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THAMES ROWING
CLUB

1964

THAMES ROWING CLUB

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MEMBERSHIP

Honorary	26
Full	125
Life	141
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University	81
School	124
Overseas	99
Cadet	38
Temporary	5
Total	<u>1,004</u>

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Boatman : R. W. PHELPS

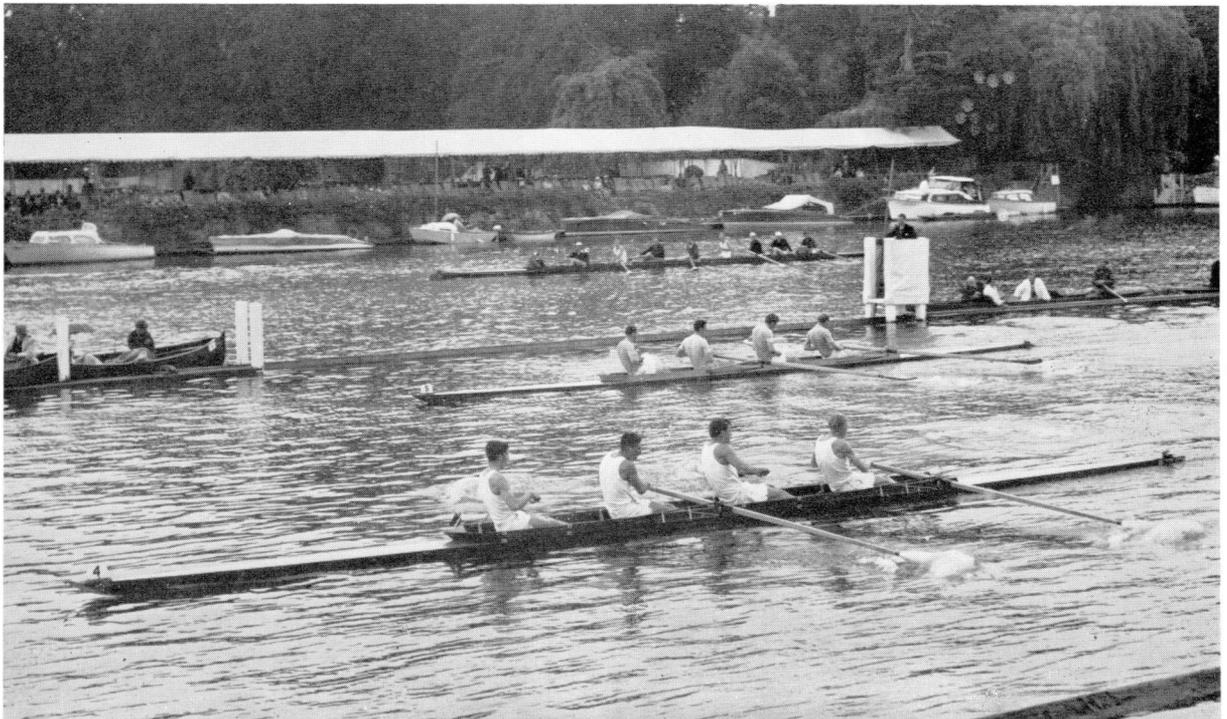
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Above: 'Keble should have no difficulty in disposing of Thames in the Grand'—a Rowing Correspondent.

Geo. Bushell & Son

Below: The Stewards' Four beating the Skiff Club at Henley.



Geo. Bushell & Son



'Evening Standard'

Above: The 'Prince Philip' Four going out to race Melbourne University.

Below: The 'Prince Philip' Four beating Melbourne University at Henley.



Geo. Bushell & Son

THAMES ROWING CLUB

The Rowing Season 1962-63

RETROSPECT

This was a most disappointing year. It was not entirely devoid of success, but the Club won no really important races. Our Grand Eight seemed in its later stages to have improved out of all knowledge, but it was not able to beat the crews we wanted to beat. We nearly had the Stewards Cup in our grasp, but we could not manage to win it. Success evaded the coxed four as well, even though it too raced in a final at Henley; and both fours failed in the A.R.A. Trials for crews for the European Championships.

