasion.

Home Park Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); H. G. V. Denning; A. C. Riemer; F. R. Hall (stroke).
Heat G: T.R.C., 1; Westminster Bank R.C., 2.
Heat J: T.R.C., 1; London R.C., 2. 1½ lengths, 4 min. 25 sec.
Final: Molesey B.C., 1; T.R.C., 2. ½ length, 4 min.

Dittons Challenge Cup (Junior-Senior Eights)

G. F. E. Joselin (bow); M. A. Penny; S. N. P. Marks; R. A. Young; J. P. M. Thomson; C. A. J. Gosland; D. H. Drury; L. E. Stevens (stroke); J. M. Baldwin (cox).
Heat D: Burway R.C., 1; T.R.C., 2. 2 lengths, 4 min. 12 sec.

Surbiton Challenge Cup (Junior Eights)

'A' Crew: P. H. Le Bas (bow); P. Arengo-Jones; R. Wilkinson; A. H. Lines; A. R. Davidson; P. D. Owen; C. R. Reese; J. M. Horwell (stroke); R. H. MacIntyre (cox).

'B' Crew: L. A. New (bow); D. C. Walmsley; P. J. E. Dowden-Parker; D. B. H. Holt; A. Hawes; D. J. D. Reid; A. Gros; J. D. A. Hutchins (stroke); S. H. Wearne (cox).

Heat C: Queen Mary College B.C., 1; T.R.C. 'B', 2. Easily.

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

Heat L: T.R.C., 1; University College School B.C., 2. 2 lengths, 4 min. 12 sec.

Semi-final: T.R.C., 1; Queen Mary College B.C., 2. 1½ lengths, 4 min. 10 sec.

Final: T.R.C., 1; Weybridge R.C., 2. 3 lengths, 4 min. 13 sec.

Chapple Pairs (Senior Pairs)

J. R. Johnson (bow, steers); R. A. F. Macmillan (stroke).

Heat C: Icena R.C., 1; T.R.C., 2. Easily.

MOLESEY REGATTA

18th July

Molesey Grand Challenge Cup

G. G. H. Page (bow); J. Pope; J. T. H. Webb; L. S. Williams; A. R. Watson; R. H. Nicholls; M. Legg; J. N. Eldeen (stroke); G. J. Alwin (cox).

Final: T.R.C., 1; London R.C., 2. 2½ lengths, 5 min. 4 sec.

Senior Fours Challenge Cup

G. G. H. Page (bow, steers); J. Pope; A. R. Watson; R. H. Nicholls (stroke)

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

Thames Cup Eights Challenge Cup

T. P. Wilson (bow); M. F. Alexander; R. C. Bray; J. E. Dove; L. Abel-Smith; A. R. Reddin; G. S. Dear; M. S. Atkins (stroke); D. B. Fawcett (cox).

Race 32: Quintin B.C., 1; T.R.C. was impeded by an Umpire's launch and the race was not rowed out.

Thames Cup Fours Challenge Cup

P. S. Pusey (bow, steers); H. G. V. Denning; A. C. Riemer; F. R. Hall (stroke).

Race 11: T.R.C., 1; Lensbury R.C., 2. 2 lengths, 5 min. 45 sec.

Race 24: T.R.C., 1; Molesey B.C., 2. 2 lengths, 5 min. 37 sec.

Race 44: T.R.C., 1; Marlow R.C., 2. ¾ length, no time taken.

Final: R.A.F.R.C., 1; T.R.C., 2. 1½ lengths, 5 min. 32 sec.

Junior-Senior Eights Challenge Cup

P. H. Le Bas (bow); M. A. Penny; A. Hawes; J. M. Horwell; A. R. Davidson; P. D. Owen; C. R. Reese; L. E. Stevens (stroke); J. M. Baldwin (cox).

Race 18: T.R.C., 1; Twickenham R.C., 2. 4 lengths, 5 min. 24 sec.

Race 36: T.R.C., 1; Tiffin School B.C., 2. 5 min. 17 sec.

Race 52: T.R.C., 1; National Provincial Bank R.C., 2. ½ length, 5 min. 16 sec.

Final: T.R.C., 1; Molesey B.C., 2. 3 lengths, 5 min. 23 sec.

Garrick Pairs and Hastie Challenge Cup

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

Race 21: T.R.C., 1; Lensbury R.C., 2. 3 lengths, 6 min. 24 sec.

Final: T.R.C., 1; London R.C., 2. 1½ lengths.

METROPOLITAN REGATTA

21st, 22nd & 23rd July

Champion Cup (Senior Eights)

G. G. H. Page (bow); J. Pope; J. T. H. Webb; L. S. Williams; A. R. Watson; R. H. Nicholls; M. Legg; J. N. Eldeen (stroke); G. J. Alwin (cox).

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

Thames Cup (Senior Fours)

'A' Crew: G. G. H. Page (bow, steers); J. Pope; A. R. Watson; R. H. Nicholls (stroke).

'B' Crew: G. C. Fisk (bow, steers); M. Legg; D. Whitaker; R. A. F. Macmillan.

Heat 1: London R.C., 'A', 1; T.R.C., 'B', 2. 2½ lengths.

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

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

Old Barnes Cup (Thames Cup Eights)

B. T. Ramm (bow); T. P. Wilson; R. C. Bray; J. E. Dove; L. Abel-Smith; A. R. Reddin; G. S. Dear; M. S. Atkins (stroke); D. B. Fawcett (cox).

Heat 1: T.R.C., 1; St. Paul's School B.C., 2; Westminster Bank R.C., 3. 6 feet.

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

Forster Cup (Junior-Senior Eights)

P. H. Le Bas (bow); M. A. Penny; A. Hawes; L. A. Stevens; A. R. Davidson; P. D. Owen; C. R. Reese; J. M. Horwell (stroke); J. M. Baldwin (cox).

Heat 1: T.R.C., 1; National Provincial Bank R.C., 2; B.A.S.A.R.C., 3; Cygnet R.C., 4. ¾ length.

Final: T.R.C., 1; Furnivall S.C., 2. 2½ lengths.

Old Goring Cup (Junior-Senior Fours)

A. Gros (bow, steers); G. F. E. Joselin; S. N. P. Marks; C. A. J. Gosland (stroke).

Final: Vesta R.C., 1; T.R.C., 2; London R.C., 3. ½ length.

Amphill Cup (Senior Pairs)

'A' Crew: G. C. Fisk (bow, steers); Legg (stroke).

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

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

Heat 2: T.R.C., 'B', 1; London R.C., 2. 1½ lengths.

Final: T.R.C., 'A', 1; T.R.C., 'B', 2. 1½ lengths.

Freeman Cup (Junior Sculls)

M. Legg.

Final: T.R.C., 1; London R.C., 2; Quintin B.C., 3. 2½ lengths.

Heat A: T.R.C., 1; London R.C., 'B' crew, 2. Easily, 6 min. 8 sec.

Final: Marlow R.C., 1; T.R.C., 2. 2½ lengths, 5 min. 56 sec.

PARIS CENTENARY REGATTA

7th June

International Senior Eights

G. G. H. Page (bow); J. Pope; P. G. Essam; L. S. Williams; A. R. Watson; R. H. Nicholls; J. T. H. Webb; J. N. Eldeen (stroke); G. J. Alwin (cox).

Final: Union Sportive Metropolitaine des Transports, Paris, 1; Sport Nautique Basse Seine, 2; Amicitia de Mannheim (Allemagne), 3; T.R.C., 4. 4 min. 46 sec.

International Pairs

G. C. Fisk (bow, steers); M. Legg (stroke).

Final: Antwerp Sculling Club, 1; Sport Nautique Lagny, 2; T.R.C., 3; Union Sportive Metropolitaine des Transports, 4. ¼ length, 5 min. 26 sec.

READING REGATTA

13th June

Grand Challenge Cup

G. G. H. Page (bow); J. Pope; P. G. Essam; L. S. Williams; A. R. Watson; R. H. Nicholls; J. T. H. Webb; J. N. Eldeen (stroke); G. J. Alwin (cox).

Final: T.R.C., 1; Winchester College B.C., 2. 1 length, 4 min. 54½ sec.

Stanmore Challenge Cup (Senior Fours)

P. S. Pusey (bow, steers); H. G. V. Denning; G. P. Godenir; K. J. S. Douglas-Mann; scratched.

Austin Balsom Challenge Cup (Thames Cup Eights)

B. T. Ramm (bow); T. P. Wilson; R. C. Bray; M. S. Atkins; A. C. Hancox; A. R. Reddin; G. S. Dear; P. B. Rooksby (stroke); D. B. Fawcett (cox).

Race 51: T.R.C., 1; Quintin B.C., 2. ½ length, 4 min. 49 sec.

Semi-final: Imperial College B.C., 1; T.R.C., 2. ¾ length, 4 min. 51 sec.

Reading Challenge Vase (Wyfold Fours)

P. S. Pusey (bow, steers); H. G. V. Denning; G. P. Godenir; K. J. S. Douglas-Mann.

Race 18: T.R.C., 1; Royal Air Force R.C., 2. ½ length, 5 min. 12 sec.

