



JOURNAL OF THE
THAMES ROWING
CLUB

1963

THAMES ROWING CLUB

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MEMBERSHIP

Honorary	26
Full	131
Life	142
House	196
Country	174
University	82
School	118
Overseas	85
Cadet	41
Temporary	9
Total	<u>1,004</u>

STAFF

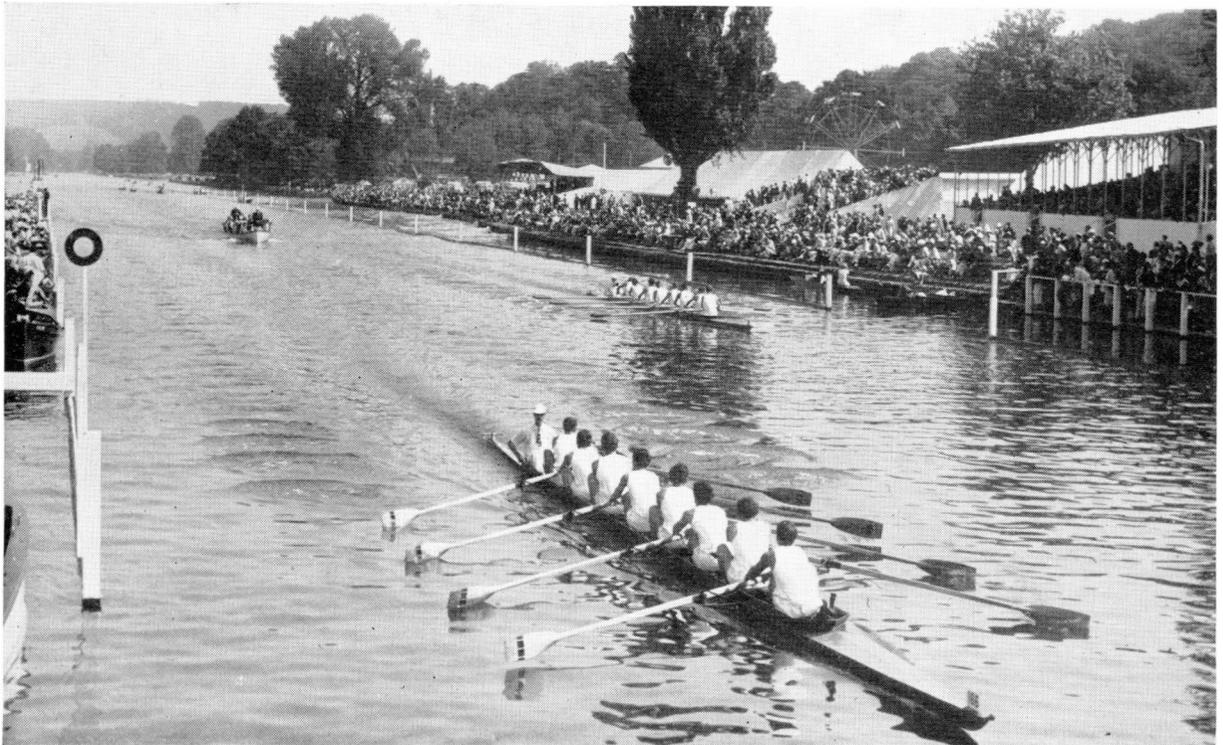
Boatman: R. W. PHELPS

Steward: MR. J. E. HOLBROOK



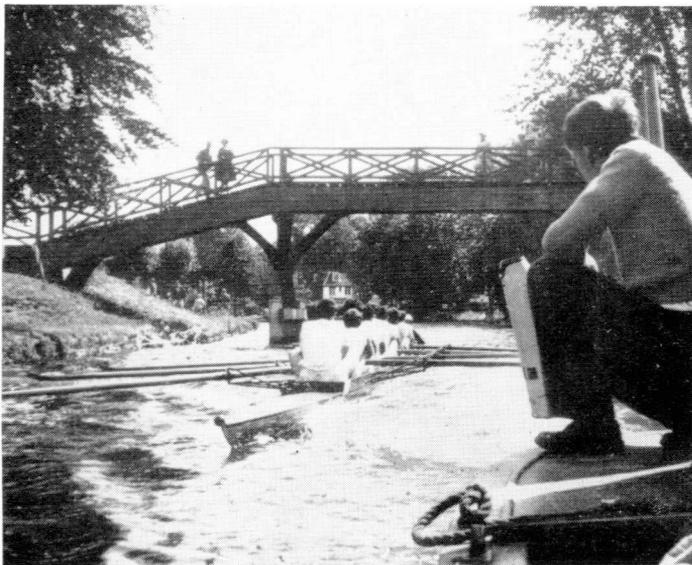
Above: The Grand Eight winning the 400 metre sprint at Ostend.

Below: The Second Eight beating Nottingham University in the Thames Cup at Henley.





Above: Some distinguished people at the opening of the Fairbairn Tank: from left to right, H. E. Greenwood, Sir Hugh Linstead, Lady Iveagh, Lord Iveagh and R. W. Phelps.



Left: The Juniors in training near Henley.

T H A M E S R O W I N G C L U B

The Rowing Season 1961-62

RETROSPECT

Looking back over the year, one wonders what lessons have been learnt and how best to make sure they are remembered. Traditionally this article summarises what the ex-captain thinks about it all. But at a time when rowing and coaching are the subject of intense discussion throughout the country it seems that the lessons of one year are too limited to be considered in isolation. An article on page 7 takes a longer view, and I have tried to derive from the known facts of the past few years some guidance for the future. Last year's events are described on other pages: here I will only mention one of great significance in the history of TRC: the opening, by Ian Fairbairn, of our new Rowing Tank, which he named after his father, Steve. Our President, the Earl of Iveagh, came with Lady Iveagh and they did us the great honour of staying to supper with the large gathering of old and new members who had witnessed the ceremony. For the support given to the Club by Lord Iveagh and by the other honorary officers, and by those who coached, I am deeply grateful. I pay special tribute to Dick Phelps, third only in the succession of Club boatmen: I wonder how many members know that he can remember Woodgate?

J. T. Shaw

PROSPECT

It would be out of place for me to comment here on last season. Rowing in this country suffers too much from critics who do not know the facts. I do not propose to add to their number so, since I could not be at TRC much last year, I will simply say that if some crews did not prosper as well as had been hoped, others did much better than had seemed possible at one time.

The crews training now are working hard and, especially in this abnormal winter, are showing remarkable spirit and keenness. Evening training is pleasanter, thanks to the new tank and gym.

The Centenary Fund has made this possible and solved some other problems, but money remains an acute difficulty. An article on Club finance appears on page 12 and an income and expenditure account for the Centenary Fund on page 14. All members are asked to read both with care.

The subscription increase was regrettable but inevitable. Indeed, it would have had to be much larger but for the constant and munificent help of Ham Ward and the Tideway Trust. It would be undesirable, for several reasons, that the sums thus raised by the imagination and hard work of a few should be swallowed up in "ordinary" expenditure. This year part of the proceeds of the Christmas Draw are to be used to lessen the financial burden of the Henley fortnight on crew members.

Finance is not the only form of support. Members who wish to follow the crews in the launch on summer evenings would be welcome: a crew in training thrives on a launch load of spectators! Watching others work is a thirsty, if pleasant, occupation, but the remedy is always available at the bar.

The services given by the honorary officers are sometimes forgotten: without them the Club would soon grind to a halt. I would like to take this opportunity of thanking them, on behalf of the Club, and personally, for their ungrudging support.

It is too early to try to forecast the successes (or otherwise!) of the coming season, or even the final order of the crews. There would appear to be some shortage of experienced oars, but there is no shortage of enthusiasm. And the results of enthusiasm, hard work and hard training go a long way to winning races.

J. F. C. Badcock

ROWING REPORTS*

THE GRAND EIGHT

THE 1962 Grand Eight was a disappointment both to itself and to the Club. It had occasional good rows but rather more indifferent ones. It had a series of troubles in the winter but by the time of the Head of the River Race seemed to be getting over them. Later, towards the end of May and beginning of June, there was good ground for hoping that it would turn out very well. At this time it was paddling extremely well and often looked fast but the crew never learned to keep its rhythm under the stress of racing and this, in the end, was its real weakness.

It is pointless to enquire here why we did not do as well as we would have wished. This is a matter to be thrashed out by the coaches and crews themselves. We must continue to aim for more power in the boat, greater skill and fitness and more confidence towards racing. We have the material, both animate and inanimate, to succeed, and a tradition of Club spirit second to none.

The crew started well enough, finishing equal first in the Reading Head, despite interference. The following week, although suffering from stomach upsets, the crew won the Antwerp Head in record time, but in the Tideway Head it dropped from 2nd to 4th. A few days later it had no difficulty in defeating London for the Boustead Cup over a shortened course and when wins were recorded in both the Senior Fours and Senior Eights Dashes prospects looked quite good. A visit to Chiswick in small boats was marred by bad steering.

Ostend, however, was extremely successful. The eight won the Senior Eights for the first time since 1958 with a convincing victory over a Dusseldorf crew, while Leander, second to a Polish crew at Ghent the previous week, finished 5th and last some lengths behind. The eight also won the sprint while both fours finished second to Nassovia Hochst—certainly a better result than I had expected, though the German eight was not as fast as some that have appeared as Ostend.

A few days later the crew raced at Reading, but after a very good practice outing on the Friday evening the eight struggled over the second half of its heat and despite trouncing Keble, the outstanding Oxford college, it only scraped home in front of London University. Both fours lost, the coxless four again being disqualified when apparently holding Molesey, and in the final of the eights the crew was well beaten by National Provincial Bank, who had

earlier beaten Molesey on a foul. There is no doubt that the crew was tired, having returned from Ostend only on Tuesday. The weather was also very hot, but the defeats were a blow to the crew's morale from which it never really recovered. It would perhaps have been wiser not to have entered for Reading so soon after Ostend with a visit to Amsterdam in prospect the following weekend—we had missed Reading in 1960 to get a clear weekend—but it is easy to be wise now.

The 'Nereus' Regatta on the Bosbaan was a tremendous experience. The Ratzeburger crew fairly steamed over the course, but our crew was underboated and unsure of itself and faded badly after 1,000 metres. We failed to reach either of the eights finals and did not race in the fours.

The crew went direct from Amsterdam to Henley, starting training on the Wednesday before the Regatta. It was obvious that if it was to have any chance against the exceptionally strong competition in the Grand it would have to command a higher rate and develop more raciness and flexibility. Training in the eight and small boats was done with this in mind, but it was really too late to develop the pace required. In the heat of the Grand against Pennsylvania—another high-rating crew—we had a beautiful start, leapt into the lead and gained about $\frac{3}{4}$ length in $1\frac{1}{2}$ minutes; but the crew never settled and was pegged back fast after the Barrier, to be well beaten by the finish. The pair were outclassed by the powerful London University pair who later won Gold Medals at Perth, while the Stewards four rowed a hard but uninspired race against the fast 'Nereus' four and lost by two lengths—at least no worse than Molesey, who succumbed by the same distance on Friday.

Altogether a discouraging Henley but it is greatly to the crew's credit that it didn't give up trying to overcome its weaknesses and made a real effort to win the ARA Trials. Some progress was made during the week after Henley, but the earlier weaknesses proved too much. Against Molesey in the Trials, the crew again

* Details pages 17—27

gained an early lead but after two minutes Davidge raised his rate to 39 and Thames could not hold him. Molesey gradually drew away at Remenham and that was that. The crew had one of its better rows but the issue was never really in doubt after three minutes.

After this we concentrated on the fours; the heavier Stewards four were entered for the Coxed Four Trials and the lighter four for the Coxless event. The coxless four won at Bedford but the coxed four rowed badly in their final and lost to Norwich by $\frac{1}{2}$ length—again after taking a lead. In the Trials the coxed four beat a composite crew from London, Poplar and Auriol, but plodded in the final and lost a rather uninspiring row to N.P.Bank. Hitting a swan near the start seemed to upset the crew, but neither crew was up to stan-

dard as far as the World Championships were concerned, and it is unlikely, in any case, that hitting the swan made any difference to the result.

The coxless four put up a good fight but there was never any doubt that London University were the better four.

This ended the serious rowing, though the coxed four subsequently gained some satisfaction on the Serpentine by winning the Senior Coxed Fours, beating both N.P.Bank and Norwich in the process.

A disappointing season but not without its moments of success and these should be remembered when considering some of the crew's more spectacular failures. *Non omnia possumus omnes* (look it up in Virgil!)

Geoffrey Page

THE SECOND EIGHT

THE Second Eight began with some veterans, some newcomers, some who thought they ought to be in the Grand Eight, some rather surprised that they were not in the Third; and with D. H. McLellan coaching. Despite many changes in order of rowing the crew achieved some cohesion, and by Christmas Eights was going well, behind J. J. James whose rhythm suited the crew and whose judgment enabled it to row a successful race. After Christmas James went into the Grand Eight and during the following weeks the Second Eight was deserted by one or two people who, if they could not get into the Grand Eight, preferred not to row. Hence a series of experiments to find a stroke, seven and six: a combination that could consistently maintain a good rhythm took long to find.

The crew rowed courageously and at high ratings in the Head of the River Races at Reading and on the Tideway but did only moderately well, and could have gone much faster had it only let the boat run. The solution to this problem was still some weeks off. In the meantime J. R. Johnson, coaching in short but strenuous outings, some in the early mornings, did much to create crew spirit and improve fitness. Still the boat did not run. R. A. F. MacMillan coached and improvement continued. But still the boat did not run. The only cure seemed to be to find some new people. The Junior-Senior Eight was then going exceptionally well, having just won its event in the Dashes; when McLellan returned to coach the Second Eight he held trials between the two crews. These were fascinating. When two particular people were moved from the Third into the Second Eight, although they were apparently of not much strength and certainly

had not much experience (and at the expense of two much bigger people!), the Eight for the first time felt right and became strikingly faster than the Third Eight. The crew rapidly improved, but its members continued to lack confidence in their own powers. By this time R. W. Messom was coaching and Reading Regatta in the offing. Up to this point, always drawn against either N. P. Bank or Quintin, the Eight had yet to win a heat. Morale-boosting pep-talks consequently had to be good to carry much conviction! At Reading the crew drew Radley, known to be fast—hence some excitement. Radley were beaten (by three feet!) but after winning from Eton and the Argosies the final was lost to Quintin and London. In the Metropolitan Regatta London won in the final again by $\frac{1}{4}$ length and again (but for the last time) at Marlow by the same distance. The journey up river from Marlow was a little unusual. The London and Thames Second Eights went up in company, Jock Wise coaching L.R.C. and Sparrow Morris coaching Thames from the same launch. The journey illustrated the tremendous value of even one outing with a master coach and set the seal on Messom's very hard and constructive fortnight. It proved a delightful introduction to a most delightful Henley. There J. F. C. Badcock coached. His description is too modest. Two instances: The surprise and delight of the

Eight on rowing the final course in 6' 46"; the moment in the race against L.R.C. when Lohnberg decided not to sprint along the enclosure—the Eight was doing 39 with L.R.C. coming up fast. To sprint at the foot of the enclosure might have ruined everything, and Lohnberg delayed until L.R.C. were only two feet behind at the progress board. Then he stretched out and in the last half-dozen strokes gained a canvas.

The story of the rest of the season is easy. Coached by Messom and Badcock, the crew won every Thames Cup event for which it was entered and the Senior Eights at Bedford. Some of its times were exceptionally fast. Representing England (!) it won the International Match on the Serpentine.

It was all great fun, and the crew desires me to thank Fluckety-Duck for his present of old socks, carried to victory a good many times this season! To this I must add my own thanks to all who helped with oars or megaphone.

