



JOURNAL OF THE
THAMES ROWING
CLUB

1950

THAMES ROWING CLUB

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MEMBERSHIP

Full	133
Life	117
House	83
Country (and Overseas)	172
University	84
School and Cadet	141
Temporary	16
Total	<u>746</u>

STAFF

Boatman:

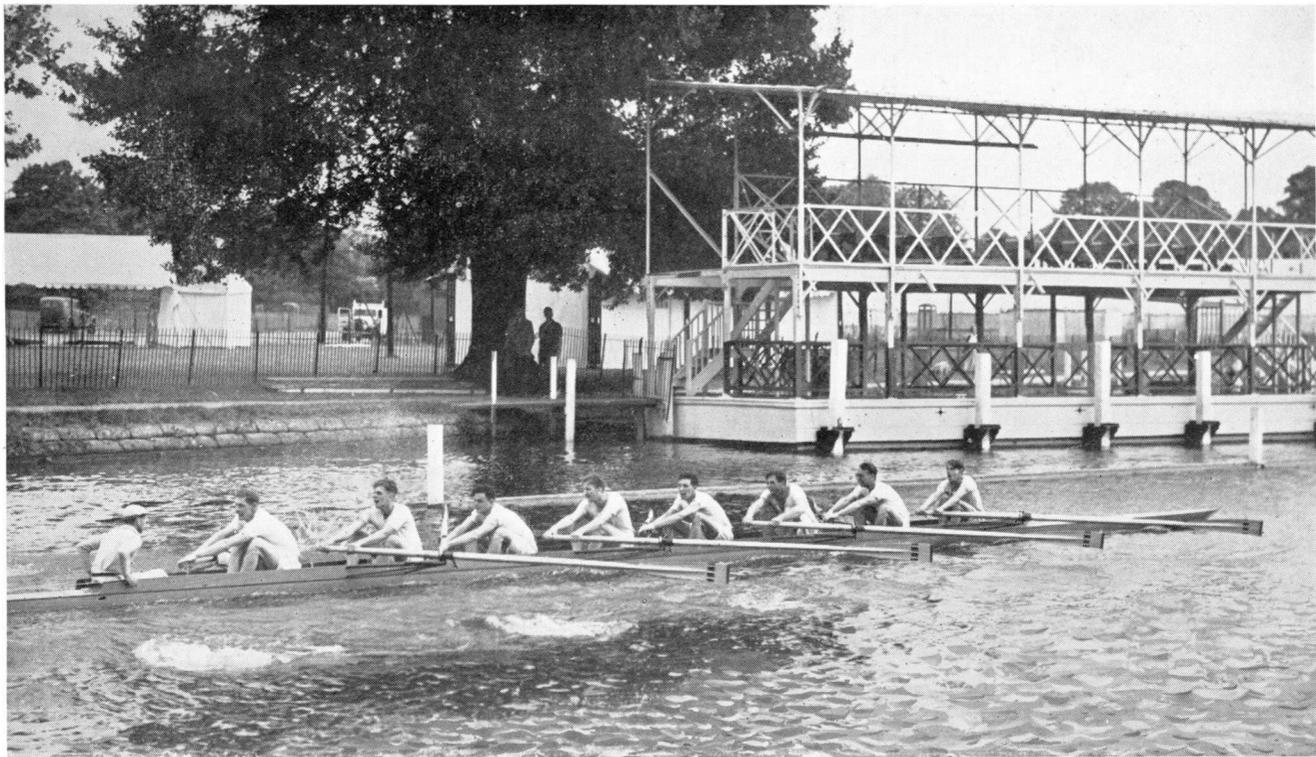
R. W. PHELPS

Assistant Boatman:

C. BUNCHER

Steward:

C. H. MEEKS



Geo. Bushell & Son

First Eight at Henley, 1950



'News Chronicle'

'Berry' and Dick Phelps at Putney



Second Eight at Henley

Geo. Bushell & Son

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FUTURE FIXTURES AND ACTIVITIES

1951

MARCH 17TH	HEAD OF THE RIVER RACE
MARCH 24TH	THE UNIVERSITIES BOAT RACE
JULY 4TH-7TH	HENLEY ROYAL REGATTA
SEPT. 29TH	THE CLUB INVITATION REGATTA

THAMES ROWING CLUB

EDITORIAL

The world has paddled its way through another year and the great regatta of life still goes on. Rowing, tanking, and racing; training, and—for ever-decreasing periods—not training, the Club has passed from month to month with varying success on the water, and with constant and considerable buoyancy off it. This Journal, now firmly established, can record only the more formal moments and events of the past year; and as in its previous issues tries to deal impartially with the changing scene.

Of special interest are Felix Badcock's comments on the future of Thames Cup rowing at Henley. University and School crews from the U.S.A. have taken the Thames Challenge Cup across the Atlantic eight times from the last nine Henleys—and they did not compete in 1946. We can at least be proud that they were last defeated in this race by Thames R.C., but since the war their form has been so consistently of Ladies' Plate class that the question of allowing them to enter for that event certainly appears to be worthy of consideration by the Stewards of the Regatta.

We are proud to re-publish Jack Beresford's excellent account of the rowing in the Empire Games in Auckland last winter even though much of it has appeared elsewhere; we feel that many of our older members may not yet have seen it, and that they will enjoy reading it.

Finally we may mention that Ian Fairbairn's long-projected book, 'Steve Fairbairn on Rowing,' has been published by Nicholas Kaye (18s.), and may be obtained from the Honorary Secretaries at the Clubhouse. This collection of Steve's works, with Ian's introduction, is described by the Rowing Correspondent of 'The Times' as 'the most important rowing book that has appeared for many years.' All Thames men will heartily endorse that opinion.

CAPTAIN'S REPORT

IT has become established that one of the final duties of the Captain of Thames Rowing Club each year shall be the writing of a report of the Club's activities over the past season. It is therefore pointless to envy the lot of earlier Captains who did not need to include literary talent among their attributes, nor is it fair to embarrass the Editor by further delay in putting pen to paper—since the writer is himself as anxious as other members to study the rest of this now well-established and flourishing Journal.

As always, this year has seen the Thames Rowing Club well represented, both on water and bank at many regattas and, happy to relate, we have once again been able to record a high number of wins. A study of the Regatta Results Chart shows a total of 15 wins (excluding pairs and sculls), compared with 19 last year.

This fact, although of interest, is not, of course, a good yardstick on which to base any judgment of the season, but it does show that the Club has by no means been idle throughout the year.

Early in the Club's year, as previously reported, four members had the good fortune to be selected to represent England at the Empire Games in Auckland, the crew being led by Jack Beresford, Jnr. As members will know, the result of this very rapid dash to the other side of the world was most disappointing, but even so, the friendships made on both sides in the very short stay made the whole venture most worthwhile.

Victory at the Twilight Regatta at Sydney on the return journey did a little to re-establish local confidence in the ability of crews from this country.

While these few were enjoying themselves far afield, at the Club itself much good work was being put in under the enthusiastic guidance of Jerry Sangster, which brought its first reward in victory over London Rowing Club in the Boustead Cup. The Head of the River Race which followed shortly after once again brought the Club out in force with every boat afloat, including one kindly lent by the ever-co-operative St. Paul's School Boat Club. By this means we were able to enter ten crews, a number which could well have been exceeded had more craft been available.

On the night before the race the first of many casualties occurred in the first VIII and, much to our disappointment, the Club did not finish in the first three.

Thereafter illness pursued this crew and, although the Dashes were won and the tables turned on London once again, by the time the

crew arrived at Henley a total of eight replacements had had to be made! This sorry tale caused us to concentrate our hope on the 2nd VIII which well justified its nursing and, after a fine pre-Henley record, finished up as the sole British defenders of the Thames Cup against the American Kent School, by whom they were ultimately defeated in the final.

The fours, on the whole, did not distinguish themselves throughout the season but once again, under tireless effort and encouragement by Ham Ward, the junior crews were twice successful, which was a fine achievement, since, as is well known, the standard of this event rises rapidly and the second win is always a hard goal to attain.

A further notable event was the long awaited victory in the Veteran VIIIs for the first time in the history of the Club; we failed, however, to retain our title in the IV's.

We have the great satisfaction of once again having a sculler of first rank among our members and the exploits of Tony Rowe throughout the year in the Empire Games, Diamond Sculls and, finally, in the World Championship at Philadelphia, justify our hopes for his future.

As always, the Captain and Deputy Captain have found numberless members willing to give much time and effort to help in the running of the many sides of the Club and the enthusiastic support of the Club by these older members is no small sign of its health and vitality as well as being the envy of many another club. Among the many in the coaching field, Arthur Sulley, whose patience and fire worked great wonders with the sadly depleted 1st VIII at Henley; Felix Badcock whose enthusiastic handling of the 2nd VIII threw him from his bicycle almost into the circles of the "Barrier Club"; and, of course, the eternal Berry, whose constant encouragement drove many a crew on, together with Tony Rowe, Freddie Page, Hank Rushmere, Swat, Bill Williams, George Vasilescu and a host of other familiar faces.

In the administrative world the team led by Freddie Page has kept the wheels of government turning and battled with the ever-difficult task of stretching the finances over the many and inevitably increasing demands.

Dick Phelps, with his constant cheerfulness, was ably assisted by Charlie Buncher, and they have had to contend with the frequent repairs to boats which constant use coupled with their increasing age, makes a greater problem every year.

As will be seen from these pages, social

functions have also had their place and members continue to be well and comfortably victualled by Mr. and Mrs. Meeks.

Before passing on to the more detailed comments on the activities of the year we will add a few words on the season which has just begun.

In approaching the coming season, it is impossible not to be struck by the losses of skilled material we have sustained. Of last year's Henley crews, we are left with two men from each, three of them lightweights.

It seems that the calls of work, the Forces and the fair sex prevent any but the aged and confirmed bachelors from partaking in the

sport for more than a year.

In numbers, we are as strong as ever, but, alas, Grand oarsmen are not made in a season.

If we cannot have outstanding oarsmen we should be able to form winning crews.

Our intention is to arrange plenty of work on the water, including frequent dust-ups among the crews, tanking and physical training. As much encouragement as possible will be given to indulge in small boating to improve watermanship. In return we hope to have from every member a willingness to learn, 100 per cent. fitness and the right spirit—the will to win.

THE SEASON'S ROWING

Races and Regattas, 1950

BOUSTEAD CUP 18th March

R. C. Morris (bow) ; A. J. G. Wood ; P. R. Simnett ; J. L. Sangster ; M. B. Scott ; J. Pope ; A. R. Watson ; J. N. Eldeen (stroke) ; B. Graydon (cox).

The race was rowed on top of the ebb tide in a stiff N.W. breeze. London R.C., on the Middlesex station, got away to a very fast start and led by $\frac{1}{2}$ length after 10 strokes, increasing this to $\frac{3}{4}$ length at the end of the first minute. Here, Thames took things in hand and, rowing well together, with determination, drew level and passed London, shooting Barnes Bridge $\frac{1}{2}$ length in the lead. They continued to go up and were clear at the Bandstand. In the Corney Reach, Thames found their best form and were rowing comfortably to increase their lead to $3\frac{1}{2}$ lengths at Hammersmith. At Harrods, conditions were very bad, but Thames, keeping well in to the Surrey shore, maintained their comfortable lead. At the Mile Post, London started a plucky and sustained spurt, going up fast.

Thames delayed their reply until the Boathouse, where they took it away to win comfortably.

HEAD OF THE RIVER RACE

1st *viii* : R. C. Morris (bow) ; A. J. G. Wood ; J. L. Sangster ; P. C. Kirkpatrick ; M. B. Scott ; J. Pope ; A. R. Watson ; J. N. Eldeen (stroke) ; B. Graydon (cox).

Started 2nd, finished 5th. Time, 19 min. 17 sec.

This VIII, in the winter of 1949/50, had one remarkable quality: it preferred to do its rowing the hard way. Therefore, in the Boustead Cup, the fortnight before—after preparing for the race by breaking its boat—it found its correct milieu in a gale which produced water conditions similar to the Channel, and had beaten

London R.C. Otherwise it was unpolished and clumsy.

When the Head of the River day came, with smooth water and a following wind, the crew already felt uncomfortable. Then, on the very afternoon one of those regular visitations took off a member of the crew with jaundice, and this necessitated changing the order. By this time, despite the quality of the substitute, the crew felt really unhappy—and rowed like it.

In the first minute it did make an appreciable impression on London, who started Head, but the rhythm, run and stride, which had always been so doubtful in practice, completely disappeared. It is better to leave untold the misery of the succeeding 18 minutes, which is adequately underlined by the fact that Thames I finished fifth in 19 min. 17 sec.

2nd *viii* : T. P. Wilson ; G. S. Dear ; P. S. Pusey ; B. C. Lawrence ; I. F. Macdonald ; K. N. Woodward-Fisher ; J. C. Hyem ; M. F. Alexander (stroke) ; L. K. Guest (cox).

Started 19th, finished 16th. Time, 19 min. 45 sec.

3rd *viii* : D. A. Chipp ; H. B. James ; M. M. Holgate ; W. G. Alden ; J. Debenham ; J. R. Johnson ; J. P. Dizer ; T. W. J. Foy (stroke) ; A. M. Roe (cox).

Started 26th, finished 50th. Time, 20 min. 24 sec.

4th *viii* : E. S. Ellis ; J. P. Simpson ; W. S. Ham, D. E. Goodall ; R. J. Bradbury ; W. Bull ; A. C. Coates ; J. M. Nott (stroke) ; R. W. Morris (cox).

Started 44th, finished 88th. Time, 20 min. 44 sec.

5th *viii* : D. E. Evans ; T. J. L. Alexander ; B. T. Ramm ; J. N. Curtis ; A. C. Riemer ; F. E. Hunter ; A. M. Delarue ; P. W. J. Simcox (stroke) ; N. B. Padwick (cox).

Started 46th, finished 64th. Time, 20 min. 33 sec.

6th *viii* : R. G. Wall ; A. H. Lines ; D. Barton ; R. A. Strong ; D. H. McLellan ; B. F. Sylvester ; T. J. Sullivan ; A. W. Mills (stroke) ; G. J. Alwin (cox).

Started 55th, finished 152nd. Time, 21 min. 31 sec.