Race 62: T.R.C., 1; Corpus Christi College B.C., 'B' crew, 2. ¾ length, 5 min. 13 sec.

Race 83: T.R.C., 1; Jesus College B.C., 2. 2 lengths, 5 min. 25 sec.

Final: London, 1; T.R.C., 2. ¾ length, 5 min. 13 sec.

Sandeman Challenge Cup (Junior-Senior Eights)

I. K. Christmas (bow); G. F. E. Joselin; D. P. C. Platt; M. A. Penny; L. Abel-Smith; F. R. Hall; J. P. M. Thomson; L. E. Stevens (stroke); J. M. Baldwin (cox).

Race 38: Peterhouse B.C., 1; T.R.C., 2. 2 lengths, 4 min. 56 sec.

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

P. H. Le Bas (bow); A. H. Lines; L. A. New; G. C. Middleton-Trimmm; A. R. Davidson; P. D. Owen; C. R. Reese; R. A. Young (stroke); R. H. MacIntyre (cox).

Race 36: T.R.C., 1; Westminster Bank R.C., 2. Easily, 5 min. 5 sec.

Race 54: T.R.C., 1; National Provincial Bank R.C., 2. 1 length, 5 min. 5 sec.

Semi-final: St. Edward's School B.C., 1; T.R.C., 2. 1½ lengths, 4 min. 58 sec.

Dymore Brown Challenge Cup (Open Pairs)

G. C. Fisk (bow, steers); M. Legg (stroke).

Race 42: T.R.C., 1; Reading, 2. 1½ lengths, 5 min. 5 sec.

Race 82: T.R.C., 1; Marlow, 2. 3 lengths, 6 min. 6 sec.

Final: T.R.C., 1; London, 2. Easily, 5 min. 43 sec.

MARLOW REGATTA

20th June

Grand Challenge Cup

G. G. H. Page (bow); J. Pope; P. G. Essam; L. S. Williams; A. R. Watson; R. H. Nicholls; J. T. H. Webb; J. N. Eldeen (stroke); G. J. Alwin (cox).

Heat 1: Lady Margaret B.C., 1; T.R.C., 2; Jesus College B.C., 3. ¾ length, 4 min. 4 sec.

Senior Fours Challenge Cup

G. G. H. Page (bow, steers); J. Pope; J. T. H. Webb; R. H. Nicholls (stroke).

Heat: T.R.C., 1; New College B.C., 2. 1 length, 4 min. 34 sec.

Marlow Eights Challenge Cup (Thames Cup Eights)

B. T. Ramm (bow); T. P. Wilson; R. C. Bray; M. S. Atkins; A. C. Hancox; A. R. Reddin; G. S. Dear; P. B. Rooksby (stroke); D. B. Fawcett (cox).

Heat: 1st and 3rd Trinity B.C., 1; T.R.C., 2; Westminster Bank R.C., 3. 1½ lengths, 4 min. 14 sec.

Town Challenge Cup (Wyfold Fours)

P. S. Pusey (bow, steers); H. G. V. Denning; A. C. Riemer; K. J. S. Douglas-Mann.

Heat: T.R.C., 1; Royal Military College of Science R.C., 2. Easily, 5 min. 4 sec.

Heat: T.R.C., 1; Kingston R.C., 2. Easily.

Heat: T.R.C., 1; Quintin B.C., 2. Canvas, 4 min. 34 sec.

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

Final: T.R.C., 1; Glasgow University B.C., 2. ¾ length, 4 min. 40 sec.

Junior Eights Challenge Cup

P. H. Le Bas (bow); A. H. Lines; L. A. New; B. R. Julien; G. C. Middleton-Trimmm; P. D. Owen; C. R. Reese; R. A. Young (stroke); R. H. MacIntyre (cox).

Bristol University B.C., 1; T.R.C., 2; National Provincial Bank R.C., 3. 4 lengths.

Marlow Pairs Challenge Cup (Open Pairs)

G. C. Fisk (bow, steers); M. Legg (stroke).

KINGSTON BOROUGH REGATTA

27th June

Junior Eights

A. H. Lines (bow); D. C. Walmsley; P. J. S. Dowden-Parker; D. B. H. Holt; G. C. Middleton-Trimmm; D. J. D. Reid; A. Gros; A. Hawes (stroke); S. H. Wearne (cox).

Heat A: T.R.C., 1; Reading University B.C., 2. ½ length.

Semi-final: Tiffin's School B.C., 1; T.R.C., 2. 3 feet.

HENLEY

ROYAL REGATTA

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

First and Second Eights

One of the fascinations of rowing is that, whilst the theories of mathematics, mechanics and hydro-dynamics can define the potentialities of a crew, its ultimate performance frequently defies and often confounds definition. The failure of the mechanically sound crew can easily be written off as staleness and the clubhouse pundits leave it at that. But the clubhouse has not yet explained satisfactorily the exhilarating performance of the crew which had been written off in practice as basically unsound. What is that indefinable something which makes a crew go in the end?

During the winter and spring the First Eight had had the benefit of the wisdom and experience of Berry, Alan Burrough, Freddie, Peter Kirkpatrick and others, all of whom must have been disappointed by the unconvincing display in the first heat of the Grand at Marlow. After a reshuffle in the order of rowing the first outings at Henley would have provided the experts with at least eight reasons for further failure! There was a marked lack of uniformity, quite apart from some glaring individual faults. Even the stern four did not blend. Seven usually finished under water in a way which should have upset the balance. Stroke frequently returned from outings minus his knuckles and understandably indignant. Six, in emulating (it was whispered) one of the Club's most distinguished elder oarsmen, produced a mighty heave of the shoulders at the end of each stroke which must have shaken the boat from bow to rudder. Rarely were the oars parallel at any part of the stroke.

And yet—in the semi-final of the Grand against Leander they led by 6 feet at the top of the Island, and though the race was over by Fawley they never lost their form and had a magnificent row. Their remarkable progress after Henley from triumph to triumph is ample reward to the Club coaches for all their efforts in the earlier stages of training and proves that, despite appearances at Marlow, they had laid the foundations of a thoroughly sound Club Eight.

Practice at Henley was confined to development as a crew on a few simple lines—precision of blade-work, taking time at both ends of the stroke, and letting the boat run in all three gears. The move to the pleasant quarters at Henley and the rapid improvement in fitness, coupled with a refreshing enthusiasm in the crew, pro-

duced a thoroughly enjoyable fortnight of rowing with the boat moving faster and more smoothly in each outing—bar one. The exception was the first course which was taken far too seriously and the whole crew gave the impression of rowing the first half with their minds on the second, with the result that they arrived at the finish with quite a lot in hand. Luckily they all realised this and tackled all other rows with determination in a thoroughly businesslike manner. Altogether it was a most happy and encouraging fortnight for everyone.

The Second Eight rewarded John Macmillan's painstaking coaching with a similar unconvincing display in their first heat at Marlow; but unlike the First Eight, there seemed no particular reason why they should not go well. They appeared to be neat and competent and moved quite well. During the first few days at Henley they developed satisfactorily and did one or two sparkling pieces of rowing, shaking up one of the Grand crews in the process. But their more serious work lacked conviction and they had the misfortune to draw the R.A.F. winning eight in the first heat of the Thames Cup, against whom they put up a creditable performance in a fast time.

As I have said, it is always easy to find reasons for an eight's shortcomings and, in this case, lack of horse-power in the middle of the boat is the most obvious explanation. Also Stroke, in a commendable effort to give time at the finish, tended to break the rhythm coming forward—though this apparently caused more concern to followers on the bank than to the rest of the crew. But there were fewer individual faults than in the First Eight and the failure to develop that extra turn of speed is just as difficult to diagnose as the First Eight's success.

Perhaps some day in years to come the experts will evolve some sort of meter for assessing these undefinable qualities in crews. It probably won't be in my time—at any rate, I hope not, because then rowing will lose for ever much of its absorbing fascination.

Arthur Sulley.

First and Second Fours

Stewards Four

It was unfortunate this year that the Stewards Four could not reach their final order of rowing until the week before the regatta, a handicap which very few combinations of oarsmen would be able to overcome. To this must be added the perennial headache of coaches, namely that the First Four must be subservient to the Eight, a circumstance that precludes full courses and hard work without which a crew will not attain that essential 'togetherness', the ruling factor of pace.

However, they rowed well and were up to Stewards class. It was their misfortune to have

BEDFORD REGATTA

25th July

Talbot Jarvis Challenge Cup (Senior Eights)

G. G. H. Page (bow); G. C. Fisk; J. T. H. Webb; L. S. Williams; A. R. Watson; L. S. Nicholls; M. Legg; J. N. Eldeen (stroke); G. J. Alwin (cox).

Heat 5: T.R.C., 1; Bedford School B.C., 2, $\frac{3}{4}$ length, 3 min. 34 sec.

Final: T.R.C., 1; London R.C., 2, $\frac{1}{4}$ length, 3 min. 31 sec.