J. T. Shaw

THE SECOND EIGHT AT HENLEY

The Second Eight at Henley this year showed how far a crew can get in the Thames Cup with determination and some luck. Any crew if it is to succeed must be determined to win. A coach can only set the work: the crew must do it. The Second Eight had this determination and its fair share of luck. Luck with the weather—for it was cool throughout the fortnight, enabling them to do more work than if it had been hot—and luck with the draw.

The crew worked to a strenuous training programme during the first week. It covered the course twice during each outing and rowed over every section of the course at least twice every day, never at any time stopping while coming up the course. The weekend previous to the regatta was spent in resting, with two light outings on Saturday and a short trip on Sunday before the Church service. The last Monday and Tuesday were devoted as usual to tuning up.

I was a little worried lest the ease with which the crew won their first two races would lull them into a false sense of security for the race against London. But they were aware of this danger and avoided it. They raced like veterans; they rowed over the course exactly as they had been trained to do; there was no trace of panic even though they were down all the way until Remenham Club. The only

possible adverse criticism is that they assumed the race was theirs before they had crossed the finishing line and allowed London nearly to "pip" them at the post (But see the previous article on this point—Ed.). No one who followed that race will forget any part of it.

From Friday it was plain sailing to Saturday evening. Then Thames met the National Provincial Bank crew who were as fit as themselves and just as determined. But they had far more skill and this gave them the race. However, the Thames crew lost nothing of their reputation. They were matched against a crew which would have shown up well in the Grand, and although they were led right from the start by an ever-increasing margin they did not falter or lose their form.

The Second Eight at Henley this year maintained the fine record of the Club in this event.

J. F. C. Badcock

THE THIRD EIGHT

Writing about the Third Eight is easier than usual this year. This Eight is usually unsettled by many changes of personnel and consequently the *ad hoc* crews that appear as Thames III seldom develop any corporate personality. Not so in 1962. There were changes, but in all their variations the crew performed well and brought credit to the Club. Four things stand out: the encounter with the Oxford crew, the Boustead race against a London (the "Pincher") crew, the wins as a Junior-Senior Eight, and the fine racing in Senior Eights at the end of the season.

When Oxford rowed their first full course trial the Third Eight turned out to pace them to the mile post. Taking a flying start "timed to perfection," as *The Times* put it, the Third Eight led by a length at once, but Oxford soon regained half a length. Even when they had settled into their stride, however, Oxford came up so slowly that the Third Eight were able to lower their rate of striking by a point or two. Oxford then did get in front, but a couple of spurts by Thames pulled them back and at the mile-post, where Thames eased, the crews were still practically level. Oxford's official time to this point was four minutes eleven seconds. The same Thames crew in the races for the Boustead Cup beat a strong London Eight. After being left at the start they went by; caught a crab; went by again; and won by about half a length.

Before Easter the coaching was mostly by Hawes, McLellan and the Captain. After Easter J. F. C. Badcock took on the crew as Junior-Seniors, but had to make several changes. In the new order the crew won at the Vesta Dashes, and later, under D. S. S. Elliot's coaching, at Chiswick, this after the stern pair had been stolen by the coaches of the Second Eight. Then four more men were stolen in order to make a Wyfold Four. Thus there came a gap in the Eight's existence, lasting until Bedford regatta. Here, instead of winning the Senior-Junior Eights, of which it was well capable, the crew lost in its first heat. It made up for this in glory, but not in trophies, at the next two regattas. In the Thames Cup at Maidenhead, drawn against Radley, the record-breaking Princess Elizabeth Cup crew, the Third Eight led the boys for three minutes and undoubtedly contributed to the Second Eight's victory over Radley in the final. At Henley Town, in the Senior Eights, the Third Eight conclusively beat the Argonauts, the Scottish International Eight, though it could not hold Radley or London in the next heat.

Through defeat and victory alike the Third Eight had an attacking personality well worthy of the Club, and though after Henley some of its members might have preferred to stay in Junior-Seniors to get their third trophy, they tried hard to win in their senior races. The experience of fast eight-oared rowing will certainly benefit them in 1963.

J. T. Shaw

THE WYFOLD FOUR

The Wyfold Four started its career late owing chiefly to the demands of the Junior-Senior Eight from which it was chosen. It was handicapped in its early stages by having to complete its outings before the Eight took the water in the evenings, and there was not always a boat that it could use exclusively.

Nevertheless one could not have asked for a more enthusiastic crew or one that tried harder. Alan Hawes did much of the spade work in putting it together at a time when we feared that there might not be a Four, and by the time I started with it at Henley it was well on the road. There is a tremendous difference between the speed of a Junior Senior Four of average class and a winning Wyfold Four, and it is not surprising that much had to be done at Henley in very little time. The crew weathered the tough assignment extremely well. By great

good judgment on somebody's part, it avoided a preliminary race, and appeared in the regatta proper on Wednesday, beating Westminster Bank by the very respectable margin of $2\frac{1}{2}$ lengths in good time. On Thursday it met the London University Four, and, as was only to be expected, inevitably bowed to it. Nevertheless the Four rowed as a Wyfold Four should, and the Club can well be proud of it. It did not succeed in winning a cup in this class, but later reverted to Junior Senior class at Molesey, and had a well-deserved win there. It finished the season well up in the Wyfold class.

K. A. Williams

THE JUNIORS

That the Juniors did not win many events is a matter of record. That they nevertheless enjoyed their rowing a great deal was evident. Perhaps these facts both had their roots in the decision, early in the season, to keep two crews going, and not to concentrate the best oars in either, though that might have meant more immediate success. It was a hard struggle! Although the majority became "regulars," and it was therefore possible to achieve a measure of stability in each crew, there was the continuous problem of a minority of "floaters," who usually stayed only two or three weeks. Contrariwise, most of the regulars, one is happy to notice, are still "regular."

The crews were officially a junior and a maiden eight. When the latter became the Junior "B" crew, they clung to the secondary designation with more obstinacy than truth until their achievement of Junior-Senior status made them toe the line. Indeed, the Maiden eight improved consistently throughout the season, showing some promise at Thames Ditton, and surprising themselves and most others by their first excursion in a best boat at Walton after only five outings. This improvement achieved the reward indicated above at Molesey.

The Junior crew, on the other hand, showed a disappointing lack of attack over the second half of the course. They also developed a consistent and unhappy knack of drawing the ultimate winners of events in the first heat, a habit not conducive to high morale. A better choice of opponents might have made all the difference. However, the crew began to emerge from the doldrums at Bedford where the winners, King's School, Ely, were lucky in their

first heat because the T.R.C. stroke irretrievably lost his slide. But the bogy was still haunting them at Henley Town, where a member of the crew lost his train—even more certainly fatal than losing a slide.

May I add that the enjoyment mentioned above was shared by the undersigned. If the Juniors learnt from me but a fraction of what I learnt from them, some of them should have distinguished rowing careers.

D. King

THE TWELFTH EIGHT

The Head of the River Race, March, 1962

The president announced his final crew in early January and the men, relieved from the doubts of gaining a place, undertook a rigorous circuit designed to strengthen the outside arm, involving principally the use of one-pint Guinness weights.

Out-of-the-boat training progressed remarkably in the absence of in-the-boat training, and on the day the crew, in fine fettle, were about to sing the health of Cardinal Puff for the first time when a crew marshal was detected through the smoke. This worthy was dispatched in terms possibly unkind in view of the voluntary nature of his efforts.

However, on a reminder from the cox that there would be a cost of ten bob a head whether there was any rowing or not, the crew eventually took the water in remarkable isolation and in a variety of international kit, obviously hired stuff. Achieving Chiswick in intervals of five strokes followed by three minutes light the crew turned on time in an atmosphere of calm interrupted only by the hauling up of the anchor chain on the starting barge.

Badcock set a lively 10½-15-2 and the first pacing crew was dealt with in the starting area. Dealing admirably with two more pacing crews the "terrible twelfth" (so some have called it) shot Barnes Bridge, doing very little on the beginning to disturb the run of the boat. In the Corney Reach Plumer called "shoot" on three spades and arranged to sell the firm's car to four. Steering a little wide round the Doves corner until it was found they were shut the crew performed an excellent two strokes for the photographer on Hammersmith Bridge. Passing the Mile there was a general change from amber to green but raising the rate and shortening the stroke the crew rallied past the boathouses to complete the course in a cloud of self-created spray to confuse the time-keeping.

Our Rowing Correspondent

Notes and Comments

During the year we welcomed many visitors from overseas, some of whom after election to membership were able to row in representative crews for T.R.C. Their names will be found in the section on Regatta results.

During 1960-61 the Italian Government spent more on financial support for the Italian amateur weight-lifting team than the British Government spent on all sports together.

The C.C.P.R. held a conference on Fitness for Athletes in February, 1962. It was attended by nearly 90 people, only five of whom were from rowing clubs—two from T.R.C., two from the River Lea, and a rowing master from Carmel College. The T.R.C. members who were there learnt a lot. Why don't more rowing people take advantage of this sort of thing? Is it merely that club secretaries put the notices in the basket instead of on the board?

If you are a member of T.R.C. you need not bother to read this—you will know it already. If you are not a member, well—why not? Thames has a reputation unequalled in this country and many think that because it has, it must be very difficult to get in, or anyway to row in one of the senior eights. On the contrary Thames has that reputation because it has always welcomed new members and chosen its crews on merits alone. If you do not know how to row we can teach you; if you are experienced we can probably teach you something.

The person to contact is Peter Thomson, usually to be found in the Club when he is not rowing. Why not come and talk things over? Peter will be glad to show you round, introduce you to all and sundry and explain everything you want to know.

Then it will be up to you. No obligations involved, except that if you stay very long your turn for a "round" may come along.

MODERN IDEAS

“ENTHUSIASM, Fitness and Skill in that order of importance are what make a boat go fast”. Thus the late Ronnie Symonds, speaking to a meeting of the OUBC, a dozen years ago. It was and is an entirely valid statement, but it leaves out: How you get fit enough to beat the foreigners; any reference to the design of equipment. These two topics have been at the root of most of the recent experiments in rowing and are discussed in this article, under the headings of Circuit Training, Isometric Training, Fitness Testing, Interval Training and Equipment. Enthusiasm—the good mental approach—I take for granted.

CIRCUIT TRAINING

It is a *sine qua non* that athletes should be good at and should enjoy all forms of athletic activity. Circuit Training enables them to exercise their bodies in a variety of ways in a small space. If done correctly against the clock it also gives an index of progress in general fitness.

The basic idea is a series or “circuit” of exercises, some of which may involve the use of weights. The athlete performs each exercise a recommended number of times in sequence. When he has completed the circuit he goes round again and in all usually does three circuits. If he wishes to build up huge muscles without much regard for stamina he will use heavy weights, which he can lift only a few times or even only once in each exercise; if he wishes to concentrate on stamina he will use lighter weights with a large number of repetitions of each exercise. Circuits should be adapted to individuals, to the sport for which training is undertaken and to the progress made. Circuit training can thus be of benefit throughout the year. Naturally it must be undertaken strenuously, otherwise it might as well be left alone.

ISOMETRIC TRAINING

This does not involve comparable movement. It is nevertheless a means of building up muscle, and can be tiring. If the hands are clasped together, and pushed together very hard this is a form of isometric training and will soon strengthen certain arm muscles. People who are weak in some group of muscles can improve by this method without going near a gymnasium.

FITNESS TESTING

The athlete likes to know how he is improving and the coach wants to know it too! The Harvard Step Test consists of stepping up and down at a bench 150 times in five minutes. The pulse is counted at various intervals afterwards and the counts are totalled. Improvement in fitness decreases the total. The Fletcher Step Test is a modification of this. In the U.S. Navy Fitness Test there is a kind of circuit, e.g. chin the bar as many times as you can in a minute or do as many burpees as you can and so on; resting for a certain time between each two exercises. Points are scored for the totals achieved.

Besides being of interest to the athlete these tests tell the trainer whether he should vary the amount or type of work. The athlete will do much to make certain of the best possible performance in his chosen sport if he does these tests and uses intelligently the lessons they teach.

INTERVAL TRAINING —

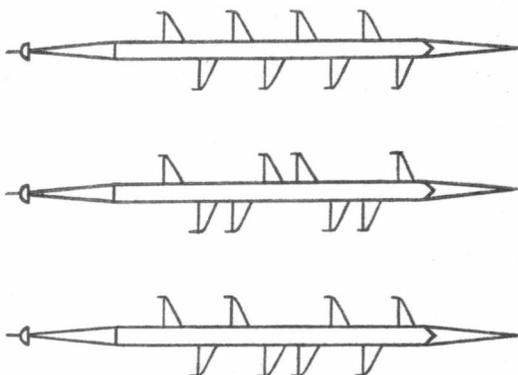
came to fame in this country largely as a result of the success of the runners coached by Franz Stampfl. A full explanation is given in his book *Training for Running*. Here only an outrageously brief summary is possible.

(1) A great amount of work is essential. Stampfl thinks most athletes do nothing like enough. (2) The work is varied. As well as circuit training and running across country, fast and slow track-laps are alternated, the fast ones aiming at some definite time within the runner's capability. This gives the ability to judge pace, the core of the system. When pace can be judged so accurately a lap is covered in exactly the desired time, the runner is able to decide tactics with greater likelihood of success. Few British rowing clubs can apply this part of the system strictly, since the requisite stretches of dead water with accurately measured distances do not exist in this country, nor are there accurate water speedometers that would do instead. Most crews that practise what they call interval training do themselves

less good than they might because they forget the rhythm in the light paddling, and go blinding off in the firm or the rowing equally without rhythm. Yet if anything is essential in a crew trying to cover a mile or more at a decent pace, it is rhythm. If the crew are not open to that criticism, however, they will find that alternate light and firm paddling (or rowing) in short timed stretches of each—what we now call interval training—is an excellent way of doing a lot of work in a short time—and of improving their technical skill. Interval training should be mixed with long pieces at lower intensity analogous to the cross-country running advocated by Stampfl. Late in training it should give place to repetition work. Read the book and you will see why.

EQUIPMENT

Are spades better than narrow blades? Should the eight be rigged as in the first, the second or the third of these diagrams?



Should it be a long boat or are short boats faster? It must all depend on the general policy. It is no use trying to row in the German style with English blades in a boat of American lines. This is evidently not obvious because things as absurd have been attempted; the reasons why they are wrong are worth analysing. It is therefore necessary to consider questions of style in relation to equipment. The style causing most astonishment is that used by the Ratzeburger crews, which row at over 40 nearly all the time, sometimes reaching 50, and have set world records—2,000 metres in 5 min. 47.4 sec. is their best in an international regatta. They appear to row rather short and they use wide blades rigged well outboard. The spread of the riggers is wider than in English boats. They use short boats. All this hangs together:—

High rate of striking: If the beginning and finish are achieved without appreciably checking the run of the boat, the velocity of the high-rating crew will fluctuate less than that of the low-rating crew. Thus for a given power the high-rating crew will achieve a slightly higher mean speed than the low-rating crew. Against this, the breathing space between strokes is shorter and it may be harder for the high-rating crew to get its breath.

Use of high-g geared oars and short stroke with the body: Here the idea of an economic rate of muscular contraction is necessary. Nobody cycles down a steep hill in bottom gear, because his legs can't go round fast enough. Rowing a short stroke at a high rating with low-g geared oars is like that; the bodies have to move so fast that they cannot get adequate power and the crews soon "blow up". Therefore the Germans deliberately raise the gearing by lengthening the oar outboard and shortening it inboard. A crew using oars 12 ft. 7½ in. buttoned at 3 ft. 7 in. and striking 40 has to move no faster to catch the water than one using 12 ft. oars buttoned at 3 ft. 8 in. striking only 36, but rowing a 10% longer stroke, to make up for the difference in rating. The 10% higher gearing of the high-rating crew means that it must pull 10% harder to maintain a true rhythm. They exert no more power, however, than the other crew because they row the oar through a 10% smaller angle. On this crude calculation the crews would row a dead heat: there is no magic in the oars. The stronger pull required makes these high-g geared oars feel heavy to English crews not trained to use them, and there is a temptation to cut them down; but to do so and retain the short stroke and high rating is risky.