7th *viii* : K. N. C. Bray ; A. A. Jaworski ; C. G. Cumming ; B. H. Holland ; P. F. H. Andrew ; R. W.

Beckley ; J. A. Wilmot ; G. C. C. Pepys (stroke) ; M. Tanner (cox).

Started 92nd, finished 170th. Time, 21 min. 53 sec.
8th VIII : N. E. Lempriere ; R. A. Cartledge ; K. Vernon ; L. E. Simmonds ; D. H. Drury ; G. P. Godenir ; G. A. W. Morgan ; J. L. Cooke (stroke) ; W. M. Nisbet (cox).

Started 101st, finished 123rd. Time, 21 min. 8 sec.
9th VIII (clinker) : R. C. Bray ; H. R. Sidey ; R. P. Willcock ; J. Ph. Raeymaeckers ; T. R. Monteath ; S. A. Chester ; A. A. Katz ; R. H. MacIntyre (stroke) ; T. R. Reynolds (cox).

Started 162nd, finished 154th. Time, 21 min. 34 sec.
10th VIII (clinker) : D. C. Morton ; K. J. Crowley ; P. J. E. Dowden-Parker ; J. F. de H. Hall ; W. S. Green ; M. P. Cousins ; R. F. Sharpe ; C. S. Cullen (stroke) ; R. Marks (cox).

Started 170th, finished 186th. Time, 22 min. 5 sec.

HAMMERSMITH REGATTA

6th May

Junior-Senior Eight

R. G. Wall (bow) ; D. E. Goodall ; M. Stern ; J. L. Cooke ; W. S. Ham ; E. S. Ellis ; A. C. Coates ; J. M. Nott (stroke) ; L. K. Guest (cox).

Heat 1 : Thames Tradesmen R.C., 1 ; T.R.C., 2 ; Lensbury R.C., 3 ; $\frac{1}{2}$ length ; easily.

Junior-Senior Four

E. S. Ellis (bow and steers) ; W. S. Ham ; A. C. Coates ; R. W. Beckley (stroke).

Heat 1 : London Hospital, 1 ; T.R.C., 2 ; Barclays Bank, 3 ; $\frac{1}{2}$ length ; easily.

Marshall Hays Cup (Maiden Eights)

D. E. Evans (bow) ; T. J. L. Alexander ; B. T. Ramm ; A. S. Kwiatkowski ; A. C. Riemer ; S. A. Chester ; A. M. Delarue ; P. W. J. Simcox (stroke) ; T. R. Reynolds (cox).

Heat 1 : T.R.C., 1 ; Burway R.C., 2 ; Battersea Polytechnic R.C., 3 ; $\frac{1}{2}$ length ; 2 lengths.

Final : T.R.C., 1 ; Thames Tradesmen R.C., 2 ; Kings College, 3 ; $1\frac{1}{2}$ lengths ; easily.

PUTNEY REGATTA

13th May

Reeve Challenge Cup—(Junior Senior Eights)

M. Stern (bow) ; D. E. Goodall ; R. G. Wall ; J. L. Cooke ; E. S. Ellis ; W. S. Ham ; A. C. Coates ; J. P. Simpson (stroke) ; L. K. Guest (cox).

Kings College, 1 ; Furnivall, 2 ; T.R.C., 3 ; $\frac{3}{4}$ length, $1\frac{1}{2}$ lengths.

Eyre Challenge Cup (Junior-Senior Fours)

M. Stern (bow and steers) ; W. S. Ham ; A. C. Coates ; E. S. Ellis (stroke).

Heat 2 : Beat Barclays Bank easily.

Final : Ibis R.C., 1 ; T.R.C., 2 ; easily.

Beverley Eights (Junior Eights in Clinker Boats)

D. E. Evans (bow) ; T. J. L. Alexander ; B. T. Ramm ; A. S. Kwiatkowski ; A. C. Riemer ; S. A. Chester ; A. M. Delarue ; P. W. J. Simcox (stroke) ; T. R. Reynolds (cox).

Heat 2 : T.R.C., 1 ; Lensbury, 2 ; Westminster Bank, 3 ; $\frac{1}{2}$ length, 2 lengths.

Semi-final : Chiswick General, 1 ; Quintin, 2 ; T.R.C., 3 ; 2 feet ; $\frac{1}{2}$ length.

VESTA ROWING CLUB OPEN DASHES

17/18th May

Quintin Cup (Senior Eights)

T.R.C. 'A' Crew : T. P. Wilson (bow) ; A. J. G. Wood ; T. J. Sullivan ; J. Pope ; J. L. Sangster ; P. C. Kirkpatrick ; A. R. Watson ; J. N. Eldeen (stroke) ; B. Graydon (cox).

T.R.C. 'B' Crew : G. S. Dear (bow) ; M. F. Alexander ; I. F. Macdonald ; B. C. Lawrence ; K. N. Woodward-Fisher ; J. B. Shaw ; P. S. Pusey ; A. F. Fox (stroke) ; L. K. Guest (cox).

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

Final : T.R.C. 'A' (Surrey), 1 ; London R.C. (Middlesex), 2 ; $\frac{1}{2}$ length.

Fitte Cup (Senior Fours)

T.R.C. 'A' Crew : R. C. Morris (bow and steers) ; M. B. Scott ; A. R. Watson ; P. C. Kirkpatrick (stroke).
T.R.C. 'B' Crew : T. P. Wilson (bow and steers) ; J. Pope ; J. L. Sangster ; A. J. G. Wood (stroke).

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

Heat 2 : L.R.C. 'A', 1 ; T.R.C. 'A', 2 ; 4 feet.

Final : L.R.C. 'A' ; T.R.C. 'B', 2.

Tweddell Trophy (Junior-Senior Eights)

R. G. Wall (bow) ; D. E. Goodall ; M. Stern ; W. S. Ham ; E. S. Ellis ; P. J. B. Stevens ; A. C. Coates ; J. P. Simpson ; J. L. Cooke (stroke) ; T. R. Reynolds (cox).

Final : Kings College, 1 ; Chelsea Polytechnic, 2 ; T.R.C., 3 ; $\frac{1}{2}$ length ; canvas.

THAMES DITTON REGATTA

20th May

Sawtell Challenge Cup (Junior Eights)

D. E. Evans (bow) ; T. J. L. Alexander ; B. T. Ramm ; A. S. Kwiatkowski ; A. C. Riemer ; S. A. Chester ; A. M. Delarue ; P. W. J. Simcox (stroke) ; T. Levy (cox).

Heat 2 : T.R.C. and Westminster Bank R.C. Dead Heat. 3 min. 19 sec.

Re-row ($\frac{3}{4}$ course) : T.R.C., 1 ; Westminster Bank, 2 ; 2 feet.

Heat 8 : T.R.C., 1 ; I.C.B.C., 2. 2 feet, 3 min. 13 sec.

Heat 11 : Weybridge R.C., 1 ; T.R.C., 2. $\frac{1}{2}$ length, 3 min. 16 sec.

Warner Challenge Cup (Junior Fours)

R. C. Bray (bow) ; M. D. Longford ; L. Abel-Smith ; J. Curtis (stroke) ; G. R. R. Inglis (cox).

Heat 1 : Staines R.C. 'A', 1 ; T.R.C., 2 ; easily.

CHISWICK REGATTA

3rd June

Allanson Memorial Challenge Cup. (Thames Cup Eights)

G. S. Dear (bow) ; E. S. Ellis ; I. F. Macdonald ; B. C. Lawrence ; G. A. Napper ; K. N. Woodward-Fisher ; P. S. Pusey ; A. F. Fox (stroke) ; L. K. Guest (cox).

Heat 3 : T.R.C., 1 ; Quintin, 2 ; Westminster Bank, 3. 2 lengths ; $\frac{3}{4}$ length.

Final : T.R.C., 1 ; Oriol College B.C., 2 ; Crowland, 3 ; $\frac{3}{4}$ length ; easily.

Junior-Senior Eights

R. C. Wall (bow); D. E. Goodall; M. Stern; W. S. Ham; J. P. Simpson; P. J. B. Stevens; A. C. Coates; J. L. Cooke (stroke); G. R. R. Inglis (cox).

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

Ronald Studd Challenge Trophy (Junior Eights)

D. E. Evans (bow); T. J. L. Alexander; B. T. Ramm; A. S. Kwiatkowski; A. C. Riemer; S. A. Chester; A. M. Delarue; P. W. J. Simcox (stroke); T. R. Reynolds (cox).

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

Semi-final: Oriel College B.C., 1; T.R.C., 2; Thames Tradesmen R.C., 3; ½ length; easily.

Final won by Oriel College B.C. by ¾ length.

RICHMOND & TWICKENHAM REGATTA

10th June

Mayor of Richmond Cup (Thames Cup Eights)

G. S. Dear (bow); E. S. Ellis; I. F. Macdonald; B. C. Lawrence; G. A. Napper; K. N. Woodward-Fisher; P. S. Pusey; A. F. Fox (stroke); L. K. Guest (cox).

Race 19: T.R.C., 1; Oxford House R.C., 2. 3 lengths.

Race 26: T.R.C., 1; Lensbury R.C., 2. ¾ length, 4 min. 31 sec.

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

Twickenham Cup (Junior Eights)

D. E. Evans (bow); S. A. Chester; B. T. Ramm; A. S. Kwiatkowski; A. C. Riemer; P. J. B. Stevens; A. M. Delarue; J. Ph. Raeymaeckers (stroke); G. R. R. Inglis (cox).

Race 15: T.R.C., 1; National Provincial Bank R.C., 2. 2 lengths.

Race 24: Staines B.C., 1 T.R.C., 2. 1 length, 4 min. 44 sec.

Riverside Cup (Junior-Senior Fours)

R. G. Wall (bow and steers); D. E. Goodall; W. S. Ham; J. L. Cooke (stroke).

Race 3: Imperial College B.C., 1; T.R.C., 2.

WALTON REGATTA

17th June

Goring Challenge Cup (Wyfold Fours)

A. C. Coates (bow and steers); M. F. Alexander; J. Debenham; T. J. L. Alexander (stroke).

Race 20: Westminster Bank R.C., 1; T.R.C., 2.

Miskin Challenge Cup (Junior Eights)

D. C. Morton (bow); A. A. Katz; P. J. E. Dowden-Parker; A. A. Jaworski; R. P. Willcock; J. P. Bashford; R. C. Bray; J. N. Curtis (stroke); G. R. R. Inglis (cox).

Race 5: London Hospital, 1; T.R.C., 2.

READING REGATTA

17th June

Grand Challenge Cup

T. P. Wilson (bow); J. Pope; R. C. Morris; J. Shaw; J. L. Sangster; P. C. Kirkpatrick; A. R. Watson; A. J. G. Wood (stroke); B. Graydon (cox).

Race 53: T.R.C., 1; Magdalen College (Ox.), 2. 1 length, 4 min. 44 sec.

Final: New College B.C. (Ox.), 1; T.R.C., 2. 1 length, 4 min. 44 sec.

Senior Fours

R. C. Morris (bow and steers); J. B. Shaw; A. R. Watson; P. C. Kirkpatrick (stroke).

Final: T.R.C., 1; Oriel College B.C., 2. 3 lengths, 5 min. 18 sec.

Thames Cup Eights

G. S. Dear (bow); E. S. Ellis; C. H. Barwise; B. C. Lawrence; G. A. Napper; K. N. Woodward-Fisher; P. S. Pusey; A. F. Fox (stroke); L. K. Guest (cox).

Race 23: T.R.C., 1; R.A.F., 2. 2 lengths.

Race 42: T.R.C., 1; Reading University B.C., 2. 4 min. 52 sec.

Race 67: T.R.C., 1; Oriel College B.C., 2. ¾ length, 4 min. 47 sec.

Final: St. Paul's School B.C., 1; T.R.C., 2. ¾ length, 4 min. 45 sec.

Maiden Erleigh Challenge Cup (Junior-Senior Fours)

R. G. Wall (bow and steers); D. E. Goodall; W. S. Ham; J. L. Cooke (stroke).

Race 54: T.R.C., 1; Ibis R.C., 2.

Semi-final: Eton Excelsior R.C., 1; T.R.C., 2, easily.

C. H. Dodd Challenge Trophy (Senior Sculls)

A. N. Watson lost to L. D. Habbitts (Reading R.C.).

Sandhurst Challenge Cup (Junior Eights)

D. E. Evans (bow); F. E. Hunter; B. T. Ramm; A. S. Kwiatkowski; A. C. Riemer; P. J. B. Stevens; A. M. Delarue; P. W. J. Simcox (stroke); G. Alwin (cox).

Race 30: T.R.C., 1; I.C.B.C., 2. 1½ lengths.

Race 49: T.R.C., 1; Wadham College B.C., 2. 2 lengths.

Final: T.R.C., 1; Wallingford B.C., 2. 1 length, 4 min. 59 sec.

MARLOW REGATTA

20th June

Grand Challenge Cup (Senior Eights)

T. P. Wilson (bow); J. Pope; J. Debenham; J. B. Shaw; J. L. Sangster; P. C. Kirkpatrick; A. R. Watson; A. J. G. Wood (stroke); B. Graydon (cox).

Heat 2: Lady Margaret B.C., 1; T.R.C., 2; Jesus College (Cams.), 3. 4 min. 7 sec.

Senior Fours Challenge Cup

R. C. Morris (bow and steers); J. B. Shaw; A. R. Watson; P. C. Kirkpatrick (stroke).

Heat 3: T.R.C., 1; Oriel College B.C., 2, easily.

Heat 7: Clare College B.C., 1; T.R.C., 2.

Senior Sculls Challenge Cup

A. D. Rowe.

Heat 1: Rowe beat R. van Mesdag and E. M. Sturges.

Heat 2: Rowe beat W. T. J. Baker.

Final: Rowe beat H. J. Renton.

Marlow Eights Challenge Cup (Thames Cup Eights)

G. S. Dear (bow); E. S. Ellis; I. F. Macdonald; B. C. Lawrence; G. A. Napper; K. N. Woodward-

Fisher ; P. S. Pusey ; A. F. Fox (stroke) ; L. K. Guest (cox).

Heat 9 : T.R.C., 1 ; Downing College B.C., 2 ; Molesey B.C., 3. 3 lengths, 4 min. 20 sec.