Senior Fours (Coxed)

G. C. Fisk (bow, steers); M. Legg; D. Whitaker; R. A. F. Macmillan (stroke); G. J. Alwin (cox).

Heat 4: T.R.C., 1; Nottingham Britannia R.C., 2.

Heat 7: T.R.C., 1; St. Neots R.C., 2, $\frac{3}{4}$ length, 4 min. 17 sec.

Final: Crowland R.C., 1; T.R.C., 2, 2 lengths, 3 min. 54 sec.

The time of the final was a record.

Senior Coxswainless Fours

G. G. H. Page (bow, steers); J. N. Eldeen; A. R. Watson; R. H. Nicholls (stroke).

Heat 1: T.R.C., 1; Clare Crabs, 2, 3 lengths, 2 min. 17 sec.

Final: T.R.C., 1; London R.C., 2, $\frac{1}{2}$ length, 2 min. 6 sec.

Senior Pairs (Coxed)

G. C. Fisk (bow); M. Legg (stroke); G. J. Alwin (cox).

Heat 8: Loughborough B.C., 1; T.R.C., 2, Easily, 5 min. 14 sec.

STAINES REGATTA

25th July

Staines Eights (Thames Cup Eights)

'A' Crew: R. C. Bray (bow); M. F. Alexander; G. S. Dear; J. E. Dove; L. Abel-Smith; A. R. Reddin; A. C. Riemer; M. S. Atkins (stroke); D. B. Fawcett (cox).

'B' Crew: P. H. Le Bas; M. A. Penny; A. Hawes; J. M. Horwell; A. R. Davidson; P. D. Owen; C. R. Reese; F. R. Hall (stroke); J. M. Baldwin (cox).

Race 16: Colet B.C., 1; T.R.C., 'A', 2, 1 length, 4 min. 47 sec.

Race 31: London R.C., 1; T.R.C., 'B', 2, 1 $\frac{1}{2}$ lengths, 5 min. 7 sec.

Junior-Senior Fours

A. Gros (bow, steers); G. F. E. Joselin; S. N. P. Marks; C. A. J. Gosland.

Race 48: T.R.C., 1; London R.C., 2, 1 length, 5 min. 23 sec.

Race 58: Vesta R.C., 1; T.R.C. disqualified.

Junior-Senior Pairs

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

'B', R. J. M. Thayer (bow, steers); J. E. Dove (stroke).

Race 14: Strode School B.C., 'A', 1; T.R.C., 'B', 2, 3 $\frac{1}{2}$ lengths, 6 min 2 sec.

Race 4: T.R.C., 'A', 1; Strode School, 'B', 2, 3 lengths, 6 min. 15 sec.

Race 32: Eton Vikings, 1; T.R.C., 2, 1 $\frac{1}{2}$ lengths.

MAIDENHEAD REGATTA

1st August

Daily Telegraph Challenge Cup (Thames Cup Eights)

G. S. Dear (bow); P. S. Pusey; A. C. Riemer; D. Whitaker; R. A. F. Macmillan; M. Legg; M. S. Atkins (stroke); D. B. Fawcett (cox).

Race 3: T.R.C., 1; London R.C., 2, $\frac{1}{2}$ length, 3 min. 31 sec.

Final: T.R.C., 1; Maidenhead R.C., 2, $\frac{1}{4}$ length, 3 min. 32 sec.

Orkney Cottage Challenge Cup (Senior Fours)

C. N. Hudson (bow, steers); T. P. Wilson; B. T. Ramm; M. F. Alexander (stroke).

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

Maidenhead Challenge Cup (Junior-Senior Eights)

P. H. Le Bas (bow); R. C. Bray; A. R. Davidson; C. A. J. Gosland; L. Abel-Smith; P. D. Owen; C. R. Reese; M. A. Penny (stroke); J. M. Baldwin (cox).

Race 10: T.R.C., 1; Maidenhead R.C., 2.

Semi-final: T.R.C., 1; Winchester School 'A', 2, $\frac{1}{2}$ length.

Final: T.R.C., 1; National Provincial Bank R.C., 2, $\frac{1}{2}$ length, 3 min. 39 sec.

Junior Sculls Challenge Cup

T. P. Wilson.

Race 12: T. P. Wilson, 1; J. Mansell-Thomas, 2.

Race 29: T. P. Wilson, 1; D. Monnickendam, 2.

Semi-final: S. G. D. Tozer, 1; T. P. Wilson, 2.

HENLEY TOWN & VISITORS REGATTA

3rd August

Haileywood Challenge Cup (Senior Eights)

G. S. Dear (bow); P. S. Pusey; A. C. Riemer; D. Whitaker; R. A. F. Macmillan; A. R. Watson; M. Legg; M. S. Atkins (stroke); D. B. Fawcett (cox).

Heat B: T.R.C., 1; Molesey B.C., 2, 3 lengths, 4 min. 25 sec.

Final: T.R.C., 1; London R.C., 2, $\frac{3}{4}$ length, 4 min. 16 sec.

Old Town Challenge Cup (Senior Fours)

B. T. Ramm (bow, steers); M. F. Alexander; C. N. Hudson; T. P. Wilson (stroke).

Heat A: R.A.F., Benson, 1; T.R.C., 2, 1 $\frac{3}{4}$ lengths, 4 min. 43 sec.

Senior Coxed Four (A.R.A. Championship)

A. C. Riemer (bow); M. S. Atkins; R. A. F. Macmillan; M. Legg (stroke); G. J. Alwin (cox).

Heat A: T.R.C., 1; Durham A.R.C., 2, 3 feet, 4 min. 40 sec.

Final: T.R.C., 1; Stratford-on-Avon R.C., 2, Canvas, 4 min. 54 sec.

Sagamore Challenge Cup (Junior-Senior Eights)

P. H. Le Bas (bow); R. C. Bray; A. R. Davidson; C. A. J. Gosland; L. Abel-Smith; P. D. Owen; C. R. Reese; M. A. Penny (stroke); J. M. Baldwin (cox).

Heat D: T.R.C., 1; National Provincial Bank R.C., 2; Ibis R.C., 3, 1 length, 4 min. 55 sec.

Final: Winchester College, 1; T.R.C., 2; Quintin B.C., 3, $\frac{1}{2}$ length, 4 min. 20 sec.

Lady David Challenge Cup (Junior-Senior Fours)

D. C. Morton (bow, steers); M. A. Penny; C. R. Reese; C. A. J. Gosland.

Heat A: T.R.C., 1; Molesey B.C., 2; Petersham Gowers, 3. Easily, 5 min. 6 sec.

Final: Sabrina & Shrewsbury, 1; Icena Club, 2; T.R.C., 3. 2½ lengths, 4 min. 47 sec.

SERPENTINE CORONATION REGATTA

6th, 7th & 8th August

Grand Eights

G. G. H. Page (bow); J. Pope; J. T. H. Webb; L. S. Williams; A. R. Watson; R. H. Nicholls; M. Legg; J. N. Eldeen (stroke); G. J. Alwin (cox).

Final: T.R.C., 1; London R.C., 2. 1½ lengths, 2 min. 17 sec.

Stewards' Fours

G. G. H. Page (bow, steers); J. Pope; A. R. Watson; J. N. Eldeen (stroke).

Final: T.R.C., 1; London R.C., 2; Molesey B.C., 3. ¾ length, 2 min. 33 sec.

Senior Coxed Four

A. C. Riemer (bow); D. Whitaker; R. A. F. Macmillan; M. Legg (stroke); G. J. Alwin (cox).

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

Final: T.R.C., 1; Stratford-on-Avon R.C., 2. 1 length, 2 min. 45 sec.

Thames Cup Eights

P. H. Le Bas (bow); M. A. Penny; G. S. Dear; A. C. Riemer; A. R. Davidson; P. D. Owen; P. S. Pusey; M. S. Atkins (stroke); J. M. Baldwin (cox).

Heat B: T.R.C., 1; Quintin B.C., 2. ¾ length, 2 min. 30 sec.

Final: London R.C., 1; T.R.C., 2; Isis B.C., 3. 1 length, 2 min. 19 sec.

Wyfold Fours

G. S. Dear (bow, steers); M. F. Alexander; L. Abel-Smith; A. R. Reddin (stroke).

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

Senior Pairs

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

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

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

Final: T.R.C., 1; London & Marlow R.C., 2. 1½ lengths, 2 min. 47 sec.

Junior Senior Sculls

M. Legg. (scratched)

OPEN RACES FOR VETERANS

September

Cruft Challenge Cup (Veterans Eights)

C. G. Cumming (bow); G. E. Vasilescu; J. H. M. Ward; K. A. Williams; R. S. Hollom; T. H. Tyler; R. C. Morris; R. R. Swatton (stroke); D. B. Fawcett (cox).

Final: T.R.C., 1; Kensington R.C., 2. 2 lengths, 4 min. 7 sec. (139 strokes).