Spade blades. These are a convenient way of getting a large blade area at the tip of an oar, which helps in getting high gearing. They are good with a short stroke but tend to make the finish heavy and therefore are not suitable for a crew trying to row the blade through a large angle.

Wide rigger spread. A crew ought to be rigged to get a reasonably straight pull on the oar-handle throughout the stroke. If the stroke is deliberately shortened, a straighter and more efficient pull throughout can be achieved by moving the rowing pin outboard a little. For a 10% shorter stroke with the body, the pin should be moved outwards 1 in. (and the in-

board and outboard measurements of the oar changed as above). This is an easy calculation to check by drawing to scale.

Short boats. These seem to respond better than long ones to high rates of striking. This is not a new discovery: Bourne mentions it in his book of 1925. However, it gets forgotten from time to time and few boat builders will believe it: they think a longer, narrower boat must be faster, irrespective of how it is rowed, a theory probably derived from a misunderstanding of the scientific relationship connecting the waterline length with the economic speed of vessels.

Disposition of riggers. Provided that three is skilful enough to clear two's puddle the Italian rig in a Four seems to be definitely faster than the old rig, as it cuts out snaking. In Eights the choice should depend on the contemplated rate of striking. At racing speeds on the old rig, stroke and seven get into the puddles of two and bow at about 40 when the crew are fresh and at 36 or so when they are tired. Thus an Eight on this rig aiming to strike 36 all over the course should not get into the puddles till the end of the course, but if they strike 40 they will be in the puddles all the way. On the other hand the stroke of an Eight on the German rig will be in puddle trouble at rates between about 35 and 40 when they are fresh, so if they strike 50 off the start, and at the end, and over 40 for the rest, they will be clear of puddles all the way. (Stroke will go in between bow's puddle and three's and seven will be just clear of two's.) On the German rig only five has to be especially skilful in avoiding slapping the puddle of the man behind him; on the Italian rig three men have to have this skill. The Italian Eight at Henley in 1962 used German rig.

One other important advance has been made on the Continent. Riggers are made adjustable in spread, height of work and longitudinally. The adjustment in spread is used to vary the severity of the gearing. Moving the pin outwards makes the gearing lower by an amount about three times as much as that obtained by shortening the outboard measurement of the oar by the same distance. This works by restricting the length of stroke the oarsman can conveniently achieve. For coarse adjustment of the gearing the pins are moved; for fine adjustment the buttons are moved and they may be moved immediately before a race to cope with a change

in the direction of the wind. Plastic linings are used because leather will not preserve a working surface at a correct angle.

Slides and stretchers. Most English boats are constructed with the idea that crews will be taught a long swing. Hence the seat is well above the level of the heels so that the oarsman can pack down as he comes forward. This means that long slides, when they are used, have to be sloped in order to reduce the damage caused to the oarsmen's calves when the knees are down.

If a shorter swing is encouraged the heels can be brought up (or the seat lowered) and the slide can be level. The oarsmen can then get a straighter drive and the boat will bounce less. When T.R.C. crews visit Ostend they are lent such boats and generally go fast in them.

Sticking my neck out I would say that the German style gives slightly better speed per horsepower than anything else yet tried. The reasons: less fluctuation in speed of the hull; less pinching of the boat (because the oar moves through a smaller angle); straighter pull with the hands; straighter drive off the stretcher. But the boat and its fittings must be right, the oars must be right and the crew must be rightly trained for the heavy work involved.

BIBLIOGRAPHY

- Morgan and Adamson: *Circuit Training*
Franz Stampfl: *Training for Running*
Karl Adam: *Articles in Rudersport*
Gilbert Bourne: *Textbook of Rowing*
J. T. Shaw

Three books on rowing have recently been published by members:

"Jumbo" Edwards' *The Way of a Man with a Blade* (Routledge and Kegan Paul, 30s.) is excellent—interesting, stimulating and controversial.

Desmond Hill was a school-teacher before he became Rowing Correspondent of the *Daily Telegraph*. He gives excellent advice to school crews in *Instructions in Rowing* (Museum Press, 12s. 6d.).

Geoffrey Page needs no introduction here. As a coach he is, as we all know, challenging and always ready to experiment. His book is a "must" for all who have ambitions to coach—*Coaching for Rowing* (Museum Press, 10s. 6d.).

RUDER WELTMEISTERSCHAFTEN, LUZERN, 1962

THE first World Championships illustrated above all the universal appeal that rowing has for the public on the Continent. During the four days of racing increasingly large crowds of supporters flocked to the course, Swiss, French, Germans and Italians predominating. Standards of racing, on what must surely be one of the best courses in Europe, reached a new peak with the German entry almost sweeping the board. They collected all five of the rowing gold medals and a bronze in the double sculls. Russia and France between them won ten medals, leaving only five to be shared among the remaining countries. Mackenzie, second in the sculls, was the only British competitor to win a medal.

Germany won their heats on the first day in all but the coxless fours and single sculls. Russia, who were to contest six finals out of seven, won three heats, and on the second day, Friday, won three more in the repechages. The British eight, Molesey, finished third on Friday to Russia and Italy, rowing probably as well as they ever have. Our double, Justicz and Birkmyre, won their heat, beating the Czechs, the Russians and the Americans. Mackenzie had to go hard to beat the Dutchman, Groen; the British coxless four, University of London, finished fourth to Rumania, Czechoslovakia and Austria.

The coxless pairs provided a struggle between the Russians and the Dutch in which, after being a length down at the 1,780 metre mark, the Nereus pair managed just to get their bows ahead and to win by 1.5 seconds. The Russian bow passed out completely and had to be taken back to the raft in a launch. However, he had recovered enough to win his repechage next day.

The British pair, University of London, had a tough draw and came in behind the Germans and the Poles in their heat, and in the repechage lost by a length to the Finnish champions of 1958. They subsequently won the event for seventh to twelfth places, and, of course, later brought back a gold medal from Perth.

Of the eights the American crew proved disappointing. Gone was the superiority so recently shown in championship rowing. Never a country that placed watermanship first, they now found it too difficult to manage the Italian eight that had been delivered to them at Luzern; and they discarded it almost immediately for a borrowed Stampfli boat. The final of the eights proved to be a magnificent race. The Ratzeburger crew included, at six, Von Groddeck, who since 1956 has won three

European championship gold medals and two Olympic medals, one gold and one silver. Stroke and seven were the gold medallists at Macon in the coxless pairs. Rowing on German rig and in a boat especially designed for them, they were the favourites. In their heat on Friday in pouring rain and against a head wind they covered the course in 5.55. The significance of this may be appreciated when it is realised that only one English eight has ever broken six minutes in a race, Molesey in 1961 at Prague under extremely favourable conditions. The Russian crew that had swept aside the American opposition at Philadelphia two months earlier when they beat Vesper and Cornell, were even faster than the Naval eight that won the Grand. Alongside these two were a composite French crew that had won their repechage in impressive time; Moto Guzzi, who had combined with Marina Militaire to provide an entirely different crew from that at Henley; and Canada and Australia. All the crews went off the start at a tremendous rate and at the 500ms, Germany and Russia were level, closely followed by Australia who were making a big early effort, Italy, Canada and France. By the half-way point the Germans had squeezed out a half-length lead over the Russians, and the rest of the crews had passed the Australians. At the three-quarter distance the leading positions remained the same, but France had come through to third closely pressed by Italy; Australia and Canada were level less than a length down on the Italians. At the finish the Ratzeburger crew won from the Russians by a little under a length in 5.50.83. France were third, Italy fourth, and Australia by dint of a very fast last 500ms, just managed to beat Canada. All the crews except Canada broke six minutes, and they only failed by 0.15 seconds.

Times on the whole were slower than last year's European championships, but this was no doubt accounted for by the favourable stream at Prague. It is interesting to note that in every final the French contested they were always the faster crew over the last 500ms, in

(Continued at foot of next column)

OBITUARY

It is with the greatest regret that we have to record the deaths of the following members:— W. T. R. Beckett, J. B. Freebairn, W. S. Hallett, G. R. Hampton, G. C. Killick, R. Walker Roylance and C. H. Sowerby.

We also record with regret the death of Mrs. B. L. Fletcher, the widow of J. Y. (Christmas Daisy) Fletcher. So great was their interest in the Club that when he died, she continued not only to keep in touch with us but also made a donation to our funds every year.

The Club has lost one of its best-loved members with the passing of BILL KILLICK. He joined the Club in 1921 and rowed at Henley for us each year from 1922 to 1929. His racing included a remarkable string of successes, notably both the Grand and Goblets in 1928, followed the same year by a silver medal at the Olympic Regatta at Amsterdam.

He rowed at Henley in the Thames Cup in 1922, 1923 and 1924; in the Wyfold Cup in 1923, 1925 and 1927, winning in the latter two years; in the Grand from 1925 to 1929, winning in 1927 and 1928; and he was a winner of the Stewards.

He won the Goblets with Jack Beresford in 1928 and 1929 in a pair that the Club subsequently bought and used with success until just after the war. In the first heat in 1929, against Carver and Sanders, our crew had the misfortune to hit the piles off Remenham and found themselves three lengths down. Recovering, they gradually drew up and were only 1½ lengths down at the Mile. With a well-sustained spurt up the enclosures they just got level on the post. In the re-row the same

fact both the French and Australian eights who were third and fifth, were faster over the last quarter of the course than the Germans or the Russians who were first and second. Once again so many of the competitors were people who have been rowing in this standard for years, some from as far back as the European championships at Ghent in 1955. They would appear to be firm believers in the adage that persistence leads to success, and nothing succeeds like success.

Ian A. MacRae

evening they were led by half a length at Fawley and were still down at the Mile Post; but soon after they went through their opponents and won by 2½ lengths. The final seems to have given them no trouble, as they led all the way.

Bill's rowing career was matched by his service to the Club. He first served on the Committee in 1926; he was a House Steward in the late twenties and was made a Vice-President in 1943. In recent years his greatest contribution to our welfare was his work in connection with our Centenary Appeal, the success of which was in very large measure due to his enthusiasm and hard work.

REG BECKETT died at the age of 90, and was believed to be our oldest member. He had coxed from early youth, first at Bedford School and later with Bedford Rowing Club. He joined Thames R.C. in 1929 as a House Member and was often among us.

J. B. FREEBAIRN came to us from Anglian B.C. in 1934 and coxed the second eight at Henley in 1935 and 1939; in 1938 he coxed the Grand crew. Since the war he had lived in Norfolk. His assistance with catering at Henley during the difficult years after the war will be remembered with gratitude.

W. S. HALLETT died at the end of 1961. He rowed in the Grand eight in 1904, 1906 and 1907. He was in the crew which won the Thames cup at Henley in 1905.

G. R. HAMPTON became a School Member in 1955 and transferred to country membership on entering the Merchant Navy. He rowed occasionally when on leave and was last seen in the Club at the Head of the River Race last year.

C. H. SOWERBY was a House Member for many years. He always said that he had never rowed in his life, though some of us doubted this. He was a House Steward and many years ago was the chief organiser of the Club Derby Sweep, one of the largest in the country in the 1920's, and a money-spinner on which our finances of the time depended. For many years, too, he ran the Annual Dinner with considerable success.

THE COST OF ROWING

ARTICLES on other pages and in other issues of this Journal have dealt with many aspects of rowing with, of course, special emphasis on the experiences of T.R.C. Some pay more or less formal tributes to the honorary officers, and these may be taken as a recognition of the large and intricate organisation necessary to bring together year after year, boats, crews and coaches, and to ensure that the Club is adequately represented at all important British and some continental regattas and to represent the country if called upon to do so. Apart from the actual rowing there is the Club itself—a building, bar, accommodation and facilities for meals, to say nothing of a succession of social events, in some of which the Club entertains some hundreds of people. It is a large and complicated organisation to be managed by a small group of people in their spare time. And like any other organisation it dare not neglect finance.

It is probably true that many members think even less of finance than of organisation. Their only contact with it may be when they pay, or postpone paying, subscriptions and other dues. At the Annual Meeting one or two may comment on the accounts. It is a fairly safe assumption that most know very little and care less.

This is all wrong, of course. The present standing of T.R.C. is built upon the work of older generations, not only in rowing but also in creating and maintaining the Club—and that means organisation and finance. All to whom the letters T.R.C. mean more than a chance to get individual facilities; all that is, to whom they mean a Club rather than a casual collection of boats and people, will recognise the obligation to hand on to their successors an organisation (and financial position!) at least as sound as that they have inherited and used.

Last September the Committee had to ask the General Meeting to give formal approval to an all-round increase in subscriptions. It is always a distasteful task, although most committees in the country, whatever their interests, have had to face it in recent years, and some more than once. We all know the reasons. Nevertheless, shock and surprise are inevitable when they affect payments out of our own pockets, especially those for our recreations.

However that may be, the decision was made after an analysis of income and expenditure over the last 10 years—1952-1961. It was thought that some account of the circumstances

revealed by that analysis* would be of interest to members; more, it was thought that the Committee had an obligation to make them known, because they indicate a financial position which is, fundamentally, most unhealthy.

Before discussing the figures directly four points should be made:

The tenth year is not exactly comparable with the previous nine. It will be remembered that in 1961 the financial year was rearranged to terminate with the end of the rowing season, i.e. August 31st, instead of January 31st as previously. Since the figures have been adjusted to refer to a 12-month period there are unlikely to be other than minor significances.

T.R.C. can only hold its present position in the rowing world by continuing to attract and keep oarsmen of sufficient calibre. This, put in another way, means offering them the necessary facilities at prices they can afford. In any given year, possibly, the Club will attract a few senior and experienced oarsmen (from overseas, temporarily resident, for example). But the more it can attract young men who are likely to identify themselves with the Club and remain with it throughout their rowing careers and afterwards, the more stable and successful it will be. This introduces an important financial consideration. Men at school or college are not likely to have much money to spare, and even when they start earning their incomes may not, for the first (and from a rowing point of view most important) years, be very large in relation to the calls upon them. This point is partly met by the present arrangement of subscription rates, but it also indicates that there is likely to be a practical "stop" in those rates.

Third, no account has been taken in these figures of expenditure from the Centenary Fund. A brief glance at the account on page 14 will show how significant this omission is. It might be objected that the building of the new tank, gymnasium and showers are additions to the Club's capital resources which could properly be met from the results of an appeal of this kind. On the other hand it is clear that *some* work (and cost) on these facilities would have been inevitable owing to earlier

*Owing to space difficulties the figures are not reprinted here, but may be consulted on application to the Hon. Secretary.

neglect of repairs—for whatever cause. In any case, the whole of the third item, £2,700, represents ordinary expenditure which should be met from ordinary income.

Finally, these figures do not reflect the increase in subscription rates—they were prepared to enable the Committee to judge the need to increase. Nevertheless, it may be a matter for speculation as to whether the increase is yet enough, and how much importance should be attached to the “stop” mentioned above.

Turning now to the figures: the first points that strike the most casual reader are that over the 10-year period “ordinary” expenditure has almost doubled—from rather less than £2,300 to over £4,200. In the same time income has increased by only 25%—from rather less than £2,800 to a little more than £3,500; and that more than the total of this increase arises from increased subscriptions. These, after remaining moderately steady at from £1,400 to £1,600 during the first eight years, have climbed sharply in the last two years to over £2,300. In only the first two of the ten years did ordinary income exceed ordinary expenditure, and then largely because expenditure on boats and oars (a prime essential of the Club’s existence!) was £82 and £119 instead of the more normal annual £500-£600.

This is obviously a situation which cannot continue indefinitely, for the Club’s capital resources are negligible, apart from the considerable one of freehold land and buildings. This, unfortunately, could only be realised on sale. It provides a major safeguard against insolvency, but one that could only be used by giving up a magnificent asset for the Club’s major purpose of providing facilities for rowing.