Heat 16 : T.R.C., 1 ; Trinity Hall, 2 ; St. Caths. Camb., 3.

Heat 18 : Clare College B.C., 1 ; T.R.C., 2. $\frac{3}{4}$ length, 4 min. 12 sec.

The Town Challenge Cup (Wyfold Fours)

A. C. Coates (bow and steers) ; M. F. Alexander ; A. C. Riemer ; T. J. L. Alexander (stroke).

Heat 11 : Royal Engineers B.C., 1 ; T.R.C., 2.

The Marlow Double Sculls Challenge Cup

Heat 2 : J. B. Brown and K. W. Tinegate (Loughborough R.C.) beat P.C. Northam and A. N. Watson.

Junior Eights Challenge Cup

D. C. Morton (bow) ; J. Ph. Raeymaeckers ; R. C. Bray ; J. N. Curtis ; P. D. Willcock ; J. P. Bashford ; T. R. Monteath ; R. H. MacIntyre (stroke) ; G. J. Alwin (cox).

Heat 3 : Northampton Engineering College R.C., 1 ; T.R.C., 2. 4 min. 32 sec.

HENLEY ROYAL REGATTA

July 5th, 6th, 7th, 8th

GRAND CHALLENGE CUP

	st.	lb.
1 T. P. Wilson (bow)	9	7
2 A. J. G. Wood	11	5
3 J. Debenham	12	10
4 J. Pope	11	2
5 J. L. Sangster	12	13
6 J. B. Shaw	13	3
7 A. R. Watson	12	5
P. C. Kirkpatrick (stroke)	14	0
B. Graydon (cox)	8	1

'Quite the worst Grand VIII we've sent to Marlow', was the verdict of one of the elders of the Club on the morning of Marlow Regatta. Rowing together for only three or four outings before the regatta was hardly conducive to optimism after a period of training upset from the start by illnesses and other absences ; but their performance in finishing second in their heat against L.M.B.C. and Jesus, Cambridge, was by no means discouraging. With only nine days to the regatta, no time was wasted and the first outing at Henley was arranged for the Monday morning, the boat being brought by road from Marlow.

It was obviously necessary to concentrate on training as a crew and hope that individual rough edges would be smoothed out in the process. Debenham, for example, who had come in at 3, two days before Marlow, from his college boat at Cambridge, was having considerable difficulty in getting his blade out of the water at the

finish. So, on the basis of a hard punch at the beginning, we went all out to get a steadily drawn-out finish together. The lack of uniformity in the bows soon showed up as a fundamental weakness in this respect and rearrangement of the crew was seriously considered, but eventually discarded as impracticable so close to the Regatta.

The whole crew really applied themselves to this squeezing out of the finish, and by the end of the week they were doing some remarkably good paddling, letting the boat run well and covering a prodigious amount of water. But as the length of stroke increased, the weakness in the bows became more apparent, and there was a tendency during rowing for the finish to become ragged and torn out instead of punched through off the stretcher. The soundest piece of work was a paddle over the course at 28, working up to a take-in at 34, which was most encouraging in that liveliness and length were maintained throughout and the boat ran well. This took place on the Thursday evening and inspired a much-needed measure of confidence and hope, showing that the crew were capable of taking the boat over the course swiftly and competently if they did their utmost to carry out Peter's instructions. This outing was the high spot at Henley—the rest was indeterminate and disappointing.

From the start our aim was to achieve a fast second minute up the course, knowing full well that this would be the main testing point in racing, and it was just over this very vital stretch that we never met with any great success.

Although Peter, quite rightly, did not aim at a very fast start, there was never any difficulty in striking 19/20 in the first half-minute quite effectively ; but the second minute was almost invariably a tearing scramble.

We had numerous 2-minute gallops with the Clare, L.M.B.C. 2nd, New College and Queens', Cambridge Vllls and the outcome became distressingly familiar. We could lead them off the start and then finish anything up to a third of a length down. Usually, we prevailed on the colleges to race in along the enclosures, working up from a paddle to a row, and invariably did well in this, leading them in quite effectively. But that deadly performance above the Island was something we never managed to overcome and we could not beat two minutes to the Barrier.

Heat 1 of the Grand was rowed at 12.00 on Wednesday, 5th July. It was a dull, cool day with a fresh following breeze and a fair stream.

No. 1 Station (Berks) London R.C.

No. 2 Station (Bucks) Thames R.C.

Thames struck 11, 20, 41 against London's 10 $\frac{1}{2}$, 20 $\frac{1}{2}$, 40 in the first $\frac{1}{4}$, $\frac{1}{2}$ and 1 minute.

London led at once and gained steadily.

At the First Signal, London led by $\frac{1}{2}$ length, striking 35 to our 37. The Barrier time was 1 min. 58 sec., and at the Second Signal London led by 1 length. At Fawley (time 3 min. 21 sec.) London were well clear. At Remenham, Thames, striking 36, went up a little, but London were unhurried, leading by 1 length at the Mile. Thames took it in at 40 (to London's 37) to lose by 1 length in 6 min. 59 sec.

STEWARDS' CHALLENGE CUP

	st. lb.
R. C. Morris (bow, steers)	11 3
J. B. Shaw	13 3
A. R. Watson	12 5
P. C. Kirkpatrick (stroke)	14 0

The Stewards' Four had their moments of glorious achievement during practice. One evening they rowed 2 min. in a way which would have undoubtedly put them a length or two ahead of any other four in their class. But they were unable to reproduce this form against Trinity, Oxford, stroked by Davidge, who won by 3 lengths.

Heat 1 of the Stewards' was rowed at 5.30 p.m. on Wednesday, 5th July. It was still dull and cool, with light, puffy airs and some small stream.

No. 1 Station (Berks) Trinity College, Oxford.

No. 2 Station (Bucks) Thames R.C.

Trinity were fast away and took the lead at once, gaining steadily up the Island. Trinity struck 40 to our 39 in the first minute.

At the First Signal, Trinity led by 1 length, reaching the Barrier in 2 min. 11 sec.

At the Second Signal, Trinity led by 2 lengths and at Fawley (time 4 min. 42 sec.) were well in the lead.

At the Mile, Trinity (striking 28) were holding a lead of 3 lengths comfortably and took it in to win by this margin in 7 min. 52 sec.

A. L. SULLY.

THAMES CHALLENGE CUP

	st. lb.
G. S. Dear (bow)	10 11
2 M. F. Alexander	10 2
3 I. F. Macdonald	10 7
4 B. C. Lawrence	13 3
5 G. A. Napper	11 2
6 K. N. Woodward-Fisher	12 13
7 P. S. Pusey	10 9
A. F. Fox (stroke)	11 8
L. K. Guest (cox)	7 7

At the commencement of the summer rowing, the Second VIII suffered a number of shuffles and eventually settled down with Jack Shaw at 6 and Woodward-Fisher at 5. After two weeks in this order they began to show signs of pace and had developed an excellent crew spirit. The rhythm set by Fox, with plenty of time at

the finish and a good 'send away', seemed to suit the crew—and the Swiss boat, *Emanuel*, very well. In view of the promise shown, they were entered for the Vesta Dashes, as it was considered that they would give any crew a 'run for their money.' Unfortunately, they were drawn against the Club's 1st VIII, but were only beaten by a short canvas, a similar distance to that by which the 1st VIII beat London R.C. in the final.

After the Dashes, they lost Shaw to the 1st VIII, but were lucky to obtain such a useful replacement as G. A. Napper, who had rowed for Bedford School in the Princess Elizabeth Cup. Woodward-Fisher, a sculler, was not troubled by the change of seats to 6, and Napper went in at 5, a rather heavy commitment for his weight.

A period of poor outings followed, mostly on top of the tide, and the crew did not find its true form until Chiswick Regatta (3rd June), where they won the final in good style from Oriel College, Oxford, after being $\frac{1}{2}$ length down, $\frac{1}{4}$ mile from the finish. They followed this up by winning at Richmond and Twickenham Regatta fairly comfortably. At Reading, they reached the final (despite a substitute at 3) losing to St. Paul's School, which was no disgrace in view of the school's subsequent performances during the season. The crew continued to progress very favourably and while training at Lensbury Club at Teddington, gave the 1st VIII rather a rough time. At Marlow Regatta they won two heats in good style before being beaten by a fast Clare College crew, stroked by Jennens, the Cambridge stroke.

[After Marlow, Hank Rushmere, to whom the major credit must go for this crew's form and *esprit de corps*, handed over the coaching to Felix Badcock for the Henley training.]

Felix writes as follows :—

When Peter Kirkpatrick invited me to coach the second eight at Henley, I was a little dubious as to whether I would be of any use to them, for they had already been coached up to a high standard by 'Hank' and had won several Thames Cup events before Marlow. The difficulty of taking over a ready-made crew is that the men do not know you or what you are driving at and on the other hand you know little about them; and anyhow it is too late after Marlow to do much about it.

I need not have worried, however, for they were the nicest, jolliest and most willing bunch of 'triers' I have ever had the pleasure of coaching. They listened, were always willing to learn more and, what is more, their cheerfulness remained right up to the end of the Regatta.

By the end of our first outing on Monday (despite the somewhat unsettling effects of being pushed over the booms) it was obvious

that they were a 'crew' and as such required no individual coaching, but only had to learn the knack of striding the boat along over the Henley course instead of the somewhat rapid up and down movements required in the shorter courses rowed up to that time. They achieved this by dropping the rate of striking whilst paddling and were encouraged to let the boat run whilst over the stretcher without a 'hang'. By Wednesday paddling was decidedly better but on the first full course on Thursday the crew was inclined to bucket again, owing chiefly, I think, to some members being a little frightened of themselves, the course, or both. Also the congestion on the course was such that, from the barrier, there were no less than eight crews eased ahead, compelling the violent use of the rudder in avoiding action, and our pacing crews falling in behind as in a bumping race. The last full course trial was held early on Saturday morning in perfect conditions and despite having a sub. in for the first time and being unpaced the row was impressive, breaking 2 min. to the barrier and just over 7 min. for the full course. That was the end of our hard work, the crew had felt a boat running well under them and had struck the right note for a contented and restful weekend and I was happy in the certainty that there was no British crew in the class that could touch them.

Their magnificent efforts in the Regatta are set down below. Of their persistent and reprehensible habit of getting a lead and then allowing the opposition to come back (thereby scaring the daylight out of all T.R.C. supporters) only to row along the enclosures like veterans, calls for no further criticism or comment from me here. Their lovely row on Saturday morning and gallant fight against the heavier and faster Kent School in the final were beyond praise and up to the best traditions of Thames rowing.

I have deliberately refrained from mentioning names, for this was a 'crew' composed of eight men and a coxswain. All nine did their very best to get the very best and they succeeded.

Whilst in no way detracting from the magnificent performance put up by Kent School, I feel that the failure to win the Thames Cup was through no fault of our own crew but rather that of the Henley Regatta rules for allowing a crew of the calibre of Kent more or less to farm the Thames Cup year after year.

I fear that under existing conditions, with the best of the foreign school crews having no alternative but to enter for the event, it will be many a long day before a British club can hope to win the Thames Cup. This year Thames 'B' were up to winning standard in a good year. To have beaten Kent School, I estimate they would have had to be at least 3-4 lengths faster over the course. Had they been that fast they would have been rowing in the Grand, and T.R.C. with all

its talent can hardly afford to put on two Grand crews in any one year. No, I am afraid the answer is with the Henley Stewards.

In conclusion may I thank every one of the crew for giving me a most pleasant fortnight and offer my sympathies to that member who, through a torn muscle, was unable to row and thereby missed so much.

Heat 13 of the Thames Cup was rowed at 2 p.m. on Wednesday, 5th July. The weather was dull and cool with a light following wind, and fair stream.

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

No. 2 Station (Bucks) : Peterhouse, Cambridge.

Thames started steadily and strongly and led by $\frac{1}{2}$ length at the First Signal. Barrier time, 2 min. 4 sec., Thames in the lead by $\frac{1}{2}$ length; this was increased to $\frac{3}{4}$ length at Fawley (3 min. 27 sec.). Peterhouse spurted and at the Third Signal Thames were leading by a few feet only. Thames had a good length and finish, but Peterhouse, striking 35 to our 33, were coming up fast. At Remenham Club the crews were level (Thames striking 32 to Peterhouse' 36). At the Mile the crews were still level, Thames spurting at 38 to Peterhouse' 39. An exciting finish with Thames finishing a canvas ahead in 7 min. 10 sec.

Heat 24 : Thursday at 2.45 p.m.

Weather : dull, drizzle, light head wind, some stream.

Station 1 : Thames R.C.

Station 2 : Magdalene College, Cambridge.

Thames rowed 10, 19 $\frac{1}{2}$, 38 to Magdalene's 11, 20, 40 in the first $\frac{1}{4}$, $\frac{1}{2}$ and 1 min. After a level start Thames led and by the First Signal were $\frac{1}{2}$ length in the lead. At the Barrier (time 2 min. 5 sec.) Thames were drawing away to lead by 1 length at the Second Signal. At Fawley, reached in 3 min. 32 sec., both crews striking 34, Thames were drawing away and at the Third Signal were leading by 1 $\frac{1}{2}$ lengths, holding their lead easily. At Remenham Club Magdalene spurted and went up a little, overlapping. At the Mile Thames were leading by 1 length and held off Magdalene's spurt to win by $\frac{3}{4}$ length in 7 min. 27 sec.

Heat 27 : Friday at 3.35 p.m.

Weather : fine and sunny with no wind.

Station 1 : Thames R.C.

Station 2 : Bedford R.C.

Thames led at the start, striking 38 to Bedford's 40 in the first minute. At the Barrier (time 2 min. 8 sec.) Thames led by 1 length. At Fawley, Thames led by 1 $\frac{1}{2}$ lengths (time 3 min. 34 sec.). Thames led by 1 length at the Mile, striking 32 to Bedford's 38. Thames won by $\frac{3}{4}$ length in 7 min. 28 sec.

Semi-Final : Saturday at 12.15 p.m.

Weather : fine and warm with some stream. $\frac{3}{4}$ head breeze off Bucks side.

Station 1 : Jesus College, Cambridge.

Station 2 : Thames R.C.