Fitte & Forte Challenge Cup (Veterans Fours)

R. C. Morris (bow, steers); T. H. Tyler; R. S. Hollom; R. R. Swatton (stroke).

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

THAMES ROWING CLUB REGATTA

19th September

C. W. Hughes Bowl (Club Fours)

Final: P. S. Pusey (bow, steers); M. M. Tanner; F. E. Berry; J. N. Eldeen (stroke), 1; T. P. Wilson (bow, steers); M. J. Segal; P. G. Essam; R. A. F. Macmillan (stroke), 2.

George Vize Beakers (Club Pairs)

Final: T. P. Wilson (bow, steers); R. C. Bray (stroke), 1; G. S. Dear (bow, steers); P. B. Rooksby (stroke), 2. 2 lengths.

Doubledee Cup (Club Handicap Sculls)

T. H. Christie; K. J. S. Douglas-Mann; J. R. Johnson; M. J. Long; M. M. Tanner; T. H. Tyler; T. P. Wilson; M. M. Tanner, 1; T. P. Wilson, 2; T. H. Tyler, 3. 1½ lengths.

John Lang Cup (Junior Scullers in Rum-Tums)

Final: A. R. Davidson, 1; H. G. V. Denning, 2; G. S. Dear, 3. 5 lengths, ½ length.

Invitation Scratch Eights (in Best Boats)

Final: S. N. P. Marks (bow); A. Terry (Stratford-on-Avon R.C.); P. J. E. Dowden-Parker; P. D. Weight-Vowden; P. A. de Giles; D. Neale; D. Mount (Stratford-on-Avon R.C.); J. Pope (stroke), 1. E. Tookey (bow, Stratford-on-Avon R.C.); D. A. Baker (Loughborough R.C.); B. F. Middleton; E. E. H. Pitt (Maidenhead R.C.); H. Martin-Harvey (Derby R.C.); H. G. V. Denning; R. F. P. Tidmarsh (Quintin B.C.); P. B. Rooksby (stroke), 2. J. Howie (bow, Derby R.C.); R. J. Walker (Vesta R.C.); W. S. Ham; T. H. Tyler; G. Morgan (Stratford-on-Avon R.C.); M. R. Phelps; T. E. M. Douglas; M. S. Atkins (stroke), 3. P. H. Le Bas (bow); J. R. Mills; A. Williamson (Quintin B.C.); M. Legg; R. F. P. Aldington; E. Favell (Quintin B.C.); M. A. Penny (stroke), 4. ½ length.

BOUSTEAD CUP

13th December

G. G. H. Page (bow); J. Pope; J. R. Johnson; P. B. Rooksby; A. R. Davidson; M. Legg; A. C. Riemer; B. Elliott (stroke); D. Glynn-Jones (cox).

The Times reports: 'The race was rowed on the ebb, and Thames, winning the toss, rather surprisingly chose the Surrey station. London went off faster, and at Barnes Bridge (3 min. 25 sec.) they were striking 32 to Thames' 29, and leading by 1½ lengths. They kept up the higher rating, but could gain no more, and by Chiswick Steps (7 min. 55 sec.) Thames' better stride was beginning to tell. London were beginning to get very short, and they had only half a length in hand when they shot Hammersmith Bridge in 12 min. 42 sec.

'Off the Crabtree Wharf spectators saw a porpoise breaking surface just ahead of the crews, which were then almost level, but it certainly brought no luck to London, for Thames, increasing their rating to 30, against London's 32½, led by over a length at the Mile Post (16 min. 10 sec.). Thames continued to gain, and won by 2½ lengths in 20 min. 56 sec., which was a creditable time in view of the slack state of the tide.'

Thames thus won the Boustead Cup. Three other races took place the same morning between the second, third and fourth eights of the two Clubs. Of these London R.C. won those for the second and third eights and Thames won that for the fourth eights.

London R.C., 2 beat Thames R.C., 2, by 2½ lengths in 21 min. 30 sec.

London R.C., 3 (scullers eight), beat Thames R.C., 3, easily in 20 min. 45 sec.

Thames, R.C., 4, beat London R.C., 4, by 3 lengths in 23 min. 16 sec.

TIDEWAY BOXING DAY REGATTA

26th December

Harry Tate Cup (Junior-Senior Fours)

P. H. Le Bas (bow, steers); R. C. Bray; R. Wilkinson; A. Hawes (stroke).

Heat 1: T.R.C., 1; Thames Tradesmen R.C., 2; Molesey Merry-makers, 3. 2 lengths.

Final: National Provincial Bank R.C., 1; T.R.C., 2; Auriol R.C., 3. 1½ lengths.

DE MANCHA SWIMMING SHIELD

A team consisting of:—

R. A. F. Macmillan, G. C. Fisk, P. M. O. Massey, and A. R. Davidson competed in the above event in October. It is regretted that no details of this event are available, beyond the fact that the team was beaten in the first heat.



parisian interlude

On Sunday, 7th June, 1953, the Rowing Club of Paris celebrated its centenary with an International Regatta on the Seine, and Thames Rowing Club was invited to send the Goblets Pair, Graham Fisk and Maurice Legg, and the First Eight, then composed of G. G. H. Page (bow), J. Pope (2), P. G. Essam (3), A. R. Watson (4), L. S. Williams (5), R. H. Nicholls (6), J. Webb (7), J. N. Eldeen (stroke), and G. J. Alwin (cox). Apart from the obvious attractions of such a trip, the week-end before Reading seemed a good opportunity for both crews to get some much-needed racing experience.

Together with Tony Fox, who was competing in the 82nd Championship of the Seine, and the Leander Four, David Jennens, Bill Windham, Adrian Cadbury and David Macklin, the Club contingent, including Peter Kirkpatrick, team manager, and Dick Phelps, boatman, flew from Northolt on the preceding Friday evening. After several delays we arrived in Paris in the early hours of Saturday.

Our hosts, led by Madame Suzanne Caverhill, met us at the Air Terminal and shepherded us to a hotel near the Palace of Luxembourg where sweet repose was sought by the tired crews. 'Vass' Vassilissin appeared at the hotel and the administrative staff of the party suddenly felt less tired and disappeared—in the direction of

Montmartre. Dot . dot . dot . came the dawn, etc.

Next morning, with the kind assistance of Roger Bates, the party repaired to the boat tents, in the shadow of the Eiffel Tower, and there the Pair (which had rowed at Liège the previous week-end) joined us. We were lent a three-sectional boat by S.N. de Basse-Seine and a set of oars, which had to be doctored, surreptitiously, to fit the swivels. The team manager, with scintillating wit, remarked that 'one should not look gift oars in the mouth'. He was dealt with.

After lunch a reception was held in the Hotel de Ville, for the visiting crews and delegates. Champagne was dispensed liberally to the representatives of Holland, Belgium, Switzerland, Germany and Great Britain. Here the team manager also signed the Distinguished Visitors' Book—under the impression that it was the hotel register and that he had been invited to stay the night! The subsequent outing in the eight was interesting and several sinister aspects of the Seine were revealed; its ability to rise up on bow side was remarked by several members of the crew.

The crews then inspected the lights of the Champs-Élysées but remembered their grim appointments on the river, and turned in to sleep at 10 o'clock—to the undisguised surprise

of the hotel staff.

The following afternoon, Sunday, the Regatta took place on an upstream course of 1,400 metres, between the Pont de L'Alena and the Pont de la Concorde. Heavy rain fell during the day and the water was enlivened by speedboats and launches. Several fishermen from the Bay of Biscay were sick after inspecting the course. The crews rowed four abreast from stake-boat starts.

The Pair performed first, early in the afternoon, encountering almost impossible conditions (even for Tideway carsmen) and finished third, in 5 mins. 36 secs., to Knuysen and Baetens of Belgium (who later won the Goblets at Henley). The S.N. Lagny were second and Metro de Paris fourth.

The Eight raced in the late afternoon. They never settled down, appeared to be rowing very short and were unhappy in the water conditions prevailing. They had the centre station, where the water was at its impossible worst. The Metro Eight, hugging the north bank, slipped away at the start and were very well together. This powerful crew (which subsequently rowed at Henley, to be beaten by Leander in the Grand) finished nearly three lengths ahead of Basse-Seine, with Amicitia de Mannheim third and ourselves fourth. The Metro crew, who had been racing for several week-ends before this regatta, were considerate enough to blame the Coronation for our eclipse!

After the defeat of Leander, it was left to Tony Fox to redeem British prestige, and this he did nobly, winning the Championship of the Seine in 5 mins. 31 secs., one second ahead of Mayer, with Neumeier third.

In the evening the captain and team manager attended the official banquet, and the crews were left to their own (de)vicies. Several veils (seven, in fact), must be drawn over the subsequent proceedings. Suffice to say that we all turned up to breakfast at 6 a.m., caught the scheduled plane to London and were established at our respective desks by 11 a.m.

This narrative would not be complete without some brief mention of the chequered career of the captain. After umpiring at Walton Regatta, he arrived at Victoria, sans passport!