A closer scrutiny of the figures is even more alarming. Most of the increases of expenditure are more or less beyond control. The largest is “Wages”, roughly one quarter of the total, where the increase is 129%, a slightly larger percentage than the increase of expenditure as a whole. Of course, it would be possible to economise by reducing staff, but the results would be such as to make this almost unthinkable—in the same category as the realisation of capital locked up in land and buildings. Most other items reflect the national increase in prices. There are two items, however, which need a little more scrutiny. Water and heating have increased by about 50%, from £316 to £475, despite a reduction from a peak of £510 in 1959. Undoubtedly some of this is due to increased charges but it could still be reduced

by more care by members. How often are lights left burning or showers running unnecessarily? A “turning off” campaign could probably effect a significant decrease. A similar comment arises from “Stationery, printing and postage”, running at about £100 ten years ago, but now nearly £240. Most of it is unavoidable, but repeated reminders of unpaid subscriptions and other dues require expenditures not negligible at present postage rates.

The only other item calling for specific comment is “Repairs to Clubhouse”, fluctuating from a maximum of £614 in 1954 to a minimum of £80 in 1958 and generally running at about £200. These figures are absurdly low. In the absence of any regular annual provision there must be a steady deterioration in Club property only to be met by some major effort like the Centenary Appeal. A fund has now been established restricted to certain exceptional purposes. It is to be hoped that it will solve the problem; but accounting devices, however useful for ensuring proper provision for necessary expenditures, or suggesting second thoughts on other attractive but costly projects, can never solve fundamental financial imbalance.

On the income side, three items call for comment. Apart from subscriptions there are two major regular items, donations and draws. These with subscriptions account for all but £500 of normal income. Donations have fluctuated between a maximum of £511 in 1960 and a minimum of £74 in 1958. While the generosity which has contributed £2,377 in 10 years (besides the Centenary Fund) can never be too gratefully acknowledged, it represents, at best, an uncertain form of income. While it is probable that some of the amounts have been earmarked for special purposes, it seems unfortunate that any others should be used as “ordinary” income. Their proper place would seem to be an endowment or reserve fund.

The same considerations are even more emphatic in relation to “draws”. They have contributed usually about £450 towards normal expenditure, while it is an open secret that there have been other substantial contributions for “special purposes”, £1,000 to the Centenary Fund in 1961, for instance. No praise or thanks could be too much for the small group of members whose imagination, courage, skill and self-devotion have made this possible, for the larger group who have turned to with a will when hard work was wanted, and the even larger number who have sold the tickets. More power to their aching elbows: they have done

FEEL and CONCRETE

THE FAIRBAIRN TANK

ONE of the earliest decisions of the Development Committee was that the Tank should be rebuilt. This decision was warmly welcomed—if not demanded—by the users of the existing building, poorly lighted, with draughts blowing through holes in the walls, and rain dripping through holes in the roof. Rowing might be a test for the oarsman from divers points of view, but coaching was a plain test of endurance with the additional hazard of an uneven floor! Gone indeed were the days of Steve in his basket chair.

Since the tank was to be rebuilt, it was decided—with zero discussion—that eight oars were essential, and further that an attempt should be made to improve general effectiveness. The problem became one of turning something which is essentially a “feel” into concrete, and doing so in rather limited space—further curtailed by the Town and Country Planning legislation. That some £3,500 of money collected by Bill Killick and Little Moke with great labour, and needed for at least ten other urgent jobs, was involved did not lessen the feelings of responsibility for a difficult task. It was perhaps easier for one with a little experience of the feel, together with some knowledge of hydraulics and structures acquired as a civil engineer. That my own employers, John Mowlem & Co., Ltd., should be the contractors was a coincidence which might have led to embarrassment on either side, but which became an advantage.

One of the earliest decisions was whether to use a culvert (or tunnel) under the boats for the return flow, or to adhere to the principle of the open channel as in the original of 1906. That the culvert would cost precious money was clear—as was the fact that it had been used in almost all recent tanks. This ship must not be spoilt for a ha’porth of tar, but it must be a “ship”—not a white elephant. Since the problem was one of “feel” the opinion of senior members was as good as any. They argued that our tank was as good as any. But there were certainly technical drawbacks which should be capable of improvement. Questions of the coach’s comfort and safety could be left to the more modern building techniques of Mr. Webb of John Mowlem.

The approach thus resolved itself into a critical appraisal of the existing scheme to get to a theoretical basis of the “feel”. Then the results must be fitted into the space available.

On the basis of this appraisal and theory, Mr. P. O. Wolf of Imperial College Hydraulics Dept., was asked to discuss the problems. He gave some support for the anti-culvert theory, and a great deal of valuable advice towards solving the problems and the general improvement of the original tank. It was now possible to put on paper a basic design, unfortunately with some truncation occasioned by the legislation referred to above. Mr. Wolf suggested that maximum flexibility should be retained, with a view to later alterations, particularly since the problems were not capable of exact mathematical solution. This provided a useful straw for a near drowning designer—but led to some comment on the unfinished appearance of the finished article—comment truer than some critics supposed. To attempt to improve “paper” design in these circumstances seemed not worth while. Practical experiment was clearly indicated and although the arguments continued, the flexibility remained unaltered. The contractor’s men came: and the old tank went—as a heap of dust and debris. The removal disclosed a site of surprisingly large dimensions, and here the new structure, together with the gym now adjoining the tank, rose like the phoenix from the “ashes”. Thanks are due to Mr. Stannard, the foreman who translated my ideas into concrete and steel—and put up with the vagaries of the designer remarkably well! A small party of members laboured mightily on Sunday afternoons, and produced two boats of revolutionary design from plywood supplied by Sir William Mallinson, to whom must go further thanks, and further thanks again to Mr. Lawrence and his manager, Mr. Richardson, who produced some unusual steelwork for the project.

The Hole in the Wall was reached or filled with the traditional roof wetting ceremony, after which the Club entertained Mr. Stannard’s men to the other wettings—although with the same fluid. They must have felt that oarsmen were indeed mad to want such a peculiar structure—but the madness of oarsmen is... common knowledge.

In due course the Tank was declared open by Ian Fairbairn, naming it as a permanent memorial to his illustrious father. Speeches were made. Little Moke gave the orders. The first ceremonial strokes were rowed by a crew ranging from Duggie to the stroke of the maiden eight. Afterwards the Club was happy to entertain a number of those who had helped with the project. It was particularly pleasant to be able to welcome Lord and Lady Iveagh who braved medical disapproval to attend the function. One of the "hosts", too, should be mentioned among the guests, one whose efforts had done much to make the Fairbairn Tank a practical possibility. None of us could know then (fortunately) that this was to be Bill Killick's last public appearance at the Club. It was, at least, something that he was able to see one main achievement of the Centenary Appeal for which he and Little Moke had worked so hard.

The hours before the opening were enlivened by the appearance of a B.B.C. team from Town and Around. The cameraman was slightly taken aback at the shortage of usable space in a largish room, but rose to the occasion. The rising process, however, took so long as to cause some anxiety about the evening events, but the last floodlight was removed with all of ten seconds to spare! It was an interesting afternoon! There was Geoffrey Page rowing at stroke with a microphone inside his singlet, the lead from which trailed back along the slide. What would have happened if it had tangled with the runners? Or should we not speculate? Or here was Tim Shaw discussing the need for rowing tanks with an interviewer whose last assignment had included rescuing Mr. Marples from a wayward car. The writer, too, made his small contribution by transposing the two main points of his piece—so that the unfortunate cameraman got the wrong soundtrack on the right film!

What still remains to do? The decision to retain flexibility has proved wise, even though it means that the tank is still far from "finished". The rowing channel was soon thought to be too big—gratifying since it had not been intended to make it too small: filling a too big hole is easier and cheaper than enlarging one that is too small. A working party jacked 15 tons of concrete over on stroke side. A marked difference between bow side and stroke side would be a necessary result. And which is better? And is it the channel? Or do we need different oars? Again: Can we

help the depression at two by vanes, or is it an inevitable hydraulic feature of the present arrangement; requiring a more radical approach?

These are important questions which must be answered before the structure takes its permanent form. Thames is fortunate in having oarsmen of experience who can judge what is best for training, and engineers who can work out how to achieve it without any noticeable cost. The "feel" must come first, however. Plenty of opinions on "feel" are wanted, so that the causes may be analysed, looking towards an improved design on bow side. The impatience of those who find bow side heavy is understandable, but it is surely desirable to work out the best possible design before the Club is committed to the result for who knows how many years. The next phase of work can begin in August, for since the tank takes 24 hours to empty and 48 to fill there will be no chance before. But then whatever we have made of the feel will have to be translated into something concrete.

David King

Answers to Correspondents

"Xmas Draw" (John O'Groats) We have referred your enquiry to the promoter of the Draw. If your grandmother refuses to return from Paris there appears to be a case for a refund for the return half of the prize.

"Second Junior -Ph.D." (Oxford) There was no Freudian connotation in Mr. Hollom's remark. "Thelma" is the name of the Club launch, and it is customary to paint her bottom every year.

"Fixed Pin" (Cheltenham Spa) We have used sliding seats for some time, and have also switched to swivel rowlocks. Don't you think rowing shorts are more comfortable if worn above the knees? I will pass on your offer of a place in the veteran eights to the Captain. He is looking for keen chaps.

"Jeanne Marie" (Ostend) Thank you for the knitted rowing "bloomers" for Monsieur Mixskin(?). They are not his usual pattern but a small gusset will probably make them comfortable (if a trifle exotic). We doubt if the proposal of marriage should be taken too seriously—Monsieur is apt to make the joke after the regatta. (*Très drôle?*) We are interested to hear that your nom-de-plume is that of the fishing boat on which you spent so many happy moments.

REGATTA RESULTS

HENLEY ROYAL REGATTA

4th, 5th, 6th, 7th July

Grand Challenge Cup

	st.	lb.
S. F. A. Miskin (bow)	12	13
2 A. J. Hodgins	12	5
3 D. W. Gramolt	13	2
4 R. D. F. Anderson	13	4
5 J. A. Stephenson	13	12
6 F. J. Lambert	13	7
7 P. Laws	13	8
J. J. James (stroke)	12	0
R. T. Weston (cox)	8	6

Heat 5: Thursday, 5th July. 3.45 p.m.

Berks: University of Pennsylvania, U.S.A.

Bucks: Thames Rowing Club.

Weather: Calm, overcast. Stream, negligible.

1st minute: Pennsylvania, 11, 21, 40.

Thames R.C., 11, 25, 46.

Thames led by $\frac{1}{2}$ length at the top of the Island, by $1\frac{1}{2}$ lengths at the $\frac{1}{4}$ mile, by 1 length at the Barrier, by $\frac{1}{2}$ length at the $\frac{1}{2}$ mile, and the crews were level at Fawley (Pennsylvania 37, Thames 39).

Pennsylvania led by $\frac{1}{2}$ length at the $\frac{3}{4}$ mile, by 1 length at the mile, by $1\frac{1}{2}$ lengths at $1\frac{1}{4}$ mile, and won by $2\frac{1}{2}$ lengths. Thames were at 40 just after Fawley and at 38 from $\frac{1}{2}$ mile onwards. Pennsylvania rowed at 39 from the $\frac{1}{2}$ mile onwards.

Barrier: 1 min. 54 sec. (T.R.C. leading by 1 length).

Fawley: 3 min. 14 sec. (Crews level).

Finish: 6 min. 44 sec. (Pennsylvania by $2\frac{1}{2}$ lengths).

Stewards' Challenge Cup

	st.	lb.
F. J. Lambert (bow, steers)	13	7
2 J. A. Stephenson	13	12
3 P. Laws	13	8
J. J. James (stroke)	12	0

Heat 2: Wednesday, 4th July, 3.55 p.m.

Berks: Thames Rowing Club.

Bucks: Amsterdamche Studenten Roeivereniging "Nereus," Holland.

Weather: Light cross-tail wind off Berks. Stream, negligible.

1st minute: Thames R.C., 11, 22, 42.

Nereus, 11, 23, 44.

Nereus led by $\frac{1}{2}$ length at the $\frac{1}{4}$ mile, $\frac{1}{2}$ length at the Barrier, $\frac{3}{4}$ length at Fawley, $1\frac{1}{2}$ lengths at the mile, $1\frac{1}{2}$ lengths at the $1\frac{1}{4}$ mile, and won by 2 lengths. Thames did not drop below 36, were at 37 at the mile, 38 at the $1\frac{1}{4}$ mile and finished at over 40. Nereus were at 38 at Fawley, $37\frac{1}{2}$ at the mile and 38 at the finish.

Barrier: 2 min. 4 sec. (Nereus leading by $\frac{1}{2}$ length).

Fawley: 3 min. 28 sec. (Nereus leading by $\frac{1}{2}$ length).

Finish: 7 min. 11 sec. (Nereus won by 2 lengths).

Silver Goblets and Nickalls Challenge Cup

	st.	lb.
R. D. F. Anderson (bow, steers) ...	13	4
S. F. A. Miskin (stroke)	12	13

Heat 3: Wednesday, 4th July, 2.30 p.m.

Berks: R. D. F. Anderson and S. F. A. Miskin (Thames R.C.).

Bucks: S. Farquharson and J. D. Lee Nicholson (Univ. of London and Middlesex Hospital.).

Weather: Dull. Light following wind. Stream negligible.

1st minute: Anderson and Miskin, $10\frac{1}{2}$, $21\frac{1}{2}$, 42. Farquharson and Lee Nicholson, 12, 22, 40.

Farquharson and Lee Nicholson led by 2 lengths at the $\frac{1}{4}$ mile, 3 lengths at the Barrier, many lengths at Fawley and the mile, and won easily. They were at 26 from the mile onwards. Anderson and Miskin did not drop below 34.

Barrier: 2 min. 17 sec. Farquharson and Nicholson leading by 3 lengths.

Fawley: 3 min. 54 sec. Farquharson and Nicholson leading by many lengths.

Finish: 8 min. 9 sec. Farquharson and Nicholson won easily.

Diamond Challenge Sculls

	st.	lb.
J. R. Buzeman	11	2

Eliminating race: Saturday, 30th June.

Berks: W. G. Beech (London R.C.).

Bucks: J. R. Buzeman (Thames R.C.).

Beech led Buzeman as far as the $\frac{1}{2}$ mile, but could not get away. At Fawley, Buzeman was in the lead and went on to win easily.

Barrier: 2 min. 29 sec. Beech leading by $\frac{1}{2}$ length.

Fawley: 4 min. 12 sec. Buzeman leading by 1 length.

Finish: 8 min. 40 sec. Buzeman won easily.

Heat 5: Wednesday, 4th July, 2.35 p.m.

Berks: J. R. Buzeman, (Thames R.C.).

Bucks: J. H. Libby (Abingdon R.C.).

Weather: Light following wind off Bucks; stream, negligible.

1st minute: Buzeman 11, 21, 40.

Libby 10, 20, $37\frac{1}{2}$.

Buzeman led by $\frac{1}{2}$ length at the $\frac{1}{4}$ mile, by $2\frac{1}{2}$ lengths at the Barrier, by many lengths at Fawley, and won easily. He sculled at 24, and Libby sculled at 29 from Fawley onwards.

Barrier: 2 min. 26 sec. Buzeman leading by $2\frac{1}{2}$ lengths.

Fawley: 4 min. 6 sec. Buzeman leading by many lengths.

Finish: 8 min. 38 sec. Buzeman won easily.

Heat 9: Thursday, 5th July, 12.45 p.m.
 Berks: J. R. Buzeman (Thames R.C.).
 Bucks: W. L. Barry (Quintin B.C.).
 Weather: Dull, cold, and a light cross-following
 wind off Bucks. Stream, negligible.
 1st minute: Buzeman, 10½, 20½, 38.
 Barry 9½, 18, 34.