Thames led up the Island, both crews striking 38. At the Barrier (time 2 min. 8 sec.) Thames led by 1 length. At Fawley, both crews were striking 35 (time 3 min. 37 sec.) Thames still 1 length in the lead. At the Mile Jesus were spurting at 36, but Thames replied and increased their lead along the enclosure to win by $1\frac{1}{2}$ lengths in 7 min. 33 sec.

Final : Saturday at 5.30 p.m.

Weather : fine with slight head wind.

Station 1 : Kent School, U.S.A.

Station 2 : Thames R.C.

Thames took the lead from the start, striking $9\frac{1}{2}$, 19, 38 to Kent's 10, 21, 40. At the First Signal Thames led by 6 feet, but Kent were coming up at the Barrier (time 2 min. 12 sec.). The crews were level at the Second Signal. Fawley was reached in 3 min. 40 sec. with Kent in the lead by $\frac{1}{2}$ length.

At the Third Signal, Kent led by 1 length, rowing 36 to Thames' 32.

At the Mile, Kent led by $1\frac{1}{2}$ lengths and Thames spurred at 36 but made no impression. Kent increased their lead along the enclosure to win by $2\frac{1}{2}$ lengths in 7 min. 34 sec. Kent were striking 40 at the finish.

WYFOLD CHALLENGE CUP

	st.	lb.
A. C. Coates (bow, steers)	12	0
T. J. L. Alexander	10	9
A. C. Riemer	11	12
P. W. J. Simcox (stroke)	10	6

This was a light crew of Junior-Senior class, handicapped by circumstances dictated by the demands of other crews and was necessarily of a scratch nature. Stroke, who was brought from London two days before the race, must be congratulated on a 'gutty', fighting performance.

Heat 14 of the Wyfold was rowed at 5.45 p.m. on Wednesday, 5th July.

No. 1 Station (Berks) : Westminster Bank R.C.

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

Thames led up the Island, rowing 9, 17, 35 to Westminster Bank's 10, 18, 34 in the first $\frac{1}{4}$, $\frac{1}{2}$ and 1 min.

Thames led at the First Signal by 6 ft. and the Barrier was reached in 2 min. 25 sec. At the Second Signal, the Bank crew led by 3 ft. and Thames were steering very badly. At Fawley (time 3 min. 59 sec.) Westminster Bank were in the lead and clear, helped to some extent by our bad steering. At the Mile the Bank were 2 lengths ahead and holding the lead in spite of spirited attempts to reduce it. Along the Enclosure, Thames came up in a fighting finish but Westminster Bank R.C. won by $1\frac{1}{4}$ lengths in 8 min. 21 sec.

METROPOLITAN REGATTA

11th/13th July

Champion Cup (Senior Eights)

T. P. Wilson (bow) ; A. J. G. Wood ; J. Debenham ; J. Pope ; J. L. Sangster ; J. B. Shaw ; A. R. Watson ; P. C. Kirkpatrick (stroke) ; B. Graydon (cox).

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

Thames Cup (Senior Fours)

R. C. Morris (bow and steers) ; J. B. Shaw ; A. R. Watson ; P. C. Kirkpatrick (stroke).

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

Old Barnes Cup (Thames Cup Eights)

G. S. Dear (bow) ; D. Fairbairn ; I. F. Macdonald ; B. C. Lawrence ; A. M. Duncan ; J. M. Wallis ; G. D. Bayly-Jones ; G. C. Fisk (stroke) ; L. K. Guest (cox).

Final : T.R.C., 1 ; Lensbury R.C., 2 ; Putney Town R.C., 3. 2 lengths.

Horton Cup (Wyfold Fours)

A. C. Coates (bow and steers) ; T. J. Alexander ; D. Fairbairn ; M. F. Alexander (stroke).

Imperial College B.C., 1 ; T.R.C., 2.

Forster Cup (Junior-Senior Eights)

D. E. Evans (bow) ; G. G. H. Page ; B. T. Ramm ; G. A. W. Morgan ; A. M. Delarue ; F. E. Hunter ; R. J. Cook ; M. F. Alexander (stroke) ; G. J. Alwin (cox).

Heat : T.R.C. and Lensbury R.C. dead heat. T.R.C. won re-row.

Final : T.R.C. beat Midland Bank R.C. $1\frac{1}{4}$ lengths.

Old Goring Cup (Junior-Senior Fours)

R. J. Cook (bow and steers) ; F. E. Hunter ; G. G. H. Page ; E. W. Bastin (stroke).

Heat : T.R.C., 1 ; Poly. Students B.C. 2 ; Midland Bank R.C., 3.

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

Metropolitan Challenge Cup (Junior Eights)

D. C. Morton (bow) ; J. Ph. Raeymaeckers ; R. C. Bray ; J. N. Curtis ; L. Abel-Smith ; J. P. Bashford ; T. R. Monteath ; R. H. MacIntyre (stroke) ; G. J. Alwin (cox).

Cygnets R.C., 1 ; T.R.C., 2.

Amptill Challenge Cup (Senior Pairs)

P. S. Pusey (bow and steers) ; A. F. Fox (stroke)

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

Layton Challenge Cup (Junior-Senior Pairs)

'A' Crew : D. Fairbairn (bow, steers) ; H. N. G. Cowham (stroke).

'B' Crew : A. C. Coates (bow, steers) ; T. J. L. Alexander (stroke).

Final : Quintin B.C., 1 ; T.R.C. 'A', 2 ; T.R.C. 'B', 3.

London Cup (Senior Sculls)

P. C. Northam. R. W. Bates.

Heat 1 : E. M. Sturges (L.R.C.), 1 ; Northam, 2.

Heat 2 : J. H. Pinches (L.R.C.), 1 ; Bates, 2.

KINGSTON REGATTA

15th July

Grand Challenge Cup (Senior Eights)

T. P. Wilson (bow); A. J. G. Wood; J. Debenham;
J. Pope; J. L. Sangster; J. B. Shaw; A. R. Watson;
P. C. Kirkpatrick (stroke); B. Graydon (cox).
Final: London R.C., 1; T.R.C., 2. 1½ lengths;
4 min. 17 sec.

Raven's Ait Challenge Cup (Senior Fours)

'A' Crew: R. C. Morris (bow and steers); J. B. Shaw;
A. R. Watson; P. C. Kirkpatrick (stroke).
'B' Crew: J. B. Maclean (bow and steers); J. Pope;
J. L. Sangster; A. J. G. Wood (stroke).
London R.C., 1; T.R.C. 'A', 2.
Kingston R.C., 1; T.R.C. 'B', 2.

Coronation Challenge Cup (Thames Cup Eights)

G. S. Dear (bow); J. M. Wallis; I. F. Macdonald;
B. C. Lawrence; G. D. Bayly Jones; G. C. Fisk; P. S.
Pusey; A. F. Fox (stroke); L. K. Guest (cox).
Heat B: T.R.C., 1; Molesey B.C., 2.
Heat E: T.R.C., 1; Quintin B.C., 2. ½ length, 4 min.
7 sec.
Final: T.R.C., 1; London R.C., 2. ½ length, 4 min.
10 sec.

Home Park Challenge Cup (Wyfold Fours)

'A' Crew: P. S. Pusey (bow and steers); B. C. Lawrence;
I. F. Macdonald; A. F. Fox (stroke).
'B' Crew: D. Fairbairn (bow and steers); T. J. L.
Alexander; A. C. Coates; M. F. Alexander (stroke).
Marlow R.C., 1; T.R.C. 'B', 2.
Heat D: T.R.C. 'A', 1; Marlow R.C. 'B', 2.
Heat K: T.R.C. 'A', 1; Imperial College B.C., 2.
Heat O: T.R.C. 'A', 1; Oriol Tortoises, 2. 2 lengths,
4 min. 50 sec.
Final: T.R.C. 'A', 1; Molesey B.C., 2.

Dittons Challenge Cup (Junior-Senior Eights)

'A' Crew: D. E. Evans (bow); G. G. H. Page;
B. T. Ramm; F. E. Hunter; A. M. Delarue; A.
Kwiatkowski; R. J. Cook; M. F. Alexander (stroke);
R. P. Saville (cox).
'B' Crew: R. G. Wall (bow); D. E. Goodall; A. C.
Coates; G. A. W. Morgan; W. S. Ham; D. T.
Holland; P. C. Northam; E. W. Bastin (stroke);
J. F. Levy (cox).
Heat D: T.R.C. 'A', 1; Molesey B.C., 2.
Heat H: Lensbury R.C., 1; T.R.C. 'A', 2.
Heat E: Burway B.C., 1; T.R.C. 'B', 2.

Surbiton Challenge Cup (Junior Eights)

'A' Crew: R. C. Bray (bow); J. L. Grassi; A. K.
Quilter; T. J. L. Alexander; J. Hardy; H. G. N.
Cowham; T. E. M. Douglas; O. S. Heyward (stroke);
G. J. Alwin (cox).
'B' Crew: D. C. Morton (bow); R. P. Willcock;
T. R. Monteath; J. N. Curtis; J. P. Bashford; D. E.
Goodes; R. H. MacIntyre (stroke); T. J. Reynolds (cox).
Heat D: Westminster Bank R.C., 1; T.R.C. 'B', 2.
Heat G: T.R.C. 'A', 1; Blackfriars R.C., 2.
Heat M: T.R.C. 'A', 1; Cygnet R.C., 2.
Heat P: Marlow R.C., 1; T.R.C. 'A', 2.

Senior Pairs

G. P. Godenir (bow and steers); P. C. Northam
(stroke).

London R.C. 'A', 1; T.R.C., 2.

*N.B.—This is believed to be the largest entry
ever made to any one regatta by any club.*

BEDFORD REGATTA

22nd July

Senior Eight

P. S. Pusey (bow); A. J. G. Wood; J. Debenham;
J. L. Sangster; A. R. Watson; P. C. Kirkpatrick;
G. W. Harding; A. F. Fox (stroke); B. Graydon (cox).
Bedford School, 1; T.R.C., 2. 3 feet.

Senior Four

R. C. Morris (bow and steers); A. F. Fox; G. W.
Harding; P. C. Kirkpatrick (stroke).
London R.C., 1; T.R.C., 2; Stratford-on-Avon, 3.
3 feet.

STAINES REGATTA

22nd July

Staines Eights (Thames Cup Eights)

T. P. Wilson (bow); M. F. Alexander; R. J. Brad-
bury; A. M. Duncan; J. B. Maclean; B. C.
Lawrence; G. S. Dear; D. Fairbairn (stroke); L. K.
Guest (cox).
Heat 4: T.R.C., 1; Lensbury R.C., 2. ½ length,
4 min. 52 sec.
Final: Westminster Bank R.C., 1; T.R.C., 2.

Staines Fours (Wyfold Fours)

G. S. Dear (bow and steers); B. C. Lawrence; J. B.
Maclean; D. Fairbairn (stroke).
Ibis R.C., 1; T.R.C., 2.

Junior-Senior Fours

R. J. Cook (bow and steers); F. E. Hunter; G. G. H.
Page; E. W. Bastin (stroke).
Heat 4: Midland Bank R.C., 1; T.R.C., 2.

Junior Eights

'A' Crew: R. C. Bray; J. L. Grassi; A. K. Quilter;
D. E. Goodes; J. S. Hardy; T. J. L. Alexander;
T. E. M. Douglas; H. N. G. Cowham (stroke);
G. J. Alwin (cox).
'B' Crew: D. C. Morton; R. H. MacIntyre; J. Ph.
Raeymaeckers; J. N. Curtis; L. Abel-Smith; J. P.
Bashford; G. C. Baker; F. E. Berry (stroke); T. J.
Reynolds (cox).
Heat 1: T.R.C. 'A', 1; Weybridge R.C. 'B', 2.
Heat 7: T.R.C., 'A', 1; Westminster Bank, 2.
Heat 10: T.R.C., 'B', rowed over.
Heat 14: Twickenham R.C., 1; T.R.C. 'B', 2.
Heat 15: T.R.C., 'A', 1; Maidenhead R.C., 2.
Final: T.R.C. 'A', disqualified after leading Twicken-
ham R.C.

MOLESEY REGATTA

29th July

The Regatta was rowed this year over a new course,
starting under the footbridge between the Middlesex
shore and Platt's Ait, proceeding downstream to the
north of the island and finishing between the Middlesex
Bank and Tagg's Island.

Molesey Grand Challenge Cup (Senior Eights)

T. P. Wilson (bow); A. J. G. Wood; D. H. Neale;
J. Debenham; J. L. Sangster; P. C. Kirkpatrick;

A. R. Watson ; A. F. Fox (stroke) ; D. North (cox).
Heat A : St. Paul's School B.C., 1 ; T.R.C., 2. 1
length, 4 min. 52 sec.

Senior Fours Challenge Cup

'A' Crew : R. C. Morris (bow and steers) ; A. F. Fox ;
A. R. Watson ; P. C. Kirkpatrick (stroke).
'B' Crew : P. S. Pusey (bow and steers) ; J. Debenham ;
J. L. Sangster ; A. J. G. Wood (stroke).
London R.C., 1 ; T.R.C. 'B', 2.
T.R.C. 'A', 1 ; Kingston R.C., 2.
T.R.C. 'A', 1 ; London R.C., 2.

Thames Cup Eights Challenge Cup

P. S. Pusey (bow) ; M. F. Alexander ; R. J. Bradbury ;
R. J. Cook ; P. C. Northam ; A. M. Duncan ; G. S.
Dear ; D. Fairbairn (stroke) ; L. K. Guest (cox).
Heat C : T.R.C., 1 ; Molesey B.C., 2.
Heat F : T.R.C., 1 ; London R.C., 2.
Final : Reading R.C., 1 ; T.R.C., 2.

Thames Cup Fours Challenge Cup (Wyfold Fours)

G. S. Dear (bow and steers) ; R. J. Cook ; G. G. H.
Page ; E. W. Bastin (stroke).
Molesey B.C., 1 ; T.R.C., 2.

Junior-Senior Eights Challenge Cup

D. E. Evans (bow) ; A. C. Coates ; B. T. Ramm ;
E. W. Bastin ; A. M. Delarue ; F. E. Hunter ; G. G. H.
Page ; P. W. J. Simcox (stroke) ; D. North (cox).
Burway R.C., 1 ; T.R.C., 2.