Chartering a taxi, he broke the record, Victoria-Thames Rowing Club-Victoria by 5 minutes. In that time he had talked his way on to the Night Ferry, with a 1936 obsolete passport and the fond adieus of the officials, who assured him that even if he got into Paris he *most assuredly* would not get out to return to his native shore. He not only *did* get into (and out of) Paris with no passport, but came back on the Golden Arrow in time for the Monday night outing—which had been cancelled! His last moments in Paris were spent in the artistes' changing room in a night-club in Montmartre, endeavouring to retrieve a rain-coat which had been confiscated by the management when the *trois mousquetaires* Page, Alwin and Nicholls (owner of the coat), had failed to produce the necessary wad of francs to ensure their dignified exit.

In conclusion, the grateful appreciation of this Club is due to the Metro Club de Paris for its kind hospitality, and to Madame Suzanne Caverhill for her efficient and charming liaison which contributed so much to a delightful week-end—with a slight accent on rowing!

RUGGER Thames v Osterley

Last year a rugger match was arranged against a team from the Osterley Rugby Football Club. It was such a success that it was decided to have a return fixture this year. This took place on Sunday, 3rd January, and resulted in a win for Osterley by a goal and three tries (14 points) to a goal (5 points). As the last match was also won by Osterley, Thames are now two down in the series.

Thames were unable to raise a full side on the day, but were fortunate in being able to call on five regular rugby players to fill up the team.

Thames kicked off with the wind and were soon on the attack, but found it difficult to get through a sound defence. Alwin, at scrum half, though handicapped by several broken ribs, was at his brilliant best, and in the first half, while Thames were getting their fair share of the ball from the scrums, was sending it out beautifully in the direction of his back

division. Here Thames' Springbok centre, Webb, played a very fine game, his first in this country (or any other country!) but was too carefully marked to be able to show more than a glimpse of his true form. The forwards did a sterling job of work in the loose, the Tanner brothers and A. N. Other, and in the line-outs Davidson and another A. N. Other were outstanding.

However, the better team work of the Osterley side asserted itself, and at half time they led by 9 points. With five minutes to go this had been increased to 14. In the last few minutes Thames rallied, and Dear, showing magnificent anticipation, intercepted a pass, and knocking on only slightly, was able to run straight through, without having a finger laid on him, to touch down between the posts.

A. N. Other converted as the final whistle blew to end a great game.

THE

GAY RIVER

Guitars and Fiddles

on the Thames



(Reproduced by kind permission of 'The Times')

'Whereas the River Thames is a navigable highway; and whereas, by reason of the increase of population in London and other places near the said river, it has come to be largely used as a place of public recreation and resort.'

So ran the preamble to the Thames Preservation Act of 1885; and the preambles to Acts of Parliament often tell you a good deal about changing social habits. Some pleasure boating of course there had been, centuries before that. Queen Elizabeth I would travel up from Greenwich to Westminster in the royal barge. A new ambassador would come to Westminster from Gravesend by water—as Marshal Tito did only this year. Charles II was fond of yacht racing in the Pool. George I organised water pageants with fireworks between Whitehall and Chelsea, for which Handel composed his 'Water Music'. We hear of Pepys rowing himself down to Gravesend or up to Barn Elms, or of Dr. Johnson and Boswell taking a sculler from Temple Stairs down to Greenwich. Fashionable people were carried to Vauxhall or Ranelagh Gardens by water.

But until well into the nineteenth century it was more often the young apprentice who tried his hand with the sculls after work. Of professional watermen, there were in the seventeenth century some 40,000 earning their living with their own boats on the river between Windsor and Gravesend. If anyone wanted to go to the theatre at Bankside, or to visit the palaces at Lambeth and Fulham, he had to be ferried

across. It was in 1715 that Doggett, the Drury Lane comedian, founded his Coat and Badge, to be raced for on August 1st by young watermen just out of their apprenticeship; and Dibdin wrote an opera about it.

Songs and Races

The first University Boat Race was rowed in 1829 at Henley, but after a few years they came down to row it on the tideway. The Boat Race of 1866 was the first to be immortalised in a topical song. It was the first year the Thames Conservancy tried to control the river traffic on the course; up to then, sailing boats, barges and paddle-steamers would churn up the water and get in the way of the crews. The song tells, in not very inspired doggerel, how a sailing barge off Chiswick Meadows compelled Cambridge to divert their course and lost them the race; but 'Each believes his Blue the right', and 'Freely we acknowledge that the best men won'.

It was just about the same time that the Eton Boating Song was born. The words, by Cory, a master at Eton, were sent by him to an old pupil, Algernon Drummond, then serving in the Rifle Brigade in the Punjab, who composed the tune. There were several Etonians in the battalion, and they often sang it after dinner in the mess. It conjures up an attractive picture—a group of young officers in their mess kit, exiled from home, gathered round what was probably a very tiny old cottage piano.

Jerome K. Jerome's classic *Three Men in a Boat* came out in 1889. But there was no river girl in the popular papers, or in the musical comedies at the Gaiety. Young Edwin might bring his banjo on the river and sing nigger minstrel ballads for Evangeline; or her guitar might be heard over the still air, lightly strummed. There were no gramophones or wireless sets yet to fill the air with mechanical music. The motor launch was still resented by rowing men as something newfangled and offensive—rather a 'cad's' vessel. The 'drive yourself' motor boat had not come to give scope for the 'dodg'em' mentality; but the inexpert punter was there to cause mirth.

The Edwardian Scene

There were the quiet backwaters, sought by the young couples of whom H. G. Pélissier and his 'Follies' sang 'In Our Canadian Canoe' and 'Under the Weeping Willow'. And there were the annual regattas at every town of any size on the river from London up to Oxford. It was to Twickenham Regatta that paterfamilias gave wistful backward glances in the Farjeons' Victorian operetta, *The Two Bouquets*,

'When I was but a bounding boy,
Regattas were my greatest joy,
But soon I left the madcap whirl
For a very steady punt, with a rather
giddy girl.'

On a Sunday morning Paddington and Waterloo stations were busy scenes, a gay panorama of colours—the girls wearing long skirts and shirt blouses, with saucy little boaters and brightly coloured parasols; the men, laden with picnic baskets, wearing their white flannels, blazers and straw hats. Those were the days before Kingston and Chertsey were to many merely the names of places to be by-passed. At the busier locks near town people came just to watch the boats crowd in, and the lock-keepers competed with one another in the gay rivalry of their flower beds. Boulter's Lock on Ascot Sunday was one of the wonders of 'the Season'; smart dresses and hats filled it with all the colours of a flower garden, to rise or fall with the rushing water, and pass out up or down river. And beyond the locks the banks were gay with close-packed white houseboats, which vied with one another in the displays of their flower boxes or hanging baskets of scarlet or pink geraniums, white marguerites,

yellow calceolaria, and blue lobelia. Philip Braham's tuneful song 'The Gay River', introduced into *The Toreadors* in 1905, has all the roguishness of Edwardian Surbiton:

'If a maiden means to marry
On a houseboat she should tarry,
And a man she's sure to catch;
For the picnics and the dances
Will afford her endless chances
To bring him to the scratch.'

But the river was free to everyone. The paddle-steamers first started running from London up to Richmond in 1817. By the thirties they were running regularly as far down as Gravesend, where, in the year of Queen Victoria's coronation, Jeremiah Rosher opened Rosherville Gardens—'The Place to Spend a Happy Day'—scene of the well-known song 'Tommy Make Room for Your Uncle'. The arbours and the statuary in the gardens suggested the theme of F. Anstey's fantasy *The Tinted Venus*. Later came Eel Pie Island at Twickenham and Tagg's Island at Hampton Court. And for the rather 'fast' moneyed classes there was Skindle's at Maidenhead, about which 'All along the Dear Old Tow-path' was sung in an early revue at the Alhambra in 1913.

Jack Hulbert, making his professional debut on the musical comedy stage that year, brought the river at Cambridge to town with his song 'On the River Cam', and a few years later recurred to it with a waltz song 'In the May Week' in the musical comedy *The Light Blues*.

And since then we've had practically no songs about our own river—which Sir Winston Churchill recently, quoting John Burns, called 'Liquid History'. Instead, we sing the charms of the Mississippi or the Swanee River. 'Ol' Man River' was of the Mississippi showboat—though London had had a showboat of its own 300 years before, *The Folly*, which was moored at Bankside, or sometimes moved across to Cupar's Stairs opposite Somerset House. We did have one river song of our own in the nineteen-thirties—'Old Father Thames' who 'keeps rolling along, Down to the mighty sea'. And this Coronation summer we have had our River Pageant.

But it was Old Q, the fourth Duke of Queensberry, living in Richmond, who wrote to a friend: 'What is there to make so much of in the Thames? I am quite weary of it. There it goes, flow, flow, flow, always the same'.

JUNIOR ROWING 1952—1953

This year's Junior rowing, although disappointing in that we were unable to keep the second boat going in the later part of the season through lack of numbers, has been able to produce quite a number of useful oarsmen for next year.

Members of the crews were sent out in small boats as often as possible with the hope of teaching them a little watermanship, and we are pleased to say that no one had to swim home.

We were unable to get more than two crews going this year; the first eight was an extremely useful-looking crew, and it was disappointing that they did not win their Juniors earlier in the season. The second crew was more of a mixed bag, but what they lacked in experience they certainly made up with keenness.