Barry led by 3 lengths at the ¼ mile, 3 lengths
 at the Barrier, 4 lengths at the ½ mile, many
 lengths from Fawley onwards, and won easily. He
 sculled at 26 from the ½ mile onwards. Buzeman
 was at 30 at the ½ mile and at 29½ at the Mile.

Barrier: 2 min. 19 sec. Barry leading by 3
 lengths.

Fawley: 3 min. 58 sec. Barry leading by many
 lengths.

Finish: 8 min. 10 sec. Barry won easily.

Thames Challenge Cup

	st.	lb.
C. J. F. S. Rowley (bow)	11	12
2 M. J. Long	12	5
3 B. M. Webster	12	11
4 J. E. Taylor	12	5
5 B. J. Gauld	12	4
6 B. D. Gibbs	13	12
7 W. H. Jackson	12	5
M. J. Lohnberg (stroke)	12	0
J. T. Shaw (cox)	8	10

Heat 2: Wednesday, 4th July, 9.35 a.m.

Berks: Thames Rowing Club.

Bucks: St. Edmund Hall, Oxford.

Weather: Light cross wind off Bucks. Stream,
 negligible.

1st minute: Thames R.C., 10½, 22, 42.

St. Edmund Hall, 11, 21, 40.

Thames led by 1½ lengths at ¼ mile, at 35, by
 2 lengths at the Barrier, by 2½ lengths at Fawley,
 at 33; by 3 lengths at the Mile, at 37; by 3 lengths
 at 1½ mile, at 29; and won by 2½ lengths. St.
 Edmund Hall were at 36 at the ¼ mile, thereafter
 at 34.

Barrier: 1 min. 58 sec. T.R.C. leading by 2
 lengths.

Fawley: 3 min. 22 sec. T.R.C. leading by 2½
 lengths.

Finish: 7 min. 11 sec. T.R.C. won by 2½
 lengths.

Heat 16: Thursday, 5th July, 10.30 a.m.

Berks: Thames Rowing Club.

Bucks: Menoetes.

Weather: Sunny but cold. Fresh tail-wind.
 Stream, negligible.

1st minute: Thames R.C., 11, 22, 41½.

Menoetes, 11, 20, 40.

Thames led by 1 length at the ¼ mile, at 35;
 by 1½ lengths at the Barrier; by 2½ lengths at
 Fawley, at 34; by 2 lengths at the Mile, at 32; by
 2 lengths at 1½ mile, at 29; and won by 3 lengths.
 Menoetes were at 34-35 throughout.

Barrier: 1 min. 55 sec. T.R.C. leading by 1½
 lengths.

Fawley: 3 min. 16 sec. T.R.C. leading by 2½
 lengths.

Finish: 6 min. 51 sec. T.R.C. won by 3 lengths.

Heat 26: Friday, 6th July, 12.20 p.m.

Berks: London Rowing Club.

Bucks: Thames Rowing Club.

Weather: Sunny. Very light cross wind off
 Bucks. Stream, negligible.

1st minute: London R.C., 11, 22½, 43.

Thames R.C., 11, 21, 42.

The crews were level at the top of the Island.
 London led by a canvas at the ¼ mile at 36
 (Thames 37); by ¼ length at the Barrier, by ¼
 length at Fawley at 35 (Thames 36); and the crews
 were level at the ½ mile. Thames led by ¼ length
 at the Mile (both crews at 36); and by ¼ length
 at 1½ mile (both crews at 36). London were coming
 up in the last few strokes, but Thames won by a
 canvas. A splendid race—almost stroke for stroke
 all the way.

Barrier: 1 min. 57 sec. London leading by ¼
 length.

Fawley: 3 min. 19 sec. London leading by ¼
 length.

Finish: 6 min. 56 sec. Thames won by a
 canvas.

Heat 28: Saturday, 7th July, 11.00 a.m.

Berks: Nottingham University.

Bucks: Thames Rowing Club.

Weather: Still. Stream, negligible.

1st minute: Nottingham University, 10, 20, 39.

Thames R.C., 10½, 21½, 42.

Thames led by ¼ length at the ¼ mile, at 36
 (Nottingham University 35½); by 1 length at the
 Barrier; by 1½ lengths at Fawley, at 34; by 2½
 lengths at the Mile and 1½ mile, and won by 2½
 lengths. Thames were at 32 after Fawley, except
 for a burst at 38 just before the Mile. Nottingham
 University were at 34 throughout after the ¼ mile.

Barrier: 1 min. 55 sec. Thames leading by 1
 length.

Fawley: 3 min. 17 sec. Thames leading by 1½
 lengths.

Finish: 7 min. 3 sec. Thames won by 2½ lengths.

Final: Saturday, 7th July, 5.15 p.m.

Berks: National Provincial Bank Rowing Club.

Bucks: Thames Rowing Club.

Weather: Sunny, calm. Stream, negligible.

1st minute: National Provincial Bank, 11½, 22½,
 43.

Thames R.C., 11, 22, 42½.

National Provincial Bank led by ¼ length at
 the ¼ mile, at 38 (Thames 38½); by 1 length at
 the Barrier; by 1½ lengths at Fawley (both crews
 at 37½); by 1½ lengths at the Mile, at 35½ (Thames
 37); by 2 lengths at the 1½ mile, at 38½ (Thames
 35); and won by 3 lengths. N.P. Bank were at
 35 from Fawley to the Mile. Thames were at 35½
 just after Fawley and 35 at the ½ mile.

Barrier: 1 min. 55 sec. N.P. Bank leading by 1
 length.

Fawley: 3 min. 15 sec. N.P. Bank leading by
 1½ lengths

Finish: 6 min. 46 sec. N.P. Bank won by 3
 lengths.

Wyfold Challenge Cup

	st.	lb.
R. Hackford (bow, steers)	11	0
2 J. H. S. Sinclair	12	12
3 M. E. C. Joyner	14	2
G. W. J. Bridge (stroke)	11	5

Heat 2: Wednesday, 4th July, 11.15 a.m.

Berks: Thames Rowing Club.

Bucks: Westminster Bank.

Weather: Cold, dull. Light tail-wind, but across from Bucks after the $\frac{1}{2}$ mile. Stream, negligible.
1st minute: Thames R.C., 12, 22, 42.

Westminster Bank, 10 $\frac{1}{2}$, 21, 39.

Westminster Bank hit a buoy on their eighth stroke, and a pile at the Barrier. Thames' steering was erratic at times. Thames led by 1 $\frac{1}{2}$ lengths at the $\frac{1}{2}$ mile, 2 lengths at the Barrier, 3 $\frac{1}{2}$ lengths at Fawley, 3 lengths at the Mile and 1 $\frac{1}{2}$ mile, and won by 2 $\frac{1}{2}$ lengths. Both crews were at 36 at the Barrier and at 35 at the Mile.

Barrier: 2 min. 10 sec. Thames leading by 2 lengths.

Fawley: 3 min. 42 sec. Thames leading by 3 $\frac{1}{2}$ lengths.

Finish: 7 min. 44 sec. Thames won by 2 $\frac{1}{2}$ lengths.

Heat 9: Thursday, 5th July, 5.45 p.m.

Berks: University of London.

Bucks: Thames Rowing Club.

Weather: Light cross-following wind from Bucks. Stream, negligible.

1st minute: University of London, 10 $\frac{1}{2}$, 20, 40.

Thames Rowing Club, 11, 21, 41.

University of London hit a buoy on their 20th stroke, but led by $\frac{1}{2}$ length at the $\frac{1}{2}$ mile; $\frac{2}{3}$ length at the Barrier at 37 (Thames 36); 1 $\frac{1}{2}$ lengths at Fawley; 2 $\frac{1}{2}$ lengths at the Mile and 1 $\frac{1}{2}$ mile, at 34 $\frac{1}{2}$ (Thames 34); and won by 3 $\frac{2}{3}$ lengths.

Barrier: 2 min. 10 sec. Univ. of London leading by $\frac{2}{3}$ length.

Fawley: 3 min. 37 sec. Univ. of London leading by 1 $\frac{1}{2}$ lengths.

Finish: 7 min. 29 sec. Univ. of London won by 3 $\frac{2}{3}$ lengths.

READING HEAD OF THE RIVER RACE

17th March

First Eight: S. F. A. Miskin (bow); R. D. F. Anderson; D. W. Gramolt; J. A. Stephenson; P. Laws; F. J. Lambert; J. D. Culpan; J. J. James (stroke); R. T. Weston (cox).

Started 3rd, finished 1st equal with University of London B.C. 15 min. 54 sec.

Second Eight: C. J. F. S. Rowley (bow); C. N. F. Hunt; M. J. Long; M. J. Lohnberg; B. M. Webster; J. W. Varian; A. J. Hodgins; M. D. L. Huggins (stroke); W. L. Ross (cox).

Started 8th, finished 14th. 16 min. 37 sec.

Third Eight: R. A. Crocket (bow); K. J. Braun; M. R. Elvy; G. W. J. Bridge; M. E. C. Joyner; B. J. Gauld; W. H. Jackson; T. J. Goodman (stroke); P. M. Davies (cox).

Started 24th, finished 37th. 16 min. 59 sec.

Fourth Eight: S. K. Newman (bow); D. M. Butler; C. J. Cawley; G. R. Lines; M. H. Snow; C. Clifford; W. J. Durrant; H. C. Kersey (stroke); G. R. Withers (cox).

Started 124th in a clinker eight, finished 92nd. 17 min. 48 sec.

Fifth Eight: G. H. Fraser (bow); P. S. Jones; E. C. Thomson; P. G. Berry; J. A. Tanner; K. C. O'Flanagan; H. M. Hairs; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Started 143rd in a clinker eight, finished 117th. 18 min. 11 sec.

ANTWERP HEAD OF THE RIVER RACE: "GOLDEN OAR"

25th March

First Eight: R. D. F. Anderson (bow); S. F. A. Miskin; J. A. Stephenson; D. W. Gramolt; P. Laws; F. J. Lambert; J. D. Culpan; J. J. James (stroke); R. T. Weston (cox).

T.R.C., 1, 21 min. 18.7 sec. (course record); London R.C., 2, 21 min. 21.5 sec.; Liège, 3, 22 min. 15.9 sec.; Etuf Essen, 4, 22 min. 22 sec.

HEAD OF THE RIVER RACE

31st March

First Eight: S. F. A. Miskin (bow); R. D. F. Anderson; D. W. Gramolt; J. A. Stephenson; P. Laws; F. J. Lambert; J. D. Culpan; J. J. James (stroke); R. T. Weston (cox).

Started 2nd, finished 4th. 18 min. 59 sec.

Second Eight: C. J. F. S. Rowley (bow); J. A. Mees; M. J. Long; M. J. Lohnberg; B. M. Webster; J. W. Varian; A. J. Hodgins; M. D. L. Huggins (stroke); W. L. Ross (cox).

Started 18th, finished 14th. 19 min. 27 sec.

Third Eight: R. A. Crocket (bow); K. J. Braun; M. R. Elvy; G. W. J. Bridge; M. E. C. Joyner; B. J. Gauld; W. H. Jackson; T. J. Goodman (stroke); P. M. Davies (cox).

Started 42nd, finished 40th. 19 min. 54 sec.

Fourth Eight: B. Wall (bow); T. E. Lester; D. R. Allen; S. H. Broadbent; J. Essame; M. Biscoe; R. A. Carr; D. W. Adeney (stroke); C. E. H. Tucker (cox).

Started 56th, finished 66th. 20 min. 9 sec.

Fifth Eight: J. Smulders (bow); E. V. Harris; A. L. Ruddock; C. N. F. Hunt; P. J. Phillips; I. A. MacRae; K. N. Bernard; J. R. Moss (stroke); D. North (cox).

Started 67th, finished 77th. 20 min. 16 sec.

Sixth Eight: R. Hackford (bow); S. K. D. Hill; J. B. Thorp; M. Barrett; D. J. Sutton; J. E. Taylor; J. L. Cooke; J. B. Carpenter (stroke); G. H. Garner (cox).

Started 80th, finished 89th. 20 min. 23 sec.

Seventh Eight: W. S. Green (bow) A. Marx; C. E. Harrison; A. Blumenthal; P. Begelhole; D. M. Benton; H. M. H. Paine; M. G. Brandwood (stroke); N. D. Widdowson (cox).

Started 81st, finished 195th. 21 min. 21 sec.

Eighth Eight: S. K. Newman (bow); D. M. Butler; C. J. Cawley; G. R. Lines; M. H. Snow; C. Clifford; W. J. Durrant; H. C. Kersey (stroke); G. R. Withers (cox).

Started 91st, finished 142nd. 20 min. 49 sec.

Ninth Eight: M. H. Garrett-Cox (bow); J. C. G. Wade; E. C. Thomson; P. G. Berry; J. A. Tanner; K. C. O'Flanagan; H. M. Hairs; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Started 176th, finished 190th. 21 min. 17 sec.

Tenth Eight: A. Butler (bow); P. S. Jones; A. J. H. Pollitt; S. Baxter; J. D. Wynne-Williams; J. Wakefield; M. H. Benwell; G. H. Fraser (stroke); N. D. Morton (cox).

Started 189th, finished 273rd. 22 min. 47 sec.

Eleventh Eight: P. Newman (bow); M. R. Davies; I. Hebblewaite; R. A. Brealey; C. F. Derrane; D. C. Russell; A. G. Thoday; M. E. M. Broad (stroke); R. P. Mandeville (cox).

Started 231st, finished 282nd. 23 min. 31 sec.

Twelfth Eight: A. Hawes (bow); A. R. Reddin; F. C. Plumer; P. B. Rooksby; D. R. Mount; B. S. Tanner; W. J. Griffith; J. F. C. Badcock (stroke); R. L. Penney (cox).

Started 298th, finished 92nd. 20 min. 24 sec.

HEAD OF THE RIVER RACE FOR SCULLERS

14th April

J. R. Buzeman, started 18th, finished 15th. 24 min. 27 sec.

D. L. Thomas, started 13th, finished 29th. 25 min. 9 sec.

M. D. L. Huggins, started 24th, finished 43rd. 25 min. 26 sec.

D. R. Allen, started 100th, finished 55th. 25 min. 51 sec.

A. G. Sheil, started 49th, finished 62nd. 26 min. 2 sec.

R. A. Carr, started 45th, finished 79th. 26 min. 28 sec.

A. Hawes, started 66th, finished 95th. 26 min. 46 sec.

A. J. Hodgins, started 120th, finished 100th. 27 min. 0 sec.

J. F. Smulders, started 133rd, finished 151st. 30 min. 46 sec.

PUTNEY REGATTA

5th May

Reeve Challenge Cup (Junior-Senior Eights)

R. A. Crocket (bow); K. J. Braun; M. R. Elvy; J. B. Carpenter; M. E. C. Joyner; J. E. Taylor; W. H. Jackson; G. W. J. Bridge (stroke); P. M. Davies (cox).

Heat 1: T.R.C., 1; Barnes & District R.C., 2; Westminster School, 3; 1 length.

Race 30: Latymer Upper School B.C., 1; T.R.C., 2; 1 length.

Junior Clinker Eights

S. K. Newman (bow); H. C. Kersey; C. J. Cawley; G. H. Fraser; M. H. Snow; C. Clifford; M. H. E. Kirchen; D. M. Butler (stroke); G. R. Withers (cox).

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

Beverly Bowl (Maiden Eights)

R. H. McGarvey (bow); K. C. O'Flanagan; M. H. Garrett-Cox; P. G. Berry; J. A. Tanner; J. Wakefield; E. C. Thomson; T. R. I. Haynes (stroke); N. H. Clarke (cox).

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

HAMMERSMITH REGATTA

12th May

Lady Hays Challenge Cup (Junior-Senior Eights)

R. A. Crocket (bow); K. J. Braun; M. R. Elvy; J. B. Carpenter; M. E. C. Joyner; J. E. Taylor; W. H. Jackson; G. W. J. Bridge (stroke); M. R. Davies (cox).