Junior Eights Challenge Cup

'A' Crew : R. C. Bray (bow) ; D. E. Goodes ; J. S.
Hardy ; D. E. Holland ; K. R. Spencer ; C. W.
Roberts-Wray ; T. E. M. Douglas ; H. N. G. Cowham
(stroke) ; G. J. Alwin (cox).
'B' Crew : C. A. Baker (bow) ; J. N. Curtis ; F. E.
Berry ; J. P. Bashford ; L. Abel-Smith ; G. J. Hodges ;
T. R. Monteath ; C. D. Milling (stroke) ; J. F. Levy
(cox).
Heat B : T.R.C. 'B', 1 ; Midland Bank R.C., 2.
Heat D : Cygnet R.C., 1 ; T.R.C. 'B', 2.
Heat G : T.R.C. 'A', 1 ; Weybridge 'A', 2.
Heat N : T.R.C. 'A', 1 ; Bryanston School B.C., 2.
Heat Q : T.R.C. 'A', 1 ; Cygnet R.C., 2.
Final : T.R.C. 'A', 1 ; Staines B.C., 2.

Nielson Challenge Cup (Senior Pairs)

R. C. Morris (bow and steers) ; P. C. Kirkpatrick
(stroke).
Final : T.R.C., 1 ; Molesey B.C. 2.

Garrick Pairs

'A' Crew : P. S. Pusey (bow and steers) ; F. E.
Hunter (stroke).
'B' Crew : J. B. Maclean (bow and steers) ; G. W.
Harding (stroke).
Vesta R.C., 1 ; T.R.C. 'A', 2.
Molesey B.C., 1 ; T.R.C. 'B', 2.

Hurst Park Challenge Cup (Senior Sculls)

P. C. Northam, 1 ; J. A. Gaze, 2.
K. J. Woodger, 1 ; P. C. Northam, 2.

C. W. Kent Trophy (Awarded to the Club with the best performance at the Regatta)

Thames Rowing Club.

MAIDENHEAD REGATTA

5th August

'Daily Telegraph' Challenge Cup (Thames Cup Eight)

G. S. Dear (bow) ; D. Fairbairn ; R. J. Bradbury ;
C. D. Milling ; D. H. Neale ; K. R. J. Trott ; P. S.
Pusey ; A. F. Fox (stroke) ; L. K. Guest (cox).
T.R.C., 1 ; Marlow R.C., 2. 4 feet.
Final : Bedford R.C., 1 ; T.R.C., 2. 1½ lengths, 3
min. 16 sec.

Orkney Cottage Challenge Cup (Wyfold Fours)

'A' Crew : P. S. Pusey (bow and steers) ; J. L.
Sangster ; A. R. Watson ; A. J. G. Wood (stroke).
'B' Crew : G. S. Dear (bow and steers) ; K. R. J.
Trott ; D. H. Neale ; A. F. Fox (stroke).
Molesey B.C., 1 ; T.R.C. 'A', 2.
Marlow R.C., 1 ; T.R.C. 'B', 2.

The Maidenhead Challenge Cup (Junior-Senior Eights)

R. C. Bray (bow) ; D. E. Goodes ; J. S. Hardy ;
D. T. Holland ; K. R. Spencer ; C. W. Roberts-Wray ;
T. E. M. Douglas ; H. N. G. Cowham (stroke) ; G. J.
Alwin (cox).
Eton Vikings, 1 ; T.R.C., 2 ; Furnivall S.C., 3.

The Town Challenge Cup (Junior-Senior Fours)

'A' Crew : D. E. Evans (bow and steers) ; P. W. J.
Simcox ; G. G. H. Page ; E. W. Bastin (stroke).
'B' Crew : B. T. Ramm (bow and steers) ; B. F.
Sylvester ; A. M. Delarue ; M. F. Alexander (stroke).
T.R.C. 'A', 1 ; Chelsea Polytechnic B.C., 2 ; Vesta
R.C., 3.
Eton Excelsior R.C., 1 ; T.R.C. 'A', 2
Auriol R.C., 1 ; T.R.C. 'B', 2.

Woodhurst Challenge Cup (Junior Eights)

'A' Crew : D. H. Drury (bow) ; F. E. Berry ; J. Ph.
Raemaeckers ; J. P. Bashford ; L. Abel-Smith ; F. G.
Hodges ; C. Carr-Jones ; M. R. Phelps (stroke) ; A. M.
Roe (cox).
'B' Crew : D. C. Morton (bow) ; A. A. Jaworski ;
D. E. Elliott ; H. R. Sidey ; A. J. Caffarey ; A. A.
Katz ; K. J. Crowley ; R. H. MacIntyre (stroke) ; J. F.
Levy (cox).
Petersham Gowers, 1 ; T.R.C. 'A', 2.
Maidenhead R.C., 1 ; T.R.C. 'B', 2.

HENLEY TOWN & VISITORS' REGATTA

7th August

Senior Eights

G. S. Dear ; D. Fairbairn ; J. Debenham ; C. D.
Milling ; D. H. Neale ; K. R. J. Trott ; P. S. Pusey ;
A. F. Fox (stroke) ; L. K. Guest (cox).
Reading R.C., 1 ; T.R.C., 2. 4 min. 20 sec.

Old Town Cup (Senior Fours)

'A' Crew : P. S. Pusey (bow and steers) ; J. L.
Sangster ; A. R. Watson ; A. J. G. Wood (stroke).
'B' Crew : G. S. Dear (bow and steers) ; K. R. J.
Trott ; D. H. Neale ; A. F. Fox (stroke).
St. Paul's Pirates, 1 ; T.R.C. 'B', 2 ; Molesey B.C., 3.

T.R.C. 'A', 1; London R.C., 2.
T.R.C. 'A', 1; Ibis R.C., 2; Royal Chester R.C., 3.
Final: T.R.C. 'A', 1; St. Paul's Pirates, 2; Marlow R.C., 3. 1½ lengths.

Junior-Senior Eights

R. C. Bray (bow); D. E. Goodes; J. S. Hardy; D. T. Holland; K. R. Spencer; C. W. Roberts-Wray; T. E. M. Douglas; H. N. G. Cowham (stroke); G. J. Alwin (cox).

Winchester College, 1; T.R.C., 2.

Junior-Senior Fours

'A' Crew: D. E. Evans (bow and steers); P. W. J. Simcox; G. G. H. Page; E. W. Bastin (stroke).

'B' Crew: B. T. Ramm (bow and steers); B. F. Sylvester; A. M. Delarue; M. F. Alexander (stroke).

T.R.C. 'A', 1; Maidenhead R.C., 2.

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

Icena Club, 1; T.R.C. 'B', 2; Vesta R.C., 3.

Junior Eights

'A' Crew: D. H. Drury (bow); F. E. Berry; J. Ph. Raeymaeckers; J. P. Bashford; L. Abel-Smith; P. G. Hodges; C. Carr-Jones; M. R. Phelps (stroke); A. M. Roe (cox).

'B' Crew: D. C. Morton (bow); A. A. Jaworski; D. E. Elliott; H. R. Sidey; A. J. Caffarey; A. A. Katz; K. J. Crowley; R. H. MacIntyre (stroke); J. F. Levy (cox).

Vesta R.C., 1; T.R.C. 'A', 2.

Maidenhead R.C., 1; T.R.C. 'B', 2.

Senior Pairs

D. H. Neale (bow and steers); K. R. J. Trott (stroke).
R.A.F., 1; T.R.C., 2.

Senior Sculls

R. Martin (Marlow), 1; P. C. Northam, 2.

PUTNEY TOWN REGATTA

12th August

Junior Eights

D. E. Elliott (bow); D. C. Morton; T. R. Monteath; A. A. Jaworski; A. J. Caffarey; H. R. Sidey; D. H. Drury; R. H. MacIntyre (stroke); J. F. Levy (cox).

Chiswick General R.C., 1; T.R.C., 2.

OPEN RACES FOR VETERANS

13th/14th September

Cruft Challenge Cup (Veterans' Eights)

G. Vasilescu (bow); D. Neal; A. P. McEldowney; F. E. Coles; R. S. Hollom; T. H. Tyler; J. H. M. Ward; R. R. Swatton (stroke); J. G. Dearlove (cox).

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

N.B.—This was the first time that this race had ever been won by Thames Rowing Club.

Veteran Fours

R. S. Hollom (bow and steers); R. H. Tyler; J. H. M. Ward; R. R. Swatton (stroke).

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

THAMES ROWING CLUB REGATTA

23rd September

C. W. Hughes Bowl (Club Fours)

Final: R. C. Morris (bow and steers), M. Legg, J. P. Hindle, M. F. Alexander (stroke), 1; G. G. H. Page (bow and steers), D. E. Goodall, P. C. Northam, R. A. F. MacMillan (stroke), 2; D. Neal (bow and steers), P. R. Simnett, G. Sorrell, J. C. D. Alexander (stroke) 3; Won by 1½ lengths. (Seven fours competed.)

George Vize Beakers (Club Pairs)

Final: J. P. Dizer (bow and steers), R. A. Strong (stroke), 1; I. C. J. Galbraith (bow and steers), D. H. Neale (stroke), 2; Won by 1½ lengths. (Six pairs competed.)

Doubledee Cup (Club Handicap Sculls)

P. C. Northam (scratch); R. C. Morris (scratch); J. B. Shaw, 4 sec.; P. S. Pusey, 6 sec.; I. C. J. Galbraith, 9 sec.; D. Fairbairn, 12 sec.

Result: P. S. Pusey, 1; I. C. J. Galbraith, 2; R. C. Morris, 3. Won by 3 lengths.

John Lang Cup (Junior Scullers in Rum-tums)

Final: T. P. Wilson, 1; M. Legg, 2; R. C. Bray, 3. Won by 3 lengths. (Five competed.)

Invitation Eights in Best Boats

Final: R. G. Wall (T.R.C.), J. Cox (Weybridge R.C.), E. F. Lucas (K.C.L.B.C.), G. C. C. Pepys (T.R.C.), C. S. Bell (Derby R.C.), J. B. Shaw (T.R.C.), G. Vasilescu (T.R.C.), J. P. Dizer (T.R.C.) (stroke), L. K. Guest (T.R.C.) (cox), 1; A. P. Brown's crew, 2; M. A. Penny's crew, 3; J. B. Brown's crew, 4. Won by a canvas, 3 feet between 2 and 3. (Fourteen crews competed.)

THE DE MANCHA SWIMMING SHIELD, 1950

Though not one of the greatest trophies that Thames has won, the de Mancha Shield has in recent years aroused considerable interest, since to it is ascribed the power of always bringing the Grand back to Thames—we had held it at the right times in the twenties and had regained it in 1947. In the last two years we had lost it by the narrowest of margins.

After one more practice than usual a team consisting of Shaw, Sangster, MacMillan and Fisk (in their order of swimming) was chosen. In the preliminary heat Shaw gave Thames a short lead which was maintained until one of our opponents went off well before his teammate touched. In spite of this, Thames were only a touch behind at the finish, but the winners were subsequently disqualified. In the final Shaw again gave Thames a short lead which was gradually increased until the end, when we won by about three yards. (And the Grand in 1951 . . . ?)

JUNIOR-SENIOR ROWING

Owing to illness in the First Eight, the Junior-Seniors suffered from lack of bodies on the ground, so to speak. No sooner did we get a crew together than one or two members were promoted to the Second Eight to replace men promoted to the First Eight.

The result of this constant drain and re-shuffling was that the crew rowed against an insurmountable handicap throughout the season.

During the winter 'Ferdie' Bull came nobly to the rescue and the crew was duly built around him. As such we managed to keep a crew together for the Head of the River, but afterwards, when several people had to drop out, it became increasingly difficult to raise and keep a crew in

training for the regattas. Eventually, the fates won the unequal struggle and, after Chiswick Regatta, the crew had to be disbanded and the survivors made into a Junior-Senior Four. This state of affairs continued until the Metropolitan Regatta, where we were able to get a crew together to win the Forster Cup, thanks to the gallant stroking of M. F. Alexander. At Kingston Regatta, a very much re-shuffled crew acquitted itself well but could not beat the old bogey of chopping and changing which seems to haunt Junior-Seniors. The crew raced at Maidenhead and Henley Town but was obviously feeling the effects of the season's training; nevertheless it rowed well and, with a few more races together, would certainly have won its class.

JUNIOR ROWING

Junior rowing started in October 1949, with two crews, composed of members who had failed to win their 'Juniors' in the previous season, together with a fair sprinkling of newcomers.

The attendance increased until there were three crews boating for the Christmas Eights. After Christmas some long rows were undertaken, and plenty of hard work put in. In spite of this the numbers increased yet again and four crews were ready for racing at the Head of the River.

These crews gave a reasonably good account of themselves in the Head, against stiff opposition, and the prospects for the forthcoming Regatta season were considered bright.

The usual thinning out ensued at the beginning of the summer rowing and we were back to where we started the season, i.e. with two crews.

The First Juniors showed considerable promise and it seemed obviously only a question of time before they passed into the higher ranks. They fulfilled this early hope by winning their Maidens at Hammersmith Regatta, but, unfortunately, after this they ran into a bad patch, and lost at Ditton by a few feet (after rowing a dead-heat and winning the re-row). At this Regatta a Junior Four was also beaten by Staines B.C. At Putney Regatta, the Eight lost to Chiswick General and Quintin in the semi-final, thus postponing their anticipated promotion. These races were rowed in clinker boats, the first best boat regatta following at Chiswick. Here they were beaten by Oriel College (the eventual winners) in the semi-final, after some obstruction by barges. The crew had to be re-shuffled after this but suddenly found its form in time for Reading Regatta where it won its Juniors, in a good time, after four races in the afternoon.

After this Simcox, M. F. Alexander and Riemer were taken to row in the Wyfold Four.

During this time the Second Juniors had been training and they had their first real race at Marlow, where they lost, obviously lacking racing experience. They improved considerably and rowed much better in the Metropolitan Regatta, although they lost again. Another Junior crew of University members was made up and, from the start, showed promise and great power. In their first race, at Kingston Regatta, they won their heat comfortably but were beaten in the subsequent heat. The Second Juniors were also racing and they had a similar experience, winning their first heat comfortably and losing in the next by inches.