In the Head, the first crew rowed the course in very good time, and was the third clinker eight to finish. With a little more opposition in the earlier stages they would have been very near that clinker pennant. The second crew nobly propelled their boat as far as possible, but slid some way down the scale.

At Putney regatta, the first crew achieved a comfortable victory in the Maiden Clinker Eights in spite of a very fine crab which was caught by bow in the final heat. Unfortunately, we lost our seven man after this regatta, and although we were lucky enough to have another junior of no mean experience to jump

into the seat, the crew never seemed to settle into its old stride again.

The crew managed to scrape home at Thames Ditton, just beating St. Paul's II in the final for their Junior Clinkers. After this, however, we had a series of losses and, apart from a faint spark of life at Walton when they were beaten by Weybridge in the semi-final, the crew might just as well have been pulling a whaler along.

After Marlow, the crew had a week's rest and came up smiling at Kingston, where they won their Juniors by beating Weybridge by three feet. The crew had put in an enormous amount of training and thoroughly deserved Junior Senior status.

The second boat rowed at Hammersmith for their Maiden Clinkers and after a very spirited effort lost by a length in the final. After a number of alterations in the crew through illness and other causes, they then rowed at Kingston Borough for their Juniors and were beaten by three feet by the eventual winners in the semi-final. In their last race at Kingston Regatta, they concluded their season's rowing very effectively, when four, no doubt working on some pet rowing theory, very neatly removed his blade from the swivel in their first heat.

After this abrupt end, however, some of the Juniors acquitted themselves honourably by rowing in Junior Senior events, and they should have some very enjoyable rowing in the coming season.

TWENTY-FIVE YEARS ON

By H. M. ('JOCK') LANE

Reminiscing is usually a sign of advancing years and, whilst we 'oldsters' delight in it, it very often taxes the patience of the young. We are inclined to draw comparisons between 'our day' and the present, much to the latter's detriment. However, I hope to take the broad point of view and be as fair as possible. This article, after all, is not meant to be a comparison so much as a review of Thames rowing 25 years ago.

To use a nautical term 'Ours were happy ships'. We worked hard, but we enjoyed it. Our slogan was 'mileage, mileage and more mileage'. We were, most of us, brought up in two schools of rowing thought, the 'Fairbairn' and the 'Beresford', if you could call them that. 'Steve' inculcated the power and 'Berry' gave us the polish. Between the two of them, in my opinion, they turned out some of the fastest crews that ever rowed. I have often felt in the past that if 'Steve' and 'Berry' had worked together in those days, they could have gone on

turning out some of the fastest crews of all time. We were lucky in getting the best of two worlds.

Our training used to consist of little trips to Richmond and back, periodically, with extensions to Hampton Court and return, and in all kinds of weather. Such long rows got us absolutely together and we became more and more like machines. They taught us to get the utmost out of ourselves in the way of power, with the least wastage of effort. Races from Putney to Mortlake or vice versa were frequent, probably much more so than nowadays, and we were always fit. Such was our fitness at all times that on one occasion, I remember, we were asked to pace the Cambridge crew—then nearing the end of their training for the Boat Race—over the University Course from Putney to Mortlake, or rather were meant to. Rowing well within ourselves, we kept our noses just in front until we got to Dukes Meadows, when the Cambridge coach shouted, 'For ——— sake,

Thames, stop. You are killing my — crew'. How many crews have had such experience thus early in the season?

In winning the 'Grand' of 1928 we were never really extended and repeated the victory of a slightly different Thames crew of the year before. In my opinion, fast as we were, the 1927 crew was faster than ours, but no doubt many will disagree with this point of view.

Then on to the Olympic Games at Amsterdam. There we met our match in the final of the 'Eights' against the Americans, although we had a bit of a scare from the Italians, who were European champions, in one of the earlier heats. I feel that we might have won the final if we hadn't been somewhat tired and 'woolly', as we couldn't get going at the start and were soon over a length down. However, we managed to pull our opponents back to half a length at the finish.

How does rowing compare at the present

day? First, I don't think the mileage is being done in training, and second, there are not enough coaches with 'big rowing' experience. Amongst the latter there is no uniformity of ideas, and it might be a good thing for all concerned to have a class for coaches every so often. In our day we had the advantage in that 'Steve', and later 'Berry', would take a crew or crews right through the season, so we did have uniformity in coaching, with the results that are now history.

I shall not attempt to draw any further comparisons, as they might not be fair. In 25 years conditions have changed and so have people, but there does seem to be a 'negative' policy in rowing as elsewhere at the moment. I will go so far as to suggest we study the Americans and adopt some of their ideas, at least in training. I have heard many people say it cannot be done, but I am confident it can. What about 'Mileage, mileage and more mileage'?

'JOCK.'

SOCIAL COMMITTEE

When the idea of holding a Coronation Dance was mooted, it was rather pooh-poohed. The more people thought about it, however, the more they liked the idea. Eventually the event was fixed to take place on the night of 2nd June.

The dance continued all night, interspersed with some Highland flings.

Breakfast was served at 6 a.m. and the last revellers departed at 8 a.m.

We are told that Page presented a truly magnificent sight rowing in a tub pair, and encouragement was vociferous. It is not known whether the eggs and bacon were eaten or used as surreptitious ammunition for ambitious marksmen.

The New Year's Dance passed with its usual gay abandon, and like the Coronation Dance continued well into the early hours of the morning.

A new touch was the intermingling with the dance going on at London. We are told that the local inhabitants were kept awake as the merry groups visited first one then the other Club, headed by a piper playing some particularly wild reels and marches. Jumbo Edwards seemed very happy 'stripping the willow' in the bar, his only regret being that one of the '32 four was not there to help him out.

A notable event in the annals of the Club is the starting of dances for the younger members at 2s. 6d. a head. They have been extremely well attended, and certainly help the profits of the House Stewards' account.

We would like to take this opportunity of

thanking the Steward and his wife, Mr. and Mrs. Tagg, for their co-operation, particularly for the loan of their radiogram.

FORTHCOMING EVENTS

There is a strong feeling in the Club, particularly amongst the younger members, that more events of a social nature should be put on by the Committee. With this end in view it has been decided to hold the following at the Club House:

(a) Dinner in honour of J. H. Page on retiring from honorary secretaryship of the Club. As announced by the Captain a Dinner will be held in appreciation of his services to the Club, and the presentation of his portrait will be made at the same time. The date April 14th. Price of tickets 10s. 6d.

(b) Pre-Boat Race Cocktail Party. It is felt that it is time the Club put on an event connected with the Boat Race, and there will be a Cocktail Party on the day before Boat Race, i.e. Friday, 2nd April, 6.30 to 8 p.m.

(c) Informal Dance on Boat Race Day, 3rd April.

(d) A Dinner. On many occasions the older members have expressed a desire to come down to see the first two eights in practice and meet them afterwards at a Dinner. The most suitable date would be on Wednesday, 5th May. The main idea is for two or three launches to be hired to follow the eights in practice, and then afterwards a dinner will be held in the Club House. Price of tickets 10s. 6d. including launch. Launches to leave the boathouse at 6.30 approximately.

Europe's LIGHTER Side

Well rowed!

Well rowed!

Well rowed!



Henley-on-Thames

We were invited to attend the Henley Royal Regatta this past week-end and since we knew it would bring back many happy memories of our sculling days on Central Park Lake we were very happy to go. But one just doesn't go to Henley—one prepares for it. As Jack Clyne, our very amiable host, pointed out, 'the Henley crowd is the only good crowd left in England and there are certain formalities expected of the spectators, just as there are certain things expected of the crews'. A spectator, in order to fit in, must wear white flannels, a blazer, his school tie and cap, and any medals he may have won while racing for his college or club.

And so, for a week previous to the event, our wife was busy at work sewing brass buttons on our only navy blue suit and embroidering the Central Park crest (two crossed oars with the words 'Twenty-five Cents an Hour' in the centre) over the left-hand pocket as well as on the cap. We didn't have a school tie, but as luck would have it we found a green and red stripe at Sulka's, and those were exactly the colours of Public School 35 in Hollis, New York. We bought the white flannels at an antique shop and also bought several medals at the Flea Market. Most of them had to do with the German War, but Jack assured us no one would scrutinise us that closely.

There are several places where you can watch Henley Regatta. There are the Stewards' Stands, the boating tents, the yachts or the famous boating clubs. We were invited to Phyllis Court Club, which is so exclusive that even the squirrels have to wear badges. The Phyllis Court Club overlooks Father Thames just at the finish line of the regatta, and from its long sweeping lawns and under its superb trees one has a chance to forget about the other classes for a little while, and relax in a style that one is accustomed to.

There are two famous rowing festivals in England. One is the Boat Race, which concerns the contest between Oxford and Cambridge, and the other is the Henley Royal Regatta, which welcomes, but does not always accept, competitors from all over the world. Henley possesses what is probably the finest stretch of water in the country.