Heat 5: T.R.C., 1; Vesta R.C., 2; Gladstone & Warwick R.C., 3.

Semi-final: Argosies R.C., 1; Kensington R.C., 2; T.R.C., 3.

Marshall Hays Challenge Cup (Maiden Eights)

R. H. McGarvey (bow); T. R. Blackman; M. H. Garrett-Cox; P. G. Berry; J. A. Tanner; G. R. Lines; E. C. Thomson; K. C. O'Flanagan (stroke); N. H. Clarke (cox).

Heat 1: T.R.C., 1; Hammersmith R.C., 2; Imperial College B.C., 3; 3 lengths.

Final: Westminster School B.C., 1; T.R.C., 2; Westminster Bank R.C., 3; $\frac{1}{4}$ length.

THAMES DITTON REGATTA

19th May

Thames Cup Eights

C. J. F. S. Rowley (bow); M. J. Long; J. A. Mees; B. G. Rae; B. D. Gibbs; M. D. L. Huggins; B. M. Webster; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Heat 1: National Provincial Bank R.C., 1; T.R.C., 2; 2 lengths. 3 min. 51 sec.

Wyfold Fours

P. M. G. Moore (bow, steers); B. J. Gauld; I. A. MacRae; J. D. Culpan (stroke).

Heat 1: National Provincial Bank R.C., 1; T.R.C., 2; 1 $\frac{1}{2}$ lengths.

Junior-Senior Eights

R. A. Crocket (bow); K. J. Braun; R. Hackford; J. B. Carpenter; M. E. C. Joyner; J. H. S. Sinclair; W. H. Jackson; J. E. Taylor (stroke); G. H. Garner (cox).

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

Heat 6: T.R.C., 1; Molesey B.C., 2; 1 length. 4 min. 18 sec.

Semi-final: Hampton Grammar School B.C., 1; T.R.C., 2; 4 feet. 4 min. 17 sec.

Junior Eights

S. K. Newman (bow); H. C. Kersey; C. J. Cawley; G. H. Fraser; M. H. Snow; C. Clifford; M. H. E. Kirchen; D. M. Butler (stroke); G. R. Withers (cox).

Heat 1: Abingdon School B.C., 1; T.R.C., 2; 3 lengths. 4 min. 30 sec.

Junior Eights (Clinker)

R. H. McGarvey (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; J. A. Tanner;

G. R. Lines; E. C. Thomson; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Heat 1: T.R.C., 1; Westminster Bank R.C., 2; 2 lengths. 4 min. 33 sec.

Heat 5: Thames Tradesmen R.C., 1; T.R.C., 2; 1 length. 4 min. 31 sec.

VESTA DASHES

21st and 23rd May

Quintin Challenge Cup (Senior Eights)

'A' Crew: J. J. James (bow); R. D. F. Anderson; D. W. Gramolt; J. A. Stephenson; P. Laws; F. J. Lambert; A. J. Hodgins; S. F. A. Miskin (stroke); R. T. Weston (cox).

'B' Crew: C. J. F. S. Rowley (bow); M. J. Long; J. A. Mees; B. G. Rae; B. D. Gibbs; M. D. L. Huggins; B. M. Webster; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Heat 1: T.R.C. 'A', 1; National Provincial Bank R.C., 2; London R.C. 'A', 3; 3 feet. 1 min. 8 sec.

Final: T.R.C. 'A', 1; Quintin B.C., 2; Argosies R.C., 3; $\frac{1}{2}$ length. 1 min. 6 sec.

(T.R.C. 'B' scratched).

Fitte Challenge Cup (Senior Fours)

'A' Crew: S. F. A. Miskin (bow, steers); A. J. Hodgins; R. D. F. Anderson; D. W. Gramolt (stroke).

'B' Crew: F. J. Lambert (bow, steers); J. A. Stephenson; P. Laws; J. J. James (stroke).

'C' Crew: B. J. Gauld (bow, steers); P. M. G. Moore; I. A. MacRae; J. D. Culpan (stroke).

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

Heat 2: National Provincial Bank R.C., 1; T.R.C. 'C', 2; $1\frac{1}{2}$ lengths.

Semi-final: T.R.C. 'B', 1; National Provincial Bank R.C. 'C', 2; 1 length. 1 min. 11 sec.

Final: T.R.C. 'B', 1; National Provincial Bank R.C. 'B', 2; $\frac{1}{2}$ length. 1 min. 11 sec.

(1 min. 11 sec. is a record).

Tweddell Trophy (Junior-Senior Eights)

R. A. Crocket (bow); K. J. Braun; R. Hackford; J. B. Carpenter; M. E. C. Joyner; J. H. S. Sinclair; W. H. Jackson; J. E. Taylor (stroke); P. M. Davies (cox).

Heat 1: T.R.C., 1; Poplar & Blackwall R.C., 2; 3 feet. 1 min. 10 sec.

Heat 4: T.R.C., 1; London R.C., 2; $\frac{1}{2}$ length. 1 min. 10 sec.

Final: T.R.C., 1; Kensington R.C., 2; $\frac{1}{2}$ length. 1 min. 10 sec.

William Dash Cup (Senior Sculls)

Heat 1: W. Barry (Quintin), 1; J. R. Buzeman (T.R.C.), 2; 4 lengths.

Heat 2: D. L. Thomas (T.R.C.), 1; W. G. Beech (London), 2; A. G. Sheil (T.R.C.), 3; $\frac{1}{2}$ length.

TWICKENHAM REGATTA

26th May

Liversidge Trophy (Wyfold Fours)

'A' Crew: T. J. R. Moore (bow, steers); B. J. Gauld; I. A. MacRae; J. D. Culpan (stroke).

'B' Crew: M. J. Long (bow, steers); M. J. Lohnberg; B. D. Gibbs; M. D. L. Huggins (stroke).

Heat 2: T.R.C. 'B', 1; Henley R.C., 2; $1\frac{1}{2}$ lengths. 4 min. 57 sec.

Heat 4: London R.C., 1; T.R.C. 'A', 2; 2 lengths.

Heat 8: Vesta R.C., 1; T.R.C. 'B', 2; $\frac{1}{2}$ length. 4 min. 51 sec.

Mayor of Twickenham Challenge Cup (Junior-Senior Eights)

R. A. Crocket (bow); K. J. Braun; R. Hackford; J. B. Carpenter; M. E. C. Joyner; G. W. J. Bridge; W. H. Jackson; J. E. Taylor (stroke); P. M. Davies (cox).

Heat 1: Emanuel School B.C., 1; T.R.C., 2; $\frac{1}{2}$ length. 3 min. 32 sec.

Twickenham Cup (Junior Eights)

C. J. Cawley (bow); S. Baxter, M. H. E. Kirchen; G. H. Fraser; M. H. Snow; C. Clifford; S. K. Newman; D. M. Butler (stroke); G. R. Withers (cox).

Heat 8: Cygnet R.C., 1; T.R.C., 2.

CHISWICK REGATTA

2nd June

Family Challenge Cup (Senior Fours)

'A' Crew: A. J. Hodgins (bow, steers); S. F. A. Miskin; R. D. F. Anderson; D. W. Gramolt (stroke).

'B' Crew: F. J. Lambert (bow, steers); J. A. Stephenson; P. Laws; J. J. James (stroke).

'C' Crew: B. J. Gauld (bow, steers); J. A. Mees; I. A. MacRae; M. D. L. Huggins (stroke).

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

Heat 3: National Provincial Bank R.C., 1; T.R.C. 'C', 2; $3\frac{1}{2}$ lengths.

Heat 2: T.R.C. 'B', 1; London R.C. 'A', 2; 2 lengths. 4 min. 48 sec.

Semi-final: T.R.C. 'B', 1; Marlow R.C., 2; $\frac{1}{2}$ length. 4 min. 13 sec.

Final: National Provincial Bank R.C., 1; T.R.C. 'B', disq.

Allanson Memorial Trophy (Thames Cup Eights)

W. H. Jackson (bow); M. J. Long; B. M. Webster; B. D. Gibbs; B. J. Gauld; J. E. Taylor; C. J. F. S. Rowley; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Heat 1: National Provincial Bank R.C., 1; T.R.C., 2; St. Mary's Hospital B.C., 3; $\frac{1}{2}$ length. 3 min. 46 sec.

Goring Cup (Junior-Senior Eights)

R. A. Crocket (bow); K. J. Braun; J. B. Carpen-

ter; S. K. D. Hill; M. E. C. Joyner; J. H. S. Sinclair; R. Hackford; G. W. J. Bridge (stroke); P. M. Davies (cox).

Heat 1: T.R.C., 1; Vesta R.C., 2; $\frac{1}{2}$ length. 3 min. 56 sec.

Semi-final: T.R.C., 1; London R.C., 2; Kensington R.C., 3; $\frac{1}{2}$ length. 4 min. 11 sec.

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

Ronald Studd Cup (Junior Eights)

G. H. Fraser (bow); S. K. Baxter; H. C. Kersey; P. G. Berry; M. H. Snow; C. Clifford; C. J. Cawley; D. M. Butler (stroke); G. R. Withers (cox).

Heat 3: Quintin B.C., 1; King's College, London, B.C., 2; T.R.C., 3.

Anglian Challenge Trophy (Senior Pairs)

'A' Crew: A. J. Hodgins (bow, steers); D. W. Gramolt (stroke).

'B' Crew: R. D. F. Anderson (bow, steers); S. F. A. Miskin (stroke).

'C' Crew: J. J. James (bow, steers); P. Laws (stroke).

'D' Crew: F. J. Lambert (bow, steers); J. A. Stephenson (stroke).

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

Heat 3: T.R.C. 'D', 1; T.R.C. 'B', 2; 3 feet.

Semi-final: T.R.C. 'C', 1; St. Mary's Hospital B.C., 2; $2\frac{1}{2}$ lengths. 4 min. 39 sec.

Semi-final: Crowland & Poplar R.C., 1; T.R.C. 'D', 2; easily. 4 min. 48 sec.

Final: Crowland & Poplar R.C., 1; T.R.C. 'C', 2; $\frac{1}{2}$ length. 4 min. 45 sec.

Coronation Cup (Senior Sculls)

Heat 1: W. L. Barry (Quintin B.C.), 1; C. A. Dearsley (Poplar & Blackwall R.C.) 2; J. R. Buzeman (T.R.C.), 3.

Cygnets Cup (Junior Sculls)

Final: T. M. Y. King, (Reading U.B.C.), 1; S. K. D. Hill (T.R.C.), 2.

READING CLINKER REGATTA

2nd June

Maiden Eights

R. H. McGarvey (bow); K. C. O'Flanagan; R. H. Garrett-Cox; H. M. Hairs; J. A. Tanner; G. R. Lines; E. C. Thomson; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Heat 2: T.R.C., 1; King's School, Worcester, B.C., 2; Abingdon School, B.C., 3; $1\frac{1}{2}$ lengths. 3 min. 48 sec.

Heat 7: Reading University B.C., 1; T.R.C., 2; Southampton University B.C., 3; $\frac{1}{2}$ length. 3 min. 47 sec.

WALTON REGATTA

9th June

Walton Challenge Cup (Thames Cup Eights)

W. H. Jackson (bow); M. J. Long; B. M.

Webster; B. D. Gibbs; B. J. Gauld; J. E. Taylor; C. J. F. S. Rowley; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Race 95: Quintin B.C., 1; T.R.C., 2. T.R.C. lost by $1\frac{1}{2}$ lengths after hitting a launch which attempted to go across their bows.

Goring Challenge Cup (Wyfold Fours)

W. H. Jackson (bow, steers); J. E. Taylor; C. J. F. S. Rowley; M. J. Lohnberg (stroke).

Race 39: University of London B.C., 1; T.R.C., 2; Canvas.

Sabin Challenge Cup (Junior-Senior Eights)

R. A. Crocket (bow); K. J. Braun; J. B. Carpenter; S. K. D. Hill; M. E. C. Joyner, J. H. S. Sinclair; R. Hackford; G. W. J. Bridge (stroke); P. M. Davies (cox).

Race 23: T.R.C., 1; University College B.C., 2; 3 lengths.

Race 45: St. Edward's School B.C., 1; T.R.C., 2; 3 feet.

Junior-Senior Fours

K. J. Braun (bow, steers); R. A. Crocket; R. Hackford; G. W. J. Bridge (stroke).

Race 7: Lensbury R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths.

Miskin Challenge Cup (Junior Eights)

'A' Crew: G. H. Fraser (bow); H. C. Kersey; C. J. Cawley; P. G. Berry; M. H. Snow; C. Clifford; S. K. Newman; D. M. Butler (stroke); G. R. Withers (cox).

'B' Crew: R. H. McGarvey (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; J. A. Tanner; G. R. Lines; E. C. Thomson; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Race 12: T.R.C. 'B', 1; Burway R.C., 2; 3 lengths.

Race 74: Molesey B.C., 1; T.R.C. 'A', 2.

Race 75: T.R.C. 'B', 1; St. George's College B.C., 2; canvas. 4 min. 57 sec.

Race 90: T.R.C. 'B', 1; Twickenham R.C., 2; $\frac{1}{2}$ length. 5 min. 5 sec.

Race 111: St. Paul's School B.C., 1; T.R.C., 2; $\frac{1}{2}$ length.

OSTEND INTERNATIONAL REGATTA

10th and 11th June

First Eight: A. J. Hodgins (bow); J. J. James; R. D. F. Anderson; D. W. Gramolt; J. A. Stephenson; F. J. Lambert; P. Laws; S. F. A. Miskin (stroke); R. T. Weston (cox).

400 metres Sprint

T.R.C., 1, 1 min. 08.57 sec.; R.S. Nautique de la Basse Seine, 2, 1 min. 11.73 sec.; Leander, 3, 1 min. 14.61 sec.

1,500 metres

T.R.C., 1, 4 min. 45.82 sec.; Dusseldorf/Neuszer, 2, 4 min. 54.42 sec.; Bataillon de Joinville, 3, 4 min. 55.16 sec.; R.S. Nautique de la Basse Seine, 4, 4 min. 56.02 sec.; Leander Club, 5, 5 min. 01.84 sec.

Coxed Four: A. J. Hodgins (bow); S. F. A. Miskin; R. D. F. Anderson; D. W. Gramolt (stroke); R. T. Weston (cox).

1,500 metres

Nassovia Höchst, 1, n.t.t.; T.R.C., 2; R.S.N. de la Basse Seine, 3; R.S.N. Brugge, 4.

Time intervals between winning crew and others: 11.99 sec.; 20.95 sec.; 34.61 sec.

Coxswainless Four: F. J. Lambert (bow, steers); J. A. Stephenson; P. Laws; J. J. James (stroke).

1,500 metres

Nassovia Höchst, 1, 5 min. 03.41 sec.; T.R.C., 2, 5 min. 08.58 sec.; Neusser Ruderverein, 3, 5 min. 09.76 sec.; R.S.N. de la Basse Seine, 4, 5 min. 14.60 sec.

READING REGATTA

16th June

Grand Challenge Cup (Senior Eights)

J. J. James (bow); A. J. Hodgins; D. W. Gramolt; R. D. F. Anderson; J. A. Stephenson; F. J. Lambert; P. Laws; S. F. A. Miskin (stroke); R. T. Weston (cox).

Race 76: T.R.C., 1; University of London B.C., 2; Keble College, Oxford B.C., 3; canvas. 4 min. 39 sec.

Race 110: National Provincial Bank R.C., 1; T.R.C., 2; 3 lengths. 4 min. 32 sec.