And so on to Staines, where the First Juniors had the unfortunate experience of being disqualified, although they had not touched, after some very close steering by Alwin. This happened in the final after they had won all their heats comfortably and was a disappointing climax to a good afternoon's racing. The Second Juniors, meanwhile, were still getting plenty of rowing although not quite fast enough to win through.

At Molesey, the First Juniors eventually justified their earlier form and won comfortably, never raising the rate above 28, and rowing solid, long stuff. It was a belated win but the racing experience is always valuable for the men who progress further into the realms of Senior rowing.

The Second Juniors went on to Henley Town and Maidenhead Regattas but ultimate success eluded them although they showed improvement all the time. The survivors of this crew are looking forward to this year's regattas when they intend to improve their status without delay.

THE BRITISH EMPIRE GAMES

AUCKLAND, 1950.

by

Jack Beresford

(We publish this interesting article for the benefit of those members who were unable to see it when it first appeared in the First Spring Number of 'Rowing.'

Jack Beresford managed the England Rowing Team, and his invaluable world-wide experience, gained at first-hand by personal participation in Olympic Games, Empire Games and a score of other international regattas, combined with his popularity wherever rowing men forgather, made him a fitting ambassador of English Rowing. His efforts on behalf of the team compensated the oarsmen in some measure for their lack of success in the Regatta.—Ed.)

On Monday, 23rd January, the English rowing men left Heath Row for Auckland in a B.O.A.C. Constellation R.M.A. Banbury. The party of 40 included athletes, fencers, weight-lifters, boxers, and one swimmer. The journey out was uneventful except for one or two odd storms. The first stop was at Cairo, then early the next morning we took off for Karachi. Our second night was spent in the aircraft flying across India to Calcutta, and then on down to Singapore. Here the third night was spent, and we were royally entertained by the Commodore and members of the Singapore Yacht Club. The fourth day we flew to Batavia and on to Darwin. Here we ran into torrential rains. After a three-hour stop we flew over-night across Australia to Sydney, where we arrived on Friday morning, to be met by a great gathering of Sydney oarsmen headed by Harry Alderson, President of Australia Rowing, and George Parlby, ex-Thames and now captain of Sydney Rowing Club. After lunching and sightseeing, we motored to Rose Bay, and embarked on a Solent flying boat for Auckland, 1,300-odd miles away across the Tasman Sea. On Saturday morning the 28th, at 7 a.m., New Zealand time (12 hours ahead of Greenwich meantime), we landed, having flown halfway round the world and covered 14,300 miles. After a very friendly welcome we motored the odd 30 miles to Ardmore Camp for breakfast, and then said good-bye to our fellow travellers and off we set for 70 more miles to the Oarsmen's Camp at Lake Karapiro.

This flight took a great deal out of us, and the effects of the journey did not wear off for a full three days.

The Waikato river on which we raced has been dammed at Karapiro, and a lake formed some 180 feet deep, 2 miles long by half a mile wide.

The Oarsmen's Camp consisted of four rows of huts, two men to each, spaced out on a grass lawn ringed by Eucalyptus trees and pines. In the camp there was a post office and medical hut. The dining hall and washing huts were situated across the road leading down to the lake, some 50 yards away.

The arrangements for our comfort and feeding, and in fact the whole organisation were absolutely first-class in every way, and the general atmosphere of friendliness amongst the oarsmen of the four countries of the Empire was tremendously inspiring. Coaching launches, elsewhere normally almost impossible to get hold of, were available at any time.

The boats for our double and single scullers were ready waiting on Saturday the 28th, but the eight did not arrive until Tuesday afternoon, the 31st. The box containing the riggers and rudder did not come to light until early Thursday morning the 2nd February. In the meantime, the crew got to work in a boat lent by the New Zealanders and fitted with swivel rowlocks. The 12 ft. oars were Australian. This boat was too weak and too small for serious work, but she was better than nothing, and we were grateful indeed for everything the New Zealand people did to help us in our adversity.

The Eight's first outing in our lightship, complete with 'poppet' riggers and 12 ft. 3 in. oars, was on Thursday 2nd, and on Saturday our one and only full course trial was rowed, and quite encouraging it was.

The great day was on Monday the 6th February, 30,000 people had assembled from all over New Zealand, and 5,000 cars were parked in the spacious terraced enclosures. The Governor-General, Sir Bernard Freyberg, V.C., and Lady Freyberg attended, accompanied by the Prime Minister, Mr. Sydney Holland. This wonderful sunny day was indeed a great occasion, and I think it right to say that such was the sporting spirit of New Zealanders, that almost all wanted to see England's Eight triumph. However, four of the five titles went to Australia the remaining one, the Coxed Fours, going to New Zealand.

There was a fresh cross wind blowing when the three Eights from Australia, New Zealand and England lined up. The Aussies got away very fast to a perfect start, clocking 40 to the minute. The All Blacks too got away well, but England striking 38 were slow away, and as the crews came up to the 500 metre mark, Australia

EIGHT-OARED EVENT

Distance : 2,000 Metres

1	2	3
AUSTRALIA	NEW ZEALAND	ENGLAND
Stroke .. A. W. Brown	Stroke .. T. C. Engel	Stroke .. P. Bradley
7 .. E. O. Pain	7 .. K. Ashby	7 .. M. Lapage
6 .. E. O. Longley	6 .. W. Tinnock	6 .. P. C. Kirkpatrick
5 .. R. L. Selman	5 .. M. Ashby	5 .. R. Burnell
4 .. B. H. Goswell	4 .. G. Jarratt	4 .. H. W. Rushmere
3 .. A. P. Holmes	3 .. D. Rowlands	3 .. W. A. Windham
2 .. P. A. Cayzer	2 .. B. Culpan	2 .. P. A. de Giles
Bow .. R. N. Tinning	Bow .. E. Smith	Bow .. A. S. F. Butcher
Cox .. J. E. Barnes	Cox .. D. Adam	Cox .. J. G. Dearlove
Reserve .. D. R. Palmer	Reserve .. D. G. Croot	Reserve .. A. D. Rowe
Reserve .. V. R. Middleton	Reserve .. C. Green	Reserve .. K. W. Tinegate
Coach .. W. G. Thomas	Coach .. E. A. Craies	Coach .. J. Beresford

had a lead of a canvas from New Zealand with Bradley's crew another quarter length behind. At 1,000 metres Australia striking 38 had increased their lead to half a length ahead of New Zealand, with England $1\frac{1}{4}$ lengths astern, and steadily falling out of the hunt.

Coming up to the 1,500 metres mark, the New Zealand stroke made a superb effort and rapidly overhauled the leaders. At this time a plume of water was coming up off the Australian rudder against bow side, and it looked as though the New Zealand crew had got them, but over the last 200 metres Alan Brown, the Aussie stroke, raised the beat to 40, and just got his boat home by 1 ft.

What a wonderful race by two superbly fit crews. The time 6:27; our Eight took 6:40 and finished some 4 lengths astern.

To sum up, Australia, represented by the New South Wales winning King's Cup crew, had been together some three years, coached by Bill Thomas. They rowed in typical smooth Fairbairn style, perfect in balance and watermanship, but lacking somewhat in reach behind the rigger. New Zealand, coached by Eric Craies rowed in similar style, and they were entirely a club crew (West End Rowing Club of Auckland) picked by Alex Ross, the sole selector. This New Zealand crew had been together for months, and from just before Christmas they went into camp and rowed every day including Christmas until the day of the race. They believed in 'mileage makes champions,' and sheer grit, determination and hard work by a comparatively inexperienced crew (that is compared with Australia and England) very nearly brought it off!

SINGLE SCULLS

The English sculler was somewhat troubled by the popple and fresh cross breeze, but he raced from the shot of the gun and led at 300 metres by half a length; at 500 metres Wood was 1 ft. ahead with Ian Stephen $1\frac{1}{2}$ lengths astern and Heggulun another half length back. At half way, Wood had

taken charge of the race, and at 1,500 metres was $2\frac{1}{2}$ lengths ahead of Rowe, and here the South African had moved up to within $1\frac{1}{2}$ lengths of the Englishman. Over the last 300 metres Wood comfortably kept his lead, but Rowe drew away to lead the South African by 2 lengths, and Heggulun, making a tremendous spurt, got up to within half a length of Stephen.

1st .. Australia	.. Mervyn Wood 7.46.9
2nd .. England	.. A. D. Rowe 7.54
3rd .. South Africa	.. I. R. G. Stephen 8.3
4th .. New Zealand	.. T. Heggulun 8.4

DOUBLE SCULLS

Our pair, Brown and Tinegate, raced very hard indeed, but they were outclassed by Mervyn Wood and his partner Riley from Australia, who beat them by $4\frac{1}{2}$ lengths. The New Zealand Double came second 2 lengths behind the winners.

PAIRS

Australia (Webster and Lambert) ran away with the event from the firing of the gun. The New Zealand pair, the brothers Gould, completely failed to get into their stride. The winners' time was 7.58 and the losers' 8.10.

THE COXED FOURS

The New Zealand crew were inspired by the presence of the Governor-General and the Prime Minister in a launch following their race against Australia, and a tremendous race it was. At the start Australia jumped into the lead, but at 500 metres the All Blacks were just ahead; at half way they were still only 4 ft. ahead, but from here on good honest shoving put their boat gradually ahead and the verdict was finally $1\frac{1}{2}$ lengths. The cheering that went up could be heard all over the North Island.

And so ended a wonderful day's racing, to be followed by a Maori feast or Hongi, washed down with gallons of beer. Sun up on the 7th, and the party was still in full swing.

Now to sum up the causes of the failure of the English Eight.

Alternate week-ends of practice on the short and sheltered Henley reach during the three months before Christmas, and then two weeks daily work in January were not nearly enough for a crew averaging 13.6. There is no short cut to victory whatever the past racing records of crew members may be. We shall have to think very differently another time. Overseas courses demand part training on the Tideway for mileage. Good watermanship in any weather conditions should be the first qualification for selection, whether it be for Finland in 1952 or Canada 1956.

In conclusion, I would say that bearing in mind the intermittent training and practice undertaken by this England Eight, their performance in this race was astoundingly good.

I do not think that people who have not undertaken a five day and night air trip of some 14,000 miles fully appreciate just how exhausting, physically and mentally, a journey of this type is.

Successful athletes and oarsmen are invariably highly strung and sensitive, and when they are bordering on the final stages of fitness they are very susceptible to fatigue. During the five days flying, a gain of 12 hours was made, and this naturally had a very adverse effect on the digestion and normal healthy run of the body. Meals tend to come at one at increasingly irregular hours, and in addition many of these meals are of the picnic type.

The aircraft is pressurised to the equivalent of an altitude of 8,000 to 9,000 ft. Anyone who has

lived in the Austrian Alps at this altitude knows full well the strain on the heart and other organs.

Flying from an English winter and within one day reaching Egypt, within two days crossing India, and on the third arriving in Singapore in a sweltering humid heat, makes one realise something of the physical strain entailed in a flight such as this.

Having regard to sleep, three nights out of five were spent sitting up in the plane, in one's clothes. The other two nights (one at Cairo and the other at Singapore) one got to bed at about midnight, and had to be in the bus by 5.30 a.m. the next morning, so here again the period of sleep was quite inadequate.

Some three years ago I took a party of English rowing men to the Argentine, and that trip took three and a half days, and I learnt then that it is between the second and the third day before one really feels the effect of flying; on this trip to New Zealand it was noticeable after the third day how tired everyone became.

On the flight back, the B.O.A.C. Doctor K. C. Bergin, a well-known man of medicine as applied to aeronautics, was with us, and he told me that after a flight of this type the wisest precaution is to go to bed for two days and relax completely, for the strain on the heart and nerves, etc., is very, very considerable.

In conclusion, I would say that athletes require at least two or preferably three weeks acclimatising, and taking part in preliminary minor competitions, before taking part in the main event.

NEWS FROM THE UNIVERSITIES

From our Oxford Correspondent

Several Thames coaches have been seen at Oxford during the past year, increasing both the numbers and successes of Thames members.

The New College Torpid, which stayed Head of the River, contained several Thames men and, of this crew, K. R. J. Trott and M. J. Hawkes won the Junior Pairs; G. D. Bayly Jones of Oriel won the New College Sculls; G. D. Fisk of Oriel rowed at 5 in the University boat.

'Bean' Vernon and George Vasilescu coached the New College Summer Eight which went Head of the River, and won the Ladies Plate at Henley. The Merton 1st VIII contained four members of T.R.C. and the club had further representation in crews from Balliol, Trinity, Lincoln, Exeter, Wadham, St. Catherine's and St. Peter's Hall.

In the Double Sculls nobody offered to compete against J. P. Dizer who has done so much to improve St. Peter's Hall rowing in the last

three years. The Coxswainless Fours were won by a New College crew consisting of D. H. Neale, C. J. Turner, M. J. Hawkes and L. A. R. Stokes. This very useful four was coached by J. Beresford, Senr.

The Long-Distance Race was believed to have been won by the Oriel crew (all of T.R.C.) in spite of a failure in the timing system.

The several members of Thames rowing in the University Trials included both strokes (Adrian Stokes and John Dizer) and the winning cox (Robin P. Saville). The President (C. V. G. Davidge) also belongs to T.R.C.

All this Thames influence has brought more and more Oxford men to race in regattas before and after Henley and has helped to improve the standard of Oxford rowing very noticeably. We hope that, in return, Oxford men may continue to serve T.R.C.

LIGHT BLUE BLADES

by David Chipp

Thames men at Cambridge have been unlucky in that they have had a Spy in their camp over the last year. One who, briefed by the Editor, has lurked in the offing, ready with notebook and pencil to report details of their lives and habits—both rowing and social.

These two aspects of their existence were often hard to separate for they were bound by the unshakeable ties of liquor and single-mindedness. Perhaps, then, by examining one life we shall find traces of the other.

Three terms produced three parties at which Thames men were prominent. First, a year ago, Graham Fisk brought a pack of Oriel oars to watch the Cambridge Trial Eights and they laid on an orgy in Johnny Johnson's rooms. Johnny was not rowing last year as he was working (?), but this state of affairs did not limit his boundless capacity.