The first regatta was organised in 1839 and has been held annually ever since, usually during the first week in July. The teams compete for silver cups. The two most important are the Grand Challenge Cup, considered the Blue

Riband of eight-oared racing, and the Thames Challenge Cup, which has crossed the Atlantic after 11 out of the last 12 meetings. There are also cups for four-oared crews, two-oared crews and the Diamond Challenge Sculls—unofficial amateur championship of the world, for solo scullers. The course is a straight mile and a quarter, and it is piled and boomed, whatever that means.

Saturday was the final day and there were many titanic struggles in the offing. The weather was warm and sultry and the water smooth and lazy. In the first race, the Princeton eight, America's only hope for the Thames Challenge Cup, was defeated by a stalwart crew from the R.A.F. All of us who saw it could not help shouting as the boats crossed the finish line, 'Well rowed, R.A.F.!'.

In the Grand Challenge Cup, Leander, Britain's most famous rowing club, defeated the Union Sportive Métropolitaine des Transports from France in a thrilling race that brought out the best traditions of rowing. Even though the British team won, those of us who could speak French could not refrain from yelling, 'Well rowed, Union Sportive Métropolitaine des Transports from France!'

In the Ladies Challenge Cup, Radley College and Jesus College fought it out and it was a brilliant, hard-fought race. Jesus College finally defeated Radley and many of us shouted, 'Well rowed! Well rowed!', carefully refraining from any blasphemy.

After the awards were distributed we went punting down the Thames and then retired to our pub for a pint. It didn't take us long to discover that two pints equal one quart, and four quarts equal a gallon.

Late in the evening we all came back to the river to watch a firework display. Many people dressed in evening clothes for the Royal Regatta ball went out punting to see the fireworks, and it was a very stirring sight and a very stirring finish to a very stirring day.

We don't wish to use these columns for commercial purposes, but if anyone is in the market for a pair of white flannels or a set of brass buttons or a rowing cap with a Central Park crest on it, please let us know. We'll even throw in an old school tie from Public School 35 if the price is right.

As for the Crimean medals, we think we'll keep them. They can always come in handy for a Fourth of July cocktail party or one of Perle Mesta's parties.

THAMES SWEEPS AND DRAWS

When a venture has been successful it is always pleasant to look back on its growth and recall how it commenced.

Members would like to have an idea first of how much in hard cash has all the trouble in selling the tickets been worth. The figures for the Sweeps and Draws amounts to the surprising sum of £3,500 since the inception.

In 1947, when the Club was really getting on its feet, the money, raised in the big appeal fund immediately after the war, was beginning to run out. Expenses were rising continuously and the membership increasing, and money was being used up at a greater rate than it was coming in. More equipment was needed, and the boathouse, even after the ministrations of Dick Messom and his builders, was obviously going to need a lot of money.

It was during the course of a conversation between the then Captain (Alan Burrough) and Vice-Captain (J. H. M. Ward) regarding the raising of further money that the Derby Sweep really originated. It was agreed between the two that the latter would go into the matter and try to formulate a scheme.

Help was sought from those members who had run the very successful Sweeps in the 'twenties, and their opinion was that a Sweep with 2s. 6d. tickets would not be worth a 'candle'. Legal opinion was also had free 'gratis' from those members that are in the legal profession, and their opinion was that we would be in 'clink' in no time if we started a lottery of this kind.

After these somewhat dampening advices the other members of the small sub-committee got 'ice-cold feet' and turned the whole project down. They could not, however, suggest any means whereby additional money could be raised, other than the old method of tapping members for subscriptions. As we had raised £1,300 only two years previously in this way it was obviously not going to go down very well.

The Vice-Captain put the facts to the Captain, who suggested, nevertheless, as there was practically no alternative, that the Club go

ahead. It was brought up before the main Committee, and argued as Committees do for hours on end, but reluctantly authorised the promoter to produce the necessary plans and organisation. Finally, after much delay and talk, it was agreed to launch out in the summer of 1949. The first year the Derby Sweep produced a profit of £50 and the tickets sold for 2s. 6d., the next year the profit increased to over £100, but the tickets were reduced in price to 1s.

The Christmas Draw was not even thought about until September, 1949, and its inception was somewhat curious, for the then House Steward, Arnold Brown, was bemoaning the fact that he had a cellar full of red ink (Algerian wine) which nobody would buy or drink free of charge. On learning of this sad state of affairs the Sweep Promoter thought that a helping hand could be extended, and so was born the biggest money-spinner the Club had had in years.

It was decided as a matter of policy by the Sweep Sub-Committee that really worth-while prizes should be given, and as many of them as possible. This also has paid hands down, for in spite of terrific competition it still shows to this day a substantial profit. In its halcyon days the profit bordered on £700; to-day, however, people are getting blasé as well as hard-up, and the profit has been more or less halved. The main thing is that the Sweeps and Draws have been a decided success, members have co-operated wholeheartedly and it has helped to keep the Club out of the red at the bank. Equipment has been bought, the Club House re-decorated on the outside and the necessary repairs done.

Success breeds good will, and the promoter has ample security when he goes to jail; members have been very generous in their offers of bail, and if the offers were placed in a lump sum the promoter could retire comfortably to the country (not Dartmoor), and spend his declining years growing pansies, which, according to the latest newspaper information, is the fashion.

TIDEWAY TRUST

It will be noticed in the article on the Club's Sweeps and Draws that income from this source is declining. It is a fact that must be swallowed, and ways and means to augment the Club's income must be thought out.

In his wandering search for money to pour into the ever-empty coffers of the Club, the promoter of the Draws and Sweeps lighted upon

the competition run by the Hereford Boat Club under the guise of the River Wye Guild. The profit it was making made the money from our two main methods look like out-of-pocket expenses. This particular draw is making *£1,000 a week* net for its club, and money is rolling to such an extent that they make weekly grants of £100 to small charity and sporting organisa-

tions over an area of 50 miles radius.

The proposition was put up to the main committee of T.R.C., and after much deferring and talk it was eventually passed last August. It is interesting to note that it took 10 months to get it passed by the Committee, who even then insisted that it be put before the General Meeting, at which the Captain is officially elected.

At that meeting the verdict was by no means unanimous, the voting being 36 for to 24 against, with 12 abstentions, the main consideration being that of all the methods suggested for raising the wind, the best one was the football sweep. The thing that most people objected to was that an amateur club of the standing of the Thames should use the professional code for making money.

Arm-chair critics abounded, letters poured into the Secretary's office complaining we were debasing the young, threats of resignation, etc.

Having got over the first shock, however, there were plenty of members who rallied round the cause of the Club, and on October 24th the scheme started.

There were the usual growing pains, but with the help of a band of willing helpers, the path of the Tideway Trust continued fairly evenly.

It was obvious that it would be a success almost from the start. It rapidly got in its stride and started making money almost immediately.

London Rowing Club then approached the Tideway Trust asking if they could join in, whilst the going was good. After negotiation, L.R.C. joined up and entered the Trust as from January 16th. We have now received enquiries from many other smaller clubs and, if handled properly, there seems to be no reason that it should not grow to the size of the Hereford Pool.

Incidentally, members of T.R.C. are reminded that the profit to the Club in the Trust *vis-à-vis* London is to be divided *pro rata* the membership produced by either Club. May we ask all those members of T.R.C. who rejected the scheme in the first place, for one reason or another, to reconsider their decision, and help boost up the membership of the Club.

If you have not the time, could you find an agent who would be willing to collect the weekly bobs? We enclose the latest result sheet, which we ask you to study carefully. The scheme is easy, you have little to do, the work is mainly done by Trust Committee and members.

HONORARY HOUSE STEWARDS' REPORT

During the year there have been a number of changes in the composition of the House Committee. John Macmillan, who did very valuable work as a House Steward during the early summer, resigned prior to becoming Captain, and at present the House Stewards are Messrs. Hollom, Bray and Pusey.

There has also been a change of Steward, and the newcomers, Mr. and Mrs. Tagg, have been with us eight months at the time of writing. Their arrival at the club was somewhat turbulent, as they came the day before the Coronation Dance, and were taken off to Henley to cater for the crews a fortnight later. Under Bill Williams's guidance they took this in their stride and are to be congratulated on achieving, from the domestic point of view, the most successful Henley for many years. Since then, whether the number of members to look after has been small or large, and despite a series of misfortunes, ranging from broken ribs to mumps, which have befallen the Tagg family, the standard of bar service, catering and cheerfulness they have given has been consistently excellent. The House Stewards hope that it will be many years before another change of Steward has to be reported in the Journal.

From the trading point of view, it seems likely

that the Balance Sheet will reveal some reduction in the turnover on the House Account compared with the previous year's figures. This seems to be due mainly to the somewhat unfortunate fact that fewer members were using the Club than hitherto. Various attempts have been, and are being, made to improve the financial position.