Stanmore Challenge Cup (Senior Fours)

F. J. Lambert (bow, steers); J. A. Stephenson; P. Laws; J. J. James (stroke).

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

Senior Coxed Fours

A. J. Hodgins (bow); S. F. A. Miskin; R. D. F. Anderson; D. W. Gramolt (stroke); R. T. Weston (cox).

Final: Molesey B.C., 1; T.R.C., 2; Llandaff R.C., 3; 4 lengths. 5 min. 14 sec.

Austin Balsom Challenge Cup (Thames Cup Eights)

W. H. Jackson (bow); M. J. Long; B. M. Webster; B. D. Gibbs; B. J. Gauld; J. F. Taylor; C. J. F. S. Rowley; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Race 25: T.R.C., 1; Radley College B.C., 2; 3 feet. 4 min. 39 sec.

Race 77: T.R.C., 1; Eton College B.C. & Argosies R.C., equal 2; $\frac{1}{2}$ length. 4 min. 45 sec.

Final: Quintin B.C., 1; London R.C., 2; T.R.C., 3; 1 length. 4 min. 41 sec.

Reading Challenge Vase (Wyfold Fours)

R. Hackford (bow, steers); J. H. S. Sinclair; M. E. C. Joyner; G. W. J. Bridge (stroke).

Race 14: Walton R.C., 1; T.R.C., disq.

Sandeman Challenge Cup (Junior-Senior Eights)

M. R. Davies (bow); C. Clifford; R. A. Crocket; J. B. Carpenter; J. B. Thorp; S. K. D. Hill; T. E. Moyes; K. J. Braun (stroke); P. M. Davies (cox).

Race 17: St. Edward's School B.C., 1; London R.C., 2; T.R.C., 3; 2 lengths.

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

'A' Crew: G. H. Fraser (bow); H. C. Kersey; C. J. Cawley; P. G. Berry; M. H. Snow; J. D. Wynne-Williams; S. K. Newman; D. M. Butler (stroke); G. R. Withers (cox).

'B' Crew: E. C. Thomson (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; J. A. Tanner; G. R. Lines; C. Clifford; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Race 23: Imperial College B.C., 1; Reading University B.C., 2; T.R.C. 'A', 3.

Race 41: Nottingham University B.C., 1; Reading R.C. 'A', 2; T.R.C. 'B', 3; canvas. 5 min. 9 sec.

METROPOLITAN REGATTA

19th, 20th, 21st June

Old Barnes Cup (Thames Cup Eights)

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; B. D. Gibbs; B. J. Gauld; J. E. Taylor; W. H. Jackson; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Heat 1: T.R.C., 1; Argosies R.C., 2; 3 feet.

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

Forster Cup (Junior-Senior Eights)

R. A. Crocket (bow); J. B. Thorp; M. R. Elvy; S. K. D. Hill; M. E. C. Joyner; J. B. Carpenter; R. Hackford; G. W. J. Bridge (stroke); P. M. Davies (cox).

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

Heat 4: St. Paul's School B.C., 1; T.R.C., 2; London R.C. 'B', 3; $\frac{1}{2}$ length.

Metropolitan Cup (Junior Eights)

G. H. Fraser (bow); H. C. Kersey; C. J. Cawley; W. Glock; M. H. Snow; J. D. Wynne-Williams; S. K. Newman; D. M. Butler (stroke); G. R. Withers (cox).

Heat 1: Vesta R.C., 1; Carmel College B.C., 2; T.R.C., 3; 2 $\frac{1}{2}$ lengths.

NEREUS 75TH ANNIVERSARY REGATTA

AMSTERDAM

23rd and 24th June

Senior Eights

A. J. Hodgins (bow); S. F. A. Miskin; R. D. F. Anderson; D. W. Gramolt; J. A. Stephenson; F. J. Lambert; P. Laws; J. J. James (stroke); R. T. Weston (cox).

Saturday: Ruderverbindung Angaria, 1, 6 min. 0.4 sec.; T.R.C. 2, 6 min. 4.8 sec.

Sunday: Ratzeburger Ruderclub, 1, 5 min. 47.8 sec.; T.R.C., 2, 6 min. 4.7 sec.

MARLOW REGATTA

23rd June

Marlow Eights (Thames Cup Eights)

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; B. D. Gibbs; B. J. Gauld; J. E. Taylor; W. H. Jackson; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Heat 1: T.R.C., 1; St. Edmund Hall B.C., 2; Jesus College, Cambridge, 3; 2 lengths. 4 min. 16 sec.

Heat 8: London R.C., 1; T.R.C., 2; Queen's University, Belfast B.C., 3; $\frac{1}{2}$ length. 4 min. 9 sec.

Junior Eights

'A' Crew: G. H. Fraser (bow); H. C. Kersey; C. J. Cawley; J. D. Wynne-Williams; M. H. Snow; W. Glock; S. K. Newman; D. M. Butler (stroke); G. R. Withers (cox).

'B' Crew: E. C. Thomson (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; J. A. Tanner; G. R. Lines; C. Clifford; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Heat 2: Monckton Combe School B.C., 1; T.R.C. 'B', 2; Quintin B.C., 3; $\frac{1}{2}$ length.

Heat 3: Canford School B.C., 1; T.R.C. 'A', 2; Beaumont College B.C., 3; 1 length.

RICHMOND REGATTA

23rd June

Junior Eights

G. H. Fraser (bow); H. C. Kersey; C. J. Cawley; S. D. Baxter; M. H. Snow; W. G. Glock; S. K. Newman; D. M. Butler (stroke); P. M. Davies (cox).

Heat 3: T.R.C., 1; London R.C., 2; $1\frac{1}{2}$ lengths. 4 min. 9 sec.

Heat 8: Ealing Grammar School R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths. 4 min. 10 sec.

Maiden Eights

E. C. Thomson (bow); K. C. O'Flanagan; H. M. Hairs; J. Wakefield; M. H. Garrett-Cox; G. R. Lines; C. Clifford; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Heat 2: T.R.C., 1; Tiffins School B.C., 2; easily. 4 min. 23 sec.

Heat 8: Emanuel School B.C., 1; T.R.C., 2; canvas. 4 min. 28 sec.

KINGSTON REGATTA

14th July

Grand Eights

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; J. E. Taylor; B. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Final: Quintin B.C., 1; T.R.C., 2; $\frac{1}{2}$ length. 4 min. 33 sec.

Coronation Challenge Cup (Thames Cup Eights)

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; J. E. Taylor; B. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); J. T. Shaw (cox).

Race 46: T.R.C., 1; St. Mary's Hospital B.C., 2; $1\frac{1}{2}$ lengths. 4 min. 43 sec.

Semi-final: T.R.C., 1; Argosies R.C., 2; $\frac{1}{2}$ length. 4 min. 46 sec.

Final: T.R.C., 1; Kingston R.C., 2; $1\frac{1}{2}$ lengths. 4 min. 50 sec.

Home Park Challenge Cup (Wyfold Fours)

T. E. Lester (bow, steers); J. A. Pryor; R. A. Carr; M. Biscoe (stroke).

Race 13: National Provincial Bank R.C., 1; T.R.C., 2; 3 lengths.

Dittons Challenge Cup (Junior-Senior Eights)

R. A. Crocket (bow); C. N. F. Hunt; J. B. Carpenter; C. M. Hook; J. B. Thorp; A. Marx; T. E. Moyes; K. J. Braun (stroke); T. R. Kirkpatrick (cox).

Race 24: Kingston R.C., 1; T.R.C., 2; 1 length.

Greene Challenge Cup (Junior-Senior Fours)

R. Hackford (bow, steers); J. H. S. Sinclair; M. E. C. Joyner; G. W. J. Bridge (stroke).

Race 5: T.R.C., 1; Vesta R.C., 2; 2 lengths.

Race 33: T.R.C., 1; Burway R.C., 2; $1\frac{1}{2}$ lengths.

Semi-final: Bristol University B.C., 1; T.R.C., 2; not rowed out.

Surbiton Challenge Cup (Junior Eights)

'A' Crew: G. H. Fraser (bow); P. R. Scott; C. J. Cawley; J. Wakefield; M. H. Snow; S. Baxter; S. K. Newman; H. C. Kersey (stroke); N. D. Widdowson (cox).

'B' Crew: A. D. Roberts (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; P. Smith; G. R. Lines; C. Clifford; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Race 8: Kingston R.C., 1; T.R.C. 'B', 2; canvas. 5 min.

Race 10: St. Paul's School B.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths. 5 min. 8 sec.

Sunbury Cup (Senior Sculls)

J. R. Buzeman.

W. G. Beech (London R.C.), 1; J. R. Buzeman, (T.R.C.), 2; 3 lengths.

A.R.A. TRIALS

17th and 18th July

First Eight: J. J. James (bow); A. J. Hodgins; F. J. Lambert; R. D. F. Anderson; J. A. Stephenson; D. W. Gramolt; P. Laws; S. F. A. Miskin (stroke); R. T. Weston (cox).

Heat 1: Molesey B.C., 1; T.R.C., 2. 6 min. 3 sec.; won by 6 sec.

MOLESEY REGATTA

21st July

Grand Challenge Cup

J. J. James (bow); A. J. Hodgins; F. J. Lambert; R. D. F. Anderson; J. A. Stephenson; D. W. Gramolt; P. Laws; S. F. A. Miskin (stroke); R. T. Weston (cox).

Final: National Provincial Bank R.C., 1; T.R.C., 2; 2 lengths. 4 min. 39 sec.

Senior Fours

'A' Crew: F. J. Lambert (bow, steers); J. A. Stephenson; P. Laws; D. W. Gramolt (stroke).

'B' Crew: J. J. James (bow, steers); A. J. Hodgins; R. D. F. Anderson; S. F. A. Miskin (stroke).

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

Final: Molesey B.C., 1; T.R.C. 'B', 2; 4 lengths. 5 min. 7 sec.

Thames Cup Eights

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; J. E. Taylor; B. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); R. L. Penney (cox).

Heat 1: T.R.C., 1; Argosies R.C., 2; $\frac{1}{2}$ length. 4 min. 48 sec.

Final: T.R.C., 1; London R.C., 2; 2 lengths. 4 min. 45 sec.

Wyfold Fours

T. E. Lester (bow, steers); J. A. Pryor; R. A. Carr; M. Biscoe (stroke).

8.35 race: Westminster Bank R.C., 1; T.R.C., 2; $\frac{1}{2}$ length.

Junior-Senior Eights

R. Hackford (bow); K. J. Braun; C. N. F. Hunt; M. E. C. Joyner; J. B. Thorp; A. Marx; T. E. Moyes; P. J. A. Cameron (stroke); P. M. Davies (cox).

7.00 race: Quintin B.C., 1; T.R.C., 2.

Junior-Senior Fours

R. Hackford (bow, steers); J. H. S. Sinclair; M. E. C. Joyner; G. W. J. Bridge (stroke).

1.45 race: T.R.C., 1; Weybridge R.C., 2; not rowed out.

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

Final: T.R.C., 1; Burway R.C., 2; 4 lengths. 5 min. 21 sec.

Junior Eights

'A' Crew: J. C. G. Wade (bow); H. C. Kersey; C. J. Cawley; P. R. Scott; M. H. Snow; S. Baxter; S. K. Newman; D. M. Butler (stroke); N. D. Widdowson (cox).

'B' Crew: G. H. Fraser (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; P. Smith; G. R. Lines; C. Clifford; T. R. I. Haynes (stroke); N. H. Clarke (cox).

7.45 race: T.R.C. 'B', 1; Quintin B.C. scratched.

7.50 race: T.R.C. 'A', 1; Reading R.C., 2; $1\frac{1}{2}$ lengths. 5 min. 24 sec.

11.55 race: T.R.C. 'B', 1; Tiffins School B.C., 2; $2\frac{1}{2}$ lengths. 5 min. 14 sec.

12.00 race: Beaumont College B.C., 1; T.R.C. 'A', 2; $\frac{1}{2}$ length. 5 min. 11 sec.

Semi-final: T.R.C. 'B', 1; Beaumont College B.C., 2; $\frac{1}{2}$ length. 5 min. 1 sec.

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

Garrick Pairs

D. King (bow, steers); C. Clifford (stroke).

Heat 1: Vesta R.C., 1; T.R.C., 2; 4 lengths.

BEDFORD REGATTA

28th July

Talbot Jarvis Challenge Cup (Senior Eights)

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; J. E. Taylor; B. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); R. L. Penney (cox).

Heat 1: T.R.C., 1; Star Club, 2; 2 lengths. 3 min. 34 sec.

Final: T.R.C., 1; Nottingham & Union R.C., 2; 2 lengths. 3 min. 31 sec.

Senior Coxed Fours

F. J. Lambert (bow); J. A. Stephenson; P. Laws; D. W. Gramolt (stroke); P. M. Davies (cox).

Heat 1: T.R.C., 1; Boston R.C., 2; easily. 4 min. 4 sec.

Final: Norwich Union R.C., 1; T.R.C., 2; $\frac{1}{2}$ length. 4 min.

Britannia Challenge Cup

(Senior coxswainless fours)

A. J. Hodgins (bow, steers); S. F. A. Miskin; R. D. F. Anderson; J. J. James (stroke).

Heat 1: T.R.C., 1; Kingston R.C., 2; $1\frac{1}{2}$ lengths. 2 min. 8 sec.

Semi-final: T.R.C., 1; Bedford R.C., 2; $1\frac{1}{2}$ lengths. 2 min. 5 sec.

Final: T.R.C., 1; Nottingham & Union R.C., disq.

Senior-Junior Eights

R. Hackford (bow); T. E. Lester; H. M. H. Pain; M. Biscoe; M. E. C. Joyner; C. R. Barker; R. A. Carr; G. W. J. Bridge (stroke); D. Chasey (cox).

Heat 1: Bedford School B.C., 1; T.R.C., 2; 2 lengths. 3 min. 42 sec.

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

G. H. Fraser (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; J. A. Pryor; G. R. Lines; C. Clifford; T. R. I. Haynes (stroke); N. H. Clarke (cox).

Heat 1: T.R.C., 1; Bedford Modern School B.C., 2; $1\frac{1}{2}$ lengths. 3 min. 55 sec.

Heat 2: Bedford School B.C., 1; T.R.C., 2; 2 lengths. 3 min. 49 sec.

Junior Eights

J. C. G. Wade (bow); H. C. Kersey; C. J. Cawley; P. R. Scott; M. H. Snow; S. Baxter; S. K. Newman; D. M. Butler (stroke); N. Widdowson (cox).

King's School, Ely, 1; T.R.C., 2; 2 lengths. 5 min. 20 sec.

A.R.A. TRIALS

30th July to 1st August

Coxswainless Four

J. J. James (bow, steers); A. J. Hodgins; R. D. F. Anderson; S. F. A. Miskin (stroke).

Heat 1: University of London, 1; T.R.C., 2. 6 min. 48 sec.; won by 12 sec.

Coxed Four

F. J. Lambert (bow); J. A. Stephenson; P. Laws; D. W. Gramolt (stroke); R. T. Weston (cox).

Heat 1: T.R.C., 1; London, Poplar and Auriol, 2. 7 min. 13 sec.; won by 4 sec.

Final: National Provincial Bank, 1; T.R.C., 2. 6 min. 34 sec.; won by 5 sec.

MAIDENHEAD REGATTA

4th August

Daily Telegraph Challenge Cup (Thames Cup Eights)

'A' Crew: C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; J. E. Taylor; B. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); R. L. Penney (cox).

'B' Crew: R. Hackford (bow); T. E. Lester; V. B. A. Temple; J. H. S. Sinclair; M. E. C. Joyner; C. R. Barker; R. A. Carr; G. W. J. Bridge (stroke); D. Chasey (cox).

Heat 1: Radley Mariners, 1; T.R.C. 'B', 2; $\frac{1}{2}$ length. 3 min. 19 sec.

Heat 4: T.R.C. 'A', 1; Kingston R.C. 'A', 2; 3 lengths. 3 min. 17 sec.