The room, though it resembled a Chinese place of entertainment at the end, was packed with Thames types, all talking very loudly about who would get in the Blue Boat. Alistair Macleod arrived and, in about 10 minutes, had reached the state where he found the easiest exit was through the window, the door having suffered from Bob Arundel's attentions. Out in the street Jeremy Debenham, who had been rowing in Trials, was having difficulty with his bicycle; Bill Harding, another Trialist, had had similar difficulties two nights earlier.

So to the second term and a pre-training party given by unspecified members of Lady Margaret. Here we saw embryo Blues, mostly, praise be, members of Thames, pouring out drink that was remarkable, not only for its content but also for the charmingly designed ewer from which it was served. It was a gathering in the best rowing tradition, for the conversation rarely left the

realms of oarsmanship, and then only to embark upon the subject that is second in all sportmen's minds.

Rowing in the Lent Term is rather dreary and will be worse now that the Cam has lost one of its most colourful personalities. Chris Legoe, doyen of the Trinity Hall Club, seemed to know someone in every boat and was able, without stopping rowing, to take both hands off the oar and shout in a loud, unmistakably antipodean voice—'Hallo Blank, you old "b%&£½Ed," how are you?'

During the May Term Thames men were prominent in many college boats—and on the towpath; Johnson who had set himself up as a sort of honorary 'old heavy,' continually deplored the standard of rowing and coaching. The 'Bean' appeared and camped in King's boatyard—an elevating experience for him no doubt—while he was coaching Emmanuel. It was rumoured that he had been expelled from the fixed-pin stronghold on the Isis for deviationist beliefs.

Finally the term ended on a good note at the Emmanuel Bump Supper at about 0400 hours, when the merits of Thames and London were discussed at some length. Indeed, so heated did the room become that a fire extinguisher was set off in the hopes of preventing strife.

Toasts were drunk to the fixed pin—'in priam memoriam'—and to other more questionable matters. Some murals, drawn in the impressionistic and almost Pompeian vein, ended the academic rowing year. (Editor's Note: By way of postscript to this record of Bacchanalian revelry it should, perhaps, be mentioned that six members of the Cambridge Eight in 1950 are members of T.R.C.)

HONORARY SECRETARIES' NOTICES

List of Members

We are still hoping to publish, at an early date, a complete list of names and addresses of members, but considerations of space and expense have made it impossible to include it in this issue of the Journal.

Membership

The total membership has again increased during the year, and the introduction of subscriptions for Country and Overseas members has proved a useful additional source of revenue. Most of those concerned have taken up this

form of membership, and we should like to take this opportunity of expressing our appreciation of their support. We shall assume that the few who have neither communicated their intentions nor paid their subscriptions do not wish to continue their membership on the new terms, and their names will be deleted from the list of members for 1951.

Payment of Subscriptions

May we again appeal to members who do not pay by Banker's Order either to adopt this method in future or to remit their subscriptions

(due on 1st March) *without waiting for an account to be rendered?* There is no change in rates for 1951.

General Meetings

The following is a summary of the proceedings of the two meetings held in 1950 :—

29th March. The accounts were presented and showed an excess of expenditure over income of £170 6s. 8d., a slightly improved position, but emphasising once again the dependence of the Club on donations from individuals, from the Derby Sweep and from the Christmas Draw. Officers elected included H. M. Lane as Honorary Treasurer, J. H. Page and K. A. Williams as Honorary Secretaries and P. C. Northam, H. R. Simmonds and A. Vassilissin as Honorary House Stewards.

20th September. P. C. Kirkpatrick expressed regret that his work did not permit him to serve a second year as Captain. He briefly reviewed the year's results, which he felt were, on the whole, good, and introduced his successor, H. W. Rushmere, who was thereupon unanimously elected Captain. He took the Chair, briefly expressed his thanks, and outlined his proposed training policy, stressing the importance of work in pairs and sculling boats, and the danger of relying too much on past reputations. R. R. Swatton was unanimously elected Deputy-Captain. Votes of thanks were passed to A. L. Sulley, J. C. Badcock, A. D. Rowe and Dr. A. P. McEldowney for their help in coaching the Henley crews. There was a discussion about the Club plate, and the suggestion was made that some of it should be made available for open competition as challenge trophies: the Chairman pointed out that some articles were already on loan to regatta committees for this purpose, and it was not felt that any more should be done in this way. It was resolved to put as many pieces as possible permanently on view at the Club-house, and this has since been done.

News of Members

We should welcome news of any of the following Life Members, trace of whom has been lost:—H. L. Holman, G. Norbury, J. W. Partridge, W. G. Ross, H. M. Southwell, F. J. Stewart and H. W. Wilson.

Most of our Overseas members continue to keep in touch, and during the year we have welcomed K. J. Holt, on leave from Pakistan, and offered him our best wishes on the occasion of his marriage, and have had a visit from Urs Burkard, also recently married in the presence of a suitable contingent of Club representatives. Arthur Turner is temporarily back from his Foreign Office activities in South America. We have heard from A. R. Ditterick, who once more very kindly sent food from Australia for the Henley crews; from George Parlby, who organised a hearty welcome for our members

passing through Sydney with the Empire Games crew, and from L. Pillar (S. Rhodesia), E. C. W. Wilmott (Hong Kong), L. F. Duncan (Johannesburg), E. A. Pounds (Quebec) and M. W. Rumsey (Hong Kong). Those recently transferred to the Overseas list include W. G. Allden (Adelaide), A. F. Fox (Kuwait), I. F. MacDonald (Djakarta), J. L. Sangster (Basle) and A. G. C. Whalley (Ontario).

CLUB UNIFORM

The following articles may be purchased from the Steward or from the Honorary Secretaries:—

	s.	d.
Ties, best quality	10	6
Ties, second quality	8	6
Ties, knitted, horizontal pattern ..	4	6
Ribbon (per length for one vest) ..	2	6
Vests	6	0
Shorts	23	0
Socks	8	0
Scarves	31	0
Buttons, large each		9
Buttons, small each		8
Caps	21	0
Caps, Henley pattern	23	0
Lapel badges	3	6

Club coats of the approved pattern are supplied by Messrs. Herbert Chappell, Ltd., 50 Gresham Street, E.C.2, in two qualities, samples of which may be inspected on application to the Honorary Secretaries. The prices are £13 8s. 3d. or £9 8s. 3d., including in each case purchase tax and Club buttons. White Henley coats are supplied by the same firm at a cost of £16.

HONORARY HOUSE STEWARDS' REPORT—1950

Catering for the year 1950 can certainly be spelt with a capital 'C'. The Boat Race Lunch was a great success, members and their friends eating food on tables, knees and any other convenient or inconvenient place or position that could be found.

The Boustead Cup Dinner and, more recently, the Plum Pudding Dinner must also be remembered.

The Rectory at Bix this year was full of good food, goodwill and good spirits. Thanks must be tendered to those members who were able to acquire a little more food so as to enable Thames to do their best. Judging by the remarks, the food was the best ever provided for Henley crews. The crews did not appear to lose weight—in fact the reverse was the case, a slight gain being registered at the weighing-in!

I think what I am about to write expresses the feelings of all members who have partaken of food at Thames since Mr. and Mrs. Meeks have been in residence. I am sure you will agree with

me that the meals served are 100 per cent. better than any other post-war stewards have produced and will say, with me, 'Thank you, Mr. and Mrs. Meeks.'

THE CLUB DINNER

After the tremendous success that attended the Dinner held the previous year everybody was looking forward to another gathering under the same conditions.

It must be said, here and now, that the Social Committee and organisers were not quite so optimistic as the members. It is a fact that purse strings are a little tighter and the international situation does not tend to encourage festivities.

However, all fears were set at rest on the night and, with Freddie Page in the Chair, success was assured. We sat down to the number of 155, being seven more than the previous year, and the stage was set for another function well up to standard.

It was evident from the first that the 'tick' system for the champagne was more than justified, and the fears of the stewards were quickly dispelled as the assembled congregation proceeded to slake its thirst. The marksmanship was well up to standard and several members earned the insignia of the 'crossed corks' for inspired sniping; one gentleman at the Oxford table, whose gaping shirt-front revealed a pink-ribboned zephyr, will long remember the shot that 'pinked' him.

This year it was decided to limit the number of speeches to a reasonable minimum and these were duly delivered, with polish and aplomb, 'assisted' by a running commentary from some juvenile well-wishers. It is rumoured that the commentators are to be asked to speak (under similar conditions) next year. However, the speakers bore these trials with staggering (?) equanimity and the evening finished on a high note of satisfaction and a vote of thanks for all connected with the arrangements.

The details were handled with the usual smoothness associated with the managers and staff of 'The Dorchester' and the organisers have to thank Mr. Colombi and Mr. Harding, the Banqueting Managers for their help and patience under somewhat difficult circumstances. Lastly, the Social Committee wish to thank the members for their great support and hope that they can call upon it again next December.

NEW YEAR'S DANCE

This Dance, held on 1st January, 1951 (as at 31st December, 1950!) was an unqualified success.

About 125 convivial revellers, in approximately equal proportions of beautifully gowned ladies and their muscle-bound swains, enjoyed

one of the best post-war dances held at Thames.

To the sensuous strains produced by the Florida Club Dance Band, the competitors cavorted with gay abandon and a high degree of technical dexterity. Except in the last hour or so the steering was excellent and most crews kept their stations throughout the dance. One well-known coach was reported as 'dancing with the easy grace of a mechanical excavator'—but this extravagant compliment must be discounted to some extent as it came from one of the bar-limpets, a gentleman unqualified to deliver a sound opinion on the relative merits of the rumba and the eight-some reel.

Thanks to Messrs. Guinness, Whitbread and Watney, Combe and Reid, two brimming brantubs disgorged gifts for the male and female contestants in what appeared to be a never-ending stream of ash-trays, objets d'art, toilet requisites, etc.

Very adequate refreshments were provided for the under-nourished and the bar prospered under the capable honorary stewardship of Tod Hollom and Dick Messom. Mr. Meeks kept a fatherly eye on their adroit manipulation of the till. David Fairbairn laboured mightily and was duly rewarded by the fulsome compliments paid to Paul Northam anent the magnificent decorations. Johnny Johnson blew up several hundred balloons (and complained that it made him thirsty). Dick Phelps, resplendent in his Doggett's Coat and Badge, added tone and dignity to what threatened to become a Bacchanalian rout. When the weary but happy party broke up a vociferous and unanimous vote of thanks was accorded to Paul Northam, who organised the show and assured its success by his energetic and unsurpassed handling of the function throughout. His final rendering of the duties of Master of Ceremonies put the seal on a first-class performance for the Club.

THE DERBY AND CHRISTMAS DRAWS, 1950

by 'Ham' Ward

Every time members hear a dull thud on the floor of the letter-box, their worst fears are confirmed. It's that man again with his ***** draw book.

The said members, however, rallied around well and truly with the result that Thames were able to mark up a couple more to add to their long list of successes, this time to the extent of paying for a new Eight.

The Social Committee set out this year to raise sufficient money for a new boat. With the aid of the very effective and 'live' card-index system now instituted by our redoubtable Honorary Secretary, we were able to communi-

cate with every member. At the same time we raised the task from one to four books—and everybody rose to the occasion nobly.

The books for the next Derby Sweep will be distributed in March next. The Committee invites members to redouble their efforts in the hope that we may be able to hand over a nice sum to the Building Committee, towards that extension that is so badly needed. Finally the Committee would welcome any suggestion, within reason, that would further their attempts to widen the circle of supporters for the Christmas Draw. **THANK YOU.**

“ REGATTAS ”

(From a woman's point of view)

Perhaps your memories of a summer Saturday are the sound of leather on wood, as a boundary is scored, and the sharp distinction of white figures against green turf; but more likely if you live on the riverside, they are, as mine, the vivid and varied memories of a regatta.

Rowing is essentially a man's sport, or alternatively, the sport of those with brain, brawn, and, I would add, a vast capacity for beer! But on certain summer weekends, when this sport becomes a social activity, the women

are allowed, and even welcomed, to study the prowess of the Rowing Man.

As the best memories always remain longest, it is easiest to recall a regatta on a warm, sunny afternoon. There is an air of sharp excitement, coupled with the lazy somnolence of the day. The river is calm, but dappled with the sun; the bright gay prints of the women's dresses are rivalled only by the multi-coloured bunting, as it idly moves in the breeze.

But it is the regatta we have come to watch, and the chief interest is in the thrill of the finishes, and the pleasing rhythmic splash of the oars, and the joy of shouting for the respective crews.

There are other memories, too, of saturated marquees, and groups whose steady gaze at the grey river, and sodden programmes stamped well into the mud is punctuated only by furtive glances at their watches.

The latter we prefer to forget, and in the meanwhile echo the words of Edmund Spenser, who says, 'Sweet Thames run softly . . .', as we look forward to next year's season of regattas.

(Editor's note:—We offer the above in the fervent hope that it bring a little sunshine into the drab lives of the brutal and licentious oarsmen who merely think of regattas as affairs of blood, sweat and—beers.)

RECOLLECTIONS OF THE T.R.C. BOXING CLUB

The great man, whose name was mentioned with bated breath in my day (1906) and who founded this one time flourishing club was George H. Vize, whose figure shows in the Eights and Fours of about 1870 or perhaps earlier. He was an Amateur Heavyweight Champion for several years and a famous boxer.

Members of the club, which included the majority, turned up on Tuesday and Friday nights and perhaps indulged in half an hour on the tank previous to coming up to the big room to spar in pairs or enjoy, in the ring itself, the services of dear Dan Murphy our Instructor, who was a very popular character with his round beaming face, red hair, and a torso as solid as a bag of flour (!) which he tirelessly invited one to punch, or his face, which one generally missed and landed on his shoulder—great fun.

Our Captain was Ralph A. Sparks (Mid-weight champion 1906) who was Bow in the Grand Eight, the most graceful boxer one could wish to watch and as quick and nimble as a cat. Other stars of those days, who used to coach us novices were Sidney Smith, K. Vernon (dear old Bean), Bruce Logan (later Amateur Heavyweight Champion).