Honorary Secretaries' Notices

Addresses

The Honorary Secretaries would be pleased to receive the present addresses of the following members, trace of whom has been lost:—

J. H. Armstrong	K. A. Liddy
J. P. Bashford	R. H. B. Lord
F. A. Cumming	C. C. Morrell
S. J. W. Davis	J. W. Partridge
R. M. Durham	H. A. I. Rowland
I. C. J. Galbraith	R. A. W. Sears
G. Griffin	F. J. Stewart
J. G. Hilder	M. J. Stewart
J. C. Holben	J. Yeo

HISTORY OF THE THAMES ROWING CLUB

PIGGY EYRE'S TRAINING

Piggy Eyre looked back in his later years with great pleasure to his active days at Thames Rowing Club. Before he joined the Club he was tremendously hot on athletics in general, going in for swimming, rugby football and cross-country running with the Thames Hare and Hounds. He and George Vize came to Thames together at a time when Vize was considered the best amateur swimmer in the country, and some years before he became heavyweight champion boxer. Piggy records that they went into the new sport heart and soul. They were guided in their training by W. L. (Micky) Slater, not yet a member of the club, but then rowing with West London R.C. With two others, Piggy and Vize won a junior four-oared race at Walton Regatta in 1869, and though there was as much jubilation as if they had won the Grand, they could not get the Thames executive to go their pace. They were very ambitious and wanted the Committee to enter a four for the Wyfold at Henley next year, but this was regarded as beyond their legitimate aspirations. Just then Micky Slater had some trouble with West London R.C., and coming to see Vize and Eyre, bemoaned the degeneracy of the times. He joined Thames, and brought a youngster with him, A. J. Lowe, known as 'Chang'. As the Thames authorities practically, according to Piggy, interdicted them, they arranged to row from Harry Salter's boathouse at the Feathers, Wandsworth, a well-known waterman's pub and training place at the mouth of the Wandle.

Piggy says that they used to row to Richmond on Saturdays, or if the tide was flooding to Westminster and back; and on Sundays they did a lot of sculling together. They won the Wyfolds in 1870, and made their peace with the Club. They won again the next year, and in 1872 Slater took the whole Club in hand on his own Spartan lines, put on a Thames Cup Eight for the first time, and we won both that race and the Wyfolds. Hastie rowed for the first time at Henley that year, having turned up as a novice in the summer of 1871.

At that time, the Captain began getting his crews together about April 7th. The early work consisted of long hard rows in tubs, in sweaters, from Putney to the top of Chiswick Eyot, or to Barnes Bridge and back every night at a slowish stroke, but being bullied to row hard every stroke, and great attention was paid to leg drive and swing. Various combinations of fours were also tried. There was a good deal of land work and running on the L.A.C. track or round Barnes Common, to get weight down;

they used to make up parties for hard walks on Sundays.

The Grand crew (from 1874) was finally made up after a Trial Eights Race. The trials were towed in heavy tub boats, and coaches of those days bullied and drove unmercifully. Piggy always maintained that it was a great mistake to row trials in racing boats, you wanted the heavier drag of a tub to increase and harden muscle at that stage.

Micky was always preaching that you could not tell a man's grit and staying power from his apparent physique; he must go through the mill before you could be sure of his form; and he thought it far better to take a nine-stone man who gave his best all the way than a Hercules who could or would not go all the way, or who lost his form halfway over the course.

Trials were usually over by the first or second week in May and were nearly always close affairs from Putney to the top of the Eyot on a slack flood. The crews kept on in the tubs until about a month before their first regatta. When they took to their racing boat, they at once increased the rate of striking, but for a week more did a long row every night. They thought the long rows got the crew together and over the stale stage. They always tried to get the men stale three weeks before Henley, and the long fast rows did it for them. They never dropped a night's practice, or slackened the work, but just pegged away with the coach hounding them on. Piggy says 'it really was awful—and, of course, the rowing got ragged, and the fellows got bad tempered, and sometimes we lost a man then, but very seldom'.

As they all had to work pretty late in the evenings, they did their practice spins in the morning at 6 o'clock, as soon as it was light enough. In the early training in the winter of 1869 Piggy and George Vize used to walk to the Feathers, get into their boat at 6 a.m., and row hard to Putney Bridge. They never paddled light or easily. Then they would turn to peg away down to the West London Railway Bridge, again turn and come back at a hard slow stroke. There were no shower baths at the Feathers, so they dived in 'the Cut', the barge entrance to the Wandle, or in the Thames itself at low water; or they had buckets of water thrown over them, rubbed down, had a hasty breakfast and hustled up to Town. Piggy says that the Thames at low tide was beautifully clear at Wandsworth—think how it has changed.

Their breakfast was always cold meat or a chop, stale bread and no butter, watercress, if available, and two cups of tea. Dinner in Town

was supposed to be a light meal, generally with some cold meat. 'By the way', says Piggy, 'did you ever partake of a quarter of a pound of ham and beef, shoved inside the crust of a penny roll, like the Artful Dodger's treat to Oliver Twist on first acquaintance? It really isn't bad, and in those days 5½d. would see it through.'

In the evening they all went to the Feathers again, and generally went out in the dark, and again rowed the distance hard or sometimes went down to Chelsea and back. They had another alfresco tub and rub down. Supper was almost invariably a steak or chop, but there were never potatoes, butter or cheese. Occasionally they had stewed fruit, and very rarely a tapioca pudding with a glass of sherry in it

('terrible stuff, I fear', says Piggy).

After that they always did a stiff walk of four to six miles at top pace to harden the leg muscles. When Micky could not get down in time for a row, they did an extra hard walk, finishing up with a mile's run. There was a sluice and rub down after the walk, and they were supposed to be in bed by 10.30 p.m. They had boxing, too, on two or three nights a week. Piggy adds: 'As a matter of fact I used to sit up as late as one or three a.m. about three days a week reading law and all sorts of stuff, having a snooze of about 15 minutes or so after coming in from the walk, but I do not recommend that for men in training. In those days I could go to sleep at any time (and wake at any time) I liked'.

PUTNEY PERSONALITIES

The mysterious absence of **Tod Hollom** has given rise to rumours that he is in Abyssinia, ordering Christmas puddings for **Ham Ward's** next draw. The delivery at the Club, from Harrowhites, of a pair of skis addressed to **Massa Haile Hollom** may have some bearing on this story.

We understand from the Foreign Office that disturbing despatches are expected any day now from Spain. 'Vass' **Vassilissin** is there at the moment and **Dick Messom**, it is rumoured, is *en route*. When pressed for an alibi for what is obviously a potential international incident, Dick mumbled something about the 8th Army into his tankard. So that's where they've been since **Alamein!**

Older members will be relieved to hear that the story of **R. H. (Potts) Coombe** breaking the sound barrier in a jet plane has now been disproved. A junior-very-senior member has given his considered opinion that the story is a myth (**Amiss?—Ed.**) and the originator a damn fool.

We understand from **Peter 'Boswell' Pusey** that we may expect a reincarnation of *Doctor Johnson* sometime before the next issue of this Journal. All *bon viveurs* are advised to see that they have good livers before the inevitable celebration. (Editor to Ed.—'For God's sake, Chum!') The theme will be 'Oh, little cirrhosis, how do you do?' (Ed. to Editor—'All right, I resign.')

Answer to Co-respondents: **Sonia (Irkutsk)**. The only member to fit your description has now joined a rival club. We are not in a position to state whether or not his beard is false, neither have we heard him play the balalaika. If the gentleman told you his name was **Steve Connibairn**, then we can only assume that the name **Nicholls** on the rowing socks was a joke

STOP PRESS

In the recent Christmas Draw, the 9th Prize, a trip to Paris and two tickets to the **Follies Bergère**, created an interesting diversion. The winning ticket was originally held by a lady of 82. She swapped it with her great granddaughter, aged 10, for a box of cheroots and a **Hamleys' 'Astral Space-suit'**. The son of the former lady, and grandfather of the latter, confiscated the ticket and settled with **Ham Ward** for a television set.

When the **Legal Adviser** to the **Tideway Trust** is released from **Brixton** next year he will have an interesting problem to solve.

of some kind. We will ask him to return the packet of postcards.

Pen Friends: 'Mother Superior', Aberystwith. Several of the Junior members have shown great interest in your suggestion of pen-friendship. The enclosed rowing definitions of 'maidens' and 'novices' will perhaps clarify your ideas on the subject. The Captain has clarified the ideas of the Juniors, who appeared to be suffering from some quaint delusions about convents.

OBITUARY

We have learned with deep regret of the death of the following members:—

G. L. Jacobs, in January, 1953.

J. G. N. Clift, in May, 1953.

E. J. Burrough, in September, 1953.

E. R. Harvey, in November, 1953.



*M. Le Délégué Britannique
Hotel de ville Paris*

*Peter Kirkpatrick signs the
Distinguished Visitors' Book*

*Danger!
Team Manager at work!*



*Messrs. Fisk, Dick Phelps
and Legg, advance on Paris*



*En route Paris
Angels five thousand!*



Arthur Sulley, coach, and 1st VIII at Henley



"Queen's Waterman"



The 2nd VIII, Reading Head of the River



Jupiter PLUVIUS Macmillan



TOP: At Henley—Ronnie Symonds makes a point

CENTRE: Sherpa Swat annexes Hedsor Wharf to Great Britain

BOTTOM: Well-known rowing correspondent disembarks at Leander Club

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