Semi-final: T.R.C. 'A', 1; Radley Mariners, 2; $\frac{1}{2}$ length. 3 min. 10 sec.

Final: T.R.C. 'A', 1; Argosies R.C., 2; 3 lengths. 3 min. 11 sec.

Orkney Cottage Challenge Cup (Senior Fours)

R. Hackford (bow, steers); J. H. S. Sinclair; M. E. C. Joyner; G. W. J. Bridge (stroke).

Heat 1: Midland Bank R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths. 3 min. 40 sec.

Maidenhead Challenge Cup (Junior-Senior Eights)

G. H. Fraser (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; S. H. Broadbent; G. R. Lines; C. Clifford; P. J. A. Cameron (stroke); R. Kelsey (cox).

Heat 1: T.R.C., 1; Reading R.C., 2; $\frac{1}{2}$ length. 3 min. 25 sec.

Heat 8: Canterbury Pilgrims, 1; T.R.C., 2; 1 length. 3 min. 21 sec.

Town Challenge Cup (Junior-Senior Fours)

J. B. Thorp (bow, steers); S. H. Broadbent; V. B. A. Temple; P. J. A. Cameron (stroke).

Heat 1: Reading R.C. 'A', 1; T.R.C., 2; 2 lengths. 3 min. 48 sec.

Woodhurst Challenge Cup (Junior Eights)

J. C. G. Wade (bow); H. C. Kersey; C. J. Cawley; P. R. Scott; M. H. Snow; S. Baxter; S. K. Newman; D. M. Butler (stroke); J. M. Winner (cox).

Heat 1: Cheltenham Caterpillars, 1; T.R.C., 2; canvas. 3 min. 33 sec.

Jubilee Goblets (Senior-Junior Pairs)

D. King (bow, steers); C. Clifford (stroke).

Heat 1: Maidenhead R.C., 1; T.R.C., 2; $\frac{1}{2}$ length. 4 min. 15 sec.

HENLEY TOWN & VISITORS' REGATTA

8th August

Haileywood Challenge Cup (Senior Eights)

'A' Crew: C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; J. E. Taylor; B. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); R. L. Penney (cox).

'B' Crew: R. Hackford (bow); T. E. Lester; V. B. A. Temple; J. H. S. Sinclair; M. E. C. Joyner; C. R. Barker; R. A. Carr; G. W. J. Bridge (stroke); D. Chasey (cox).

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

Heat 3: T.R.C. 'A', 1; Argosies R.C., 2; Queen's University Belfast B.C., 3; 2 lengths. 4 min. 1 sec.

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

Final: National Provincial Bank R.C., 1; T.R.C. 'A', 2; London R.C., 3; $1\frac{1}{2}$ lengths. 3 min. 53 sec.

Old Town Cup (Senior Fours)

R. Hackford (bow, steers); J. H. S. Sinclair; M. C. Joyner; G. W. J. Bridge (stroke).

Heat 2: London R.C., 1; T.R.C., 2; R.A.F. Bomber Command, 3; 3 lengths.

Sagamore Challenge Cup (Junior-Senior Eights)

G. H. Fraser (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; S. H. Broadbent; G. R. Lines; C. Clifford; P. J. A. Cameron (stroke); R. Kelsey (cox).

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

David Cup (Junior-Senior Fours)

J. B. Thorp (bow, steers); S. H. Broadbent; V. B. A. Temple; P. J. A. Cameron (stroke).

Heat 4: Gravesend R.C., 1; T.R.C., 2; Vesta R.C., disq.; 2 lengths.

Remenham Challenge Cup (Junior Eights)

J. C. G. Wade (bow); H. C. Kersey; C. J. Cawley; P. R. Scott; M. H. Snow; E. C. Thomson; S. K. Newman; D. M. Butler (stroke); J. M. Winner (cox).

Heat 4: T.R.C., 1; Putney Town R.C., 2; Anglian B.C., 3; 2 feet. 4 min. 28 sec.

Semi-final: Kingston R.C., 1; T.R.C., 2; London R.C., 3; $1\frac{1}{2}$ lengths. 4 min. 20 sec.

SERPENTINE REGATTA

9th, 10th, 11th August

International Eights (Thames R.C. rowed for England)

C. J. F. S. Rowley (bow); M. J. Long; B. M. Webster; C. R. Barker; R. J. Gauld; B. D. Gibbs; W. H. Jackson; M. J. Lohnberg (stroke); J. T. Shaw (cox).

England, 1; Wales, 2; Ireland, 3; Scotland, 4.

International Coxed Fours (Thames R.C. rowed for England)

B. M. Webster (bow); C. R. Barker; C. J. F. S. Rowley; M. J. Long (stroke); R. Kelsey (cox).
Wales, 1; England, 2; Ireland, 3; Scotland, 4.

International Relay Race

(Thames R.C. provided the coxed best four and the coxed clinker four; the sculler was W. L. Barry of Quintin B.C.)

Coxed Best Four: B. M. Webster (bow); C. R. Barker; C. J. F. S. Rowley; M. J. Long (stroke); R. Kelsey (cox).

Coxed Clinker Four: W. H. Jackson (bow); M. J. Lohnberg; B. J. Gauld; B. D. Gibbs (stroke); J. T. Shaw (cox).

England, 1; Wales, 2; Ireland, 3; Scotland, 4.

Grand Eights

J. J. James (bow); A. J. Hodgins; F. J. Lambert; R. D. F. Anderson; J. A. Stephenson; D. W. Gramolt; P. Laws; S. F. A. Miskin (stroke); R. T. Weston (cox).

Final: National Provincial Bank R.C., 1; Quintin B.C., 2; T.R.C., 3. 2 min. 24 sec.; 2 min. 26 sec.; and 2 min. 29.5 sec.

Stewards Fours

J. J. James (bow, steers); A. J. Hodgins; R. D. F. Anderson; S. F. A. Miskin (stroke).

Final: National Provincial Bank R.C., 1; T.R.C., 2; London R.C., 3. 2 min. 49.6 sec.; 2 min. 51.6 sec.

Senior Coxed Fours

F. J. Lambert (bow); J. A. Stephenson; P. Laws; D. W. Gramolt (stroke); R. T. Weston (cox).

Heat 1: T.R.C., 1; National Provincial Bank R.C., 2; Worcester R.C., 3. 2 min. 42 sec.; 2 min. 43.9 sec.; n.t.t.

Final: T.R.C., 1; Derby R.C., 2; Norwich Union R.C., 3; Poplar & Blackwall R.C., 4. 2 min. 50 sec.; 2 min. 52.9 sec.; 2 min. 53.2 sec.; and 2 min. 55.6 sec.

Thames Cup Eights

'B' Crew: R. Hackford (bow); T. E. Lester; J. Buzeman; R. A. Crocket; M. E. C. Joyner; J. H. S. Sinclair; R. A. Carr; G. W. J. Bridge (stroke); D. Chasey (cox).

Heat 1: London R.C., 1; Kingston R.C., 2; Radley Mariners, 3; T.R.C. 'B', 4; $\frac{1}{2}$ length. 2 min. 34 sec.

Wyfold Fours

R. Hackford (bow, steers); J. H. S. Sinclair; M. E. C. Joyner; G. W. J. Bridge (stroke).

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

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

Junior-Senior Eights

G. H. Fraser (bow); K. C. O'Flanagan; M. H. Garrett-Cox; H. M. Hairs; S. H. Broadbent; G. R. Lines; C. Clifford; P. J. A. Cameron (stroke); R. Kelsey (cox).

Heat 1: Molesey B.C. 'A', 1; Cygnet R.C., 2; T.R.C., 3. 2 min. 33 sec.

Junior Eights

J. C. G. Wade (bow); H. C. Kersey; C. J. Cawley; E. C. Thomson; M. H. Snow; P. R. Scott; S. K. Newman; D. M. Butler (stroke); G. R. Withers (cox).

Heat 1: Kingston R.C. 'A', 1; Anglian B.C., 2; T.R.C., 3. 2 min. 42.5 sec.

Senior Sculls

A. Sheil.

Heat 1: A. Kapica, 1; N. D. Barlow, 2; A. Sheil, 3; 1 length; $1\frac{1}{2}$ lengths.

Repechage: R. A. C. Jones, 1; D. Lambert, 2; A. Sheil, 3; 1 length; $\frac{1}{2}$ length.

THAMES ROWING CLUB REGATTA 15th September

C. W. Hughes Bowl (Club Fours)

Final: D. R. Allen (bow, steers); V. B. A. Temple; M. E. C. Joyner; M. J. Lohnberg (stroke).

George Vize Beakers (Club Pairs)

Final: D. R. Allen (bow, steers); P. C. Allen (stroke), 1.

Beresford Cup & Doubledee (Club Handicap Sculls)

R. A. Carr.

John Lang Cup (Junior Scullers in Rum-Tums)

Final: M. J. Lohnberg.

Invitation Scratch Eights

Final: E. V. Caldwell (bow); H. C. Kersey; E. C. Thomson; K. J. Braun; W. G. Beech (London R.C.); P. C. Allen; D. R. Mount; C. R. Barker (stroke); C. J. Winner (cox), 1; H. E. H. Howell (bow); H. M. Hairs; R. A. Carr; T. P. Wilson; W. S. Green; P. Scott; J. L. Cooke; P. J. A. Cameron (stroke); P. M. Davies (cox); 2.

Twelve eights took part in this race.

Addendum.—*The initial rating of the Twelfth Eight as given in Our Rowing Correspondent's article on page 6 may strike some less well-informed readers as a little odd. Actually he did write 10 $\frac{1}{2}$ -15-27. However, the printer has made one of those (surely) divinely-inspired errors which is so obviously much nearer the probable truth that we have let it remain.*

Annual Dinner 1962

The dinner was held on the evening of December 6th, the worst night of the fog. When the writer set off to Hurlingham Club he visualised an attendance of possibly 50 or so: it turned out to be 127 out of 140!

After 'The Queen' our main guest Sir Hugh Linstead, O.B.E., M.P., proposed 'The Club', responded to by the Captain. 'The Guests' were proposed by Lionel Abel-Smith, with a response by Gully Nickalls. Finally 'The Chairman' was proposed by Bill Williams and

replied to, of course, by 'Swat'. I have made no attempt to praise the speakers or their speeches. They were all so good and exactly what was wanted at a function such as this.

At the end, the usual departure to the Club, notwithstanding the fog!

If I am allowed the space, may I say how much I appreciated the help of the Secretary, the House Committee and all who gave such willing assistance.

E.M.

The Journal of the Thames Rowing Club

This Journal is, it is believed, unique in this country. There are other rowing journals—*The British Rowing Almanack* (10s.) and *Rowing* (monthly, 1s. 6d.). The former is packed with interesting facts and figures, is excellent reading and indispensable to any rowing man. *Rowing* is equally indispensable: in addition to up-to-date news of current events in the rowing world it is the official publication for bulletins of the Amateur Rowing Association.

The Thames Journal is unique, however, in that it is published by, and devoted to, the interests of a single club. It is something of an undertaking. Like everything else the Club does, it depends on the spare-time work of amateurs—amateurs here, though they may have experience of writing or publication. Anyway, the Journal has been published for 15 years and we believe that it fills several useful purposes. Each number is, in the first place, a record of a season's rowing—the kind of record one treasures in a lower drawer, so that when young hopeful enquires 'What did you do at Henley in 19--., dad?' (or grandad, as the case may be), the printed evidence may crush all youthful doubts. It is a means by which Thames members unable to come to Putney as often as they would like can at least keep in touch. Finally (this is often overlooked) it is a means of propaganda. Complimentary copies go to many schools, colleges and clubs, so that the knowledge of what Thames is doing spreads pretty widely. In these days when rowing is booming, clubs multiplying and regattas getting record entries, even the oldest and most established clubs cannot neglect means of introducing themselves to young (and older) oarsmen wondering 'Which'.

Every journal is the better for a 'going over' from time to time, and this year a beginning has been made with this journal. If you have survived this far you will have noticed that changes have been introduced, in arrangement and in the kind of material. Incidentally, that is one main reason why the Journal is late. Making alterations and making the decisions that precede them is a complicated process. It is hoped that most readers, at least, will feel that the changes have been worth the time spent on them.

But this is only a beginning. Next year, with this experience to help, we hope to continue the process—without taking up quite so much time.

If the Journal is to fulfil the functions indicated above, it must try to reflect every side of the Club's life. The fact that it is an annual publication precludes certain types of material. Any 'news' will be stale before it can appear—unless there is a special 'Thames' slant. Controversy and correspondence (despite page 16!) are impractical, when a year must go by before the answer appears.

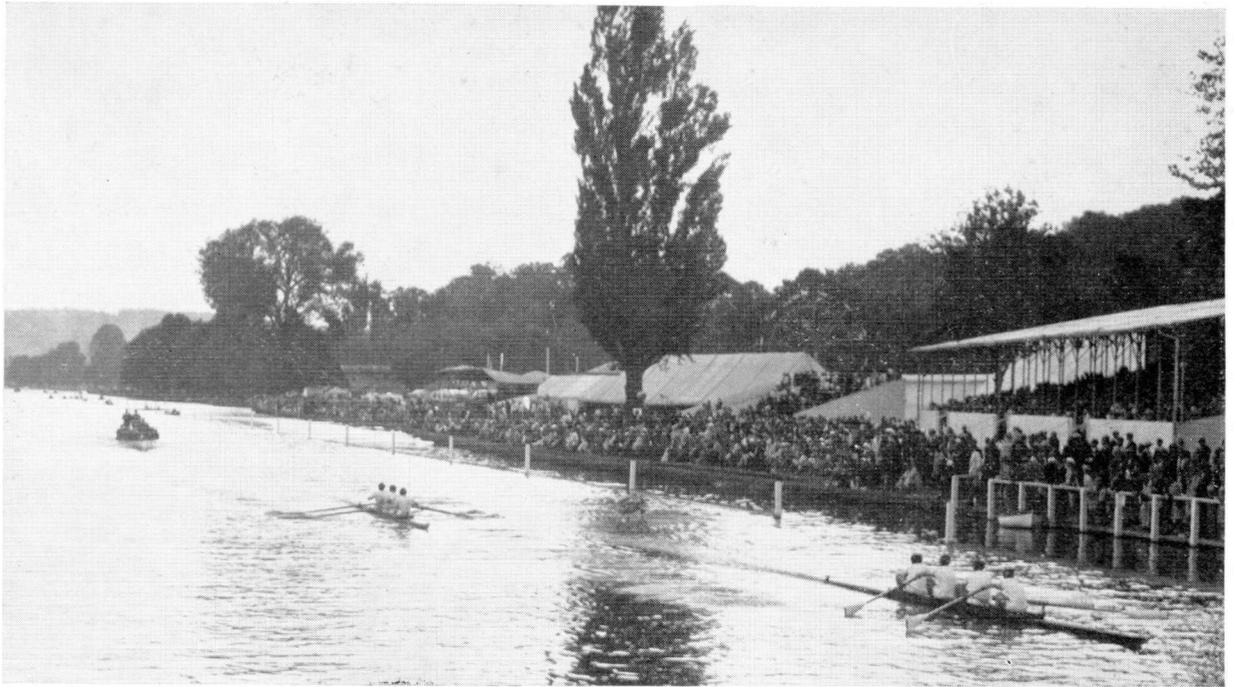
A wide field remains. Rowing comes first, of course, from discussions of theory to the record of the season's events. There is also the Club, from its policies to its gossip. And every season brings its odd happenings and adventures.

The Editorial Committee welcomes co-operation and comment and would be glad to receive criticism, suggestions and, above all, notes on the fleeting incidents which are so easily forgotten and so well worth remembering.



Above: The new gymnasium. Below: The Fairbairn Tank in use.





Courtesy of George Bushell

Above: The Wyfold Four beating Westminster Bank R.C. at Henley.



Left: How to receive a trophy with poise: the England Team Manager gives an example of a necessary skill.

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