At the end of each season, generally when the Varsity crews could attend, we had our Boxing Display at which famous pros. would give exhibition bouts with our members, Bombardier Wells, Gunner Moir, Pat O'Keefe to name only a few. One of the tit-bits of these shows was a bout between H. Messom (dear old Muckum) and R. W. Roylance who were inseparable friends, but once in the ring one would imagine there was some deadly family feud between them, and they would slog each other unmercifully till they could hardly stand, much to the blood-thirsty crowd's delight! Another standing dish relished by us all was one between Fatty Allport (England Rugger forward) and W. G. Ross, Mid-weight champion 1896. Fatty stood like the Rock of Gibraltar, while Ross danced nimbly round him and surprised him by the number of times he kept on landing on Fatty's huge torso.

I would mention that the room was always filled to capacity almost to the ceiling with chairs, etc., at 5s. each and detailed accounts appeared in next day's 'Sportsman'.

Needless to say that there was great difficulty in getting anywhere near the bar during most of the evening. Great days—gone for ever!

(Bantam.)

FROM THE PAST

(The following extract is taken from the 'Memoirs of William Hickey,' Vol. 1, Chap. IX. William Hickey was at that time a young man in his early twenties, who has left an amusing account of life in London and elsewhere. He is generally accepted as reliable in his statements.)

'Sometimes I went with parties upon the water, and I still continued an uncommonly expert and skilful rower. I was one of the eight proprietors of a rowing cutter, in which we made excursions upon the Thames; wore very smart uniforms, having a waterman in a rich livery to steer us. In the end of June, 1768, we performed what was by all the Thames people, and those conversant in such matters, deemed a very extraordinary feat, nothing equal to which had ever been done before.

'We started from Robert's at Lambeth, at high water, being then 4 o'clock in the morning; reached Gravesend, a distance of forty miles, by half past seven; at nine, left it on our return, past Lambeth a little after twelve, and got to the Castle at Richmond by three, where we dined and remained near four hours.

'At seven we got again on board our cutter, and by half past ten at night landed at Lambeth, having thus rowed ourselves full one hundred and thirty miles in thirteen hours'.

We think a modern racing eight would consider this no small achievement, and this was done before Oxford and Cambridge rowed their first match at Henley (1829). One may suppose Mr. Hickey's eight-oared cutter to have been of similar build to the boat used by Oxford in the first match against Cambridge and now in the South Kensington Museum. Mr. Hickey has not described his boat in detail but this account continues:—

'In July of the same year, we exhibited ourselves in a very superior style . . . we accordingly

had our cutter entirely new dressed and fitted up. She was painted of a bright azure blue, with gold mouldings and ornaments, the oars and every article finished in the same way, richly embellished with aquatic devices. The awning was of the same colour, in silk, as were the dresses of the eight rowers, the jackets and trousers being trimmed with an uncommonly neat spangle and foil lace, and made easy so that we could row perfectly in them. We wore black round hats with very broad gold bands, and small bright blue cockades in front. The ensign was of richest silks; under the awning we had capital French horns and clarionets, the performers being dressed exactly like the rowers.

'We sent the cutter, covered with matting, by West Country Barge to Walton, where we assembled in the morning of the day of the entertainment, and having equipped ourselves at the inn close to the bridge, we started from thence to attend the Regatta.' (*This was a water party given by the Earl of Lincoln, not a programme of races.*)

'The novelty, as well as the splendour of our appearance, drew every eye upon us, and we undoubtedly made a very showy and brilliant figure, far surpassing any one of the boats in the procession. We pulled what is called the Man o' War's stroke. The rapid manner in which we moved in all directions and our masterly manœuvres, surprised, and seemed highly to gratify the ladies of the party, so much so that nothing but our boat was attended to. Thus we accompanied the whole party to Hampton Court.' (*The French horns and clarionets made music while the Noble Lord's guests disembarked for supper.*)

(We are indebted to Mr. A. St. G. Lyster—of the 1910 Wyfold Four—for the above colourful accounts of life on the Thames in the spacious days of yore.—Editor.)

PUTNEY PERSONALITIES

'Hank' Rushmere, Jr., is our latest towpath critic. He is inclined to turn a sceptical eye on the crews at the moment, but is quite interested in Mrs. Meeks' Saturday-afternoon teas. If he continues to train for the next 15 years on the delectable cakes for which he has a penchant at present he must be considered for the '5' seat in the First boat in, about, 1966.

'Ham' Ward, Captain of Juniors, is a trifle disappointed in the results of his Maidens' Rum-tum Sculling ladder. In a recent race, of four entrants, two competitors sculled up

Beverley Brook and were later discovered playing poker, whilst a third insisted on sculling in the wrong direction and was last seen passing the Mortlake Brewery. Ham says in his day *no* Junior would have *passed* a brewery. The fourth entrant fell in whilst attempting to blow up his water-wings.

Peter Kirkpatrick, investigating the cause of a muffled 'bell-note' on the tank recently found that he had been sabotaged by the Club eel, which has been living in the tank for some weeks. The eel has since resigned.

We are sorry to lose young **Charlie Buncher**, assistant boatman, who was shaping in the best Thames tradition under the able tutelage of **Dick Phelps**. He was showing promise as a sculler and recently sculled in his first race against the Vesta assistant. Although **Buncher** lost the race he put up a fine race and with more experience would have been useful. We wish him good luck in the future and success in his new venture—farming in Devon.

Nobby (Sculler) **Clarke**, the well-known Club motor-cyclist, has challenged **Bob Bray** to a speed race, from a standing start. As **Bob** has been known to stand for over an hour trying to start his new 'Panther' machine, it should be an interesting race. **Nobby**, who is training under **Dick Messom**, recently passed a Chelsea Pensioner on a tricycle. It was subsequently discovered that the latter had his brakes on permanently as a result of a technical hitch.

'**Bean**' **Vernon**, lightly disguised in a beret and corduroys, recently attempted to get a place in the Second Junior Eight, saying that he had won a Rowing Scholarship at T.R.C., from L'Académie Française where he had been coached by Picasso. Although '**Bean**' appears to be getting younger every day, this masquerade could not deceive **Berry**, who recognised the impostor as a man who had been in his boat in

1908, when they had won the Stewards and Olympic Fours together. '**Bean**' is now casting sinister glances at '**Ham**'s' Junior Rum-tum ladder—he says he is quite prepared to give 'em all a start.

Thames men were pleased to see the first victory of **St. Paul's School** in the Princess Elizabeth Cup at Henley. The crew, most of whom are members of T.R.C., were coached by **Freddie Page**, popular Honorary Secretary of the Club. **Freddie** goes from strength to strength as a coach. He has been seen recently coaching the London University crew, in which **Dr. A. P. McEldowney** takes a keen interest.

Three members of the **Royal Engineers Four**, which won the Wyfolds at Henley, are also members of T.R.C., including **Graham Godenir**, who rowed for this Club in 1949. The Sappers were coached by your Editor, who still remembers the celebration at Chatham, where he was undermined and blown up at about 0400 hours.

The **Thames Male Voice Choir**, under the spirited leadership of **Graham Fisk**, has recently added several new items to its repertoire. It has been booked for several engagements at prominent Hunt Balls at which **Rex Strong** will be present as talent-spotter (for what, he has not yet made clear).

STOP PRESS

On Sunday, 4th February, 1951, the worst gale for several decades struck the Tideway at about 11.30 a.m., producing conditions exceptional within living memory.

Fifteen eights foundered on the Putney-Hammersmith reach, six from this Club!

A scratch eight, including '**Bean**' **Vernon**, had to abandon ship at Harrods; the boat was subsequently salvaged by the Port of London Authority patrol launch above Hammersmith Bridge, which it had miraculously missed on its crewless voyage.

The First VIII, stroked by **Peter Kirkpatrick**, sank opposite the 'Crab Tree'; the crew emptied the ship and refloated her, achieving safe harbour at the Club after a spirited dash through the turbulent waves.

Two Junior VIII's went down just below Harrods, the crews scrambling to safety and fending the boats off-shore with their oars.

The Third VIII foundered at the Mile Post, '**Sparrow**' **Morris** directing salvage

operations and saving the boat from serious damage.

The Second VIII attempted to reach better water opposite Harrods by crossing the river—but failed to reach its objective. They sank well off-shore, but were rescued by a Port of London Authority launch which made a very timely appearance, picking the crew out of the river and towing the boat back to Putney. The Captain and Deputy Captain were 'subbing' in this crew.

No casualties were reported and the damage to the boats was trivial. In all the circumstances we must conclude that the Fates relented at the last moment—it might have been much worse!

At the Club, **Mr. Meeks** dispensed rum toddy in the true naval tradition and chilled marrows were soon thawed out. Fresh supplies of rum have been ordered!

The Club has sent letters of appreciation to the Furnival Rowing Club (for its hospitality to shipwrecked members) and the Port of London Authority for the rescue and salvage operations.

O B I T U A R Y

We regret to report that the deaths of seven members have come to our notice since the publication of our last number.

In the following it will be noticed that no mention is made of the late members participation in Regattas other than Henley Royal and Club events. The reason is that no records are kept in the Club and to obtain details would necessitate considerable research in the back numbers of *'The Field'* and *'The Times'*.

G. G. Taylor, who died in November, 1949, will be remembered as one who had the good fortune to have a win to his credit on his first appearance at Henley. He was bow of J. M. Heath's winning Thames Cup crew of 1893, and would be the last surviving member of the crew which contained such well-known names as Spencer Gollan and A. A. Allport, the England Rugby Cap. He rowed bow in the Grand crews of 1894/5 and stroked the 1896 crew. He was bow of the crew which won the Wyfold Cup in 1894 and stroked the Wyfold crew of 1895 and the Stewards Cup Four of 1896. We cannot remember his being at the Club in recent years but we occasionally had kind letters from him, particularly at 'appeal' times. It was at Henley Regatta in the Remenham Club, one year before the last war, that we last had the pleasure of meeting him.

H. W. Burleigh, who died in February, 1950, was elected in March, 1910, and rowed bow in the Thames Cup, Henley, crews of 1911/12. After the first world war he turned out for Kensington R.C. and we remember him at Henley in 1920. Latterly he was occasionally at the Club for the University Boat Race or Head of the River Race.

P. Beresford, died in March, 1950. He became a member in November, 1907. He rowed at Henley in the Grand and Wyfold crews of 1914. Living at Henley, he was always to be seen at Regatta times, when he gave occasional help with the coaching of Wyfold Four crews.

R. G. Bullock, died on 23rd September, 1950. He rowed 4 in the Henley Thames Cup crew of 1895. He was frequently at the Club for such events at the Oxford and Cambridge Boat Race, the Head of the River Race and the Club Regatta. He was of a dwindling number of older members who would foregather at the Remenham Club on the Saturday before the Regatta and was generally there on the days of the Regatta.

E. L. Watts, who died on the 21st October, 1950, became a member in March, 1909. He rowed in the Henley Regatta Thames Cup crew of 1910 at 6, and 7 in the Grand crew of 1914. He went to India after the latter event and only retired in this country after the late war when we remember he appeared at the Club. He was a member of the Remenham Club, Henley, where he would be seen at Regatta time.

R. T. R. Cowper, was at St. Paul's School, where he rowed in the 1st VIII in 1935. On joining the Club he quickly found a place in a senior crew and rowed at 3 in the Thames Cup crews of 1936 and 1937. Business prevented him from continuing serious rowing in the seasons before the war, but he was a frequent visitor to the Club. In the war he served as a pilot in the R.A.F., and not finding it easy to settle down again in England he emigrated to Australia, where he died suddenly in April, 1950.

C. B. B. Bond, joined the Club as a University member from Magdalene, Cambridge where he rowed in the First May boat. Although somewhat lame from a congenital deformity of the foot, he did not seem to find this a handicap to rowing and was a stylish and strong oarsman for his weight. He rowed at 7 in the Thames Cup crew in 1948, but examinations prevented him from rowing the following season, as he was working hard to become an architect. He was living at the Club and just beginning to row regularly again when, in December, 1949, he was taken ill with polio-myelitis; after several weeks in hospital he was still severely paralysed, but wrote cheerfully to his friends at the Club that he was expecting to make a fair degree of recovery. A day or two later he died suddenly from the effects of complications, when he was just about to be moved to a convalescent home.



Henley, 1950, 'Grand' refreshment



Bix Rectory, 1950



First Thames crew to win Thames Cup

THAMES CHALLENGE CUP

1872

*

		st.	lb.
Bow	W. B. GILES	10	4
2	H. J. SMITH	10	9
3	J. HASTIE	10	12
4	W. PAGE	11	2
5	G. H. VIZE	12	3
6	J. A. CAMERON	11	3
7	W. H. EYRE	10	13
Str.	W. L. SLATER	11	5
Cox	A. CHRISTIE	8	0

Thames Rowing Club were drawn on the centre station against London R.C., on the Berks station, and Ino Rowing Club on the Bucks station. London led Thames up to the half distance, when T.R.C. took the lead, were three-quarters of a length ahead at the Point, and won by over a length, Ino being several lengths astern. Time : 8 min. 42 sec.



'Hank' Rushmere



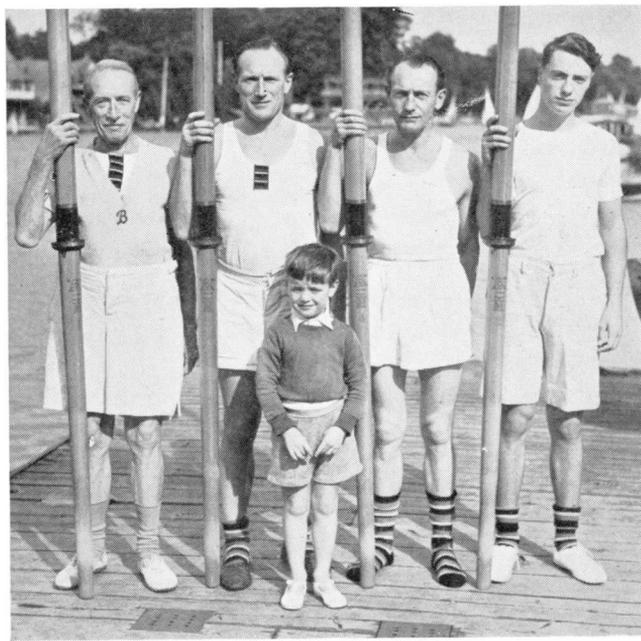
Wyfold Four, Henley, 1950

Geo. Bushell & Son



Senior Four, Molesey, 1950

Gordon Powell



Three Generations of Beresfords !

Fox Photos Ltd.

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