We were desperately short of experienced oarsmen throughout the year, and many of those who had been rowing the previous season wanted to avoid the heavy slog in hard weather on the Tideway and so played rigger instead during the autumn. Coaches were hard to come by in the winter, the towpath was impossible for months on end. Looking back, one is not surprised that we should have made a rather poor showing in the Head of the River Races at the end of the winter. It was not until then that we appreciated the mistake. Had we used the autumn weeks for re-thinking our rowing and strengthening our bodies we would have undoubtedly have produced a faster eight and fours. Too long away from rowing leaves an oarsman without the means of coping with modern racing as we have come to know it.

The Tideway is not attractive in its coldness in January and February and March. No one can honestly say that he likes to find ice in his hair early in an outing, ice inches thick on the riggers when he comes home, and frozen shorts, with hands and fingers nearly as stiff. No coach remembers with pleasure the long outings when he, colder by far than the oarsman, needs artificial warmth even to survive. But the merit of rowing is that it is so nice when one leaves off; and Steve Fairbairn was right in insisting on rowing right through a winter, in contradistinction to his contemporaries who began in April; he beat them nearly every time. It is only by using the river intelligently in the winter and supplementing outings with as much indoor work as can be arranged that real strength and improvement can be achieved.

When I took over the Captaincy it was with the firm intention of not rowing myself, and I am still convinced that the Captain of Thames cannot row himself and carry out his task properly. If he rows he is in no position to see what is happening in the rest of the Club and in no way able to control the things he is responsible for. But I had to think again after the Head of the River Race, when we were about to lose one of the three oarsmen who had first eight experience, and our crews could not by any stretch of imagination be called fast. Geoffrey Page offered his services though he had firmly resolved not to coach this year, Ray Penney was persuaded to cox the Grand Eight again, and I got into the boat. But we were handicapped by myself and others not having rowed for months and by want of winter work. The Club's thanks are certainly due to Geoffrey Page for his efforts in the face of such difficulties, and to all the others who coached various crews at various times during the year including Bill Williams, Alan Hawes, Brian Tanner, Gordon Dear, Johnny Johnson and everyone else who helped, and particularly Dick Phelps.

Timothy Shaw looked after the Juniors, and his success with them can best be judged by the fact that they won Juniors early at Thames Ditton and two of their number then went on to row in the Thames Cup Eight. It is a great shame that we were not able to form a second junior eight.

We have reorganised the running of the Club so that it is now possible for the Captain to devote his whole effort to the rowing, and to divorce himself from the management of the Club's affairs. The new system is running very smoothly with a management committee responsible to the main committee and under the capable authority of Eric Miskin. The new method is so much more businesslike than the old that one wonders that it was not tried long ago.

I cannot close this note on the year without referring to what the Amateur Rowing Association is doing to improve rowing. It is by now widely known that they have appointed a full time physical training instructor, and that his help will be available to all the clubs. Too often in the past it has

become apparent that our oarsmen could not stand up in the international championships to those of other countries on the score of fitness; and it has long been clear that our Clubs need all the encouragement they can get to raise the general standard of fitness. The chance has now come for us to take advantage of the A.R.A.'s action, and I trust that we shall be in the forefront to do so. It is all very well for the newspapers to say that the reorganisation of our racing programme in England is of prime importance if we are to meet the foreign speed. I do not agree with them. Let us first get really fit as it is in fitness that we are so far behind.

J. F. C. Badcock

PROSPECT

By the time that this article is printed, we should have produced a good balance in our crews, between the technical ability and uniformity of our oarsmen and their fitness, by long term coaching from October on technique, and strength and stamina exercises out of the boat. It is easy enough to get seventy-five per cent fit in a short time, but the fitness that will be apparent from 1,500 metres and the crew uniformity when hard pressed, come from preparation nine months or even years beforehand. In this context, there is a limit to the speed that can be attained, both from a supremely fit clumsy crew and from a crew of polished individuals assembled in the spring, and we have tended in the past to go towards one of these extremes in any one year. In effect our oarsmen should always be comparing themselves with the uniformity, athletic ability and stamina of really fast crews, rather than trying to find one single magic reason for their speed. Experience of the ways of a variety of coaching methods and rigs, has convinced me that it does not matter what you do, as long as you do it together and with a verve. There are, of course, empirical and theoretical limits to exactly what you do together, but the empirical approach is the safer (although adventure is often needed to reach the tops), especially when theoretical approaches have to be based on human starting material of different backgrounds. This really means that coaching has to be undertaken with an understanding of the crew's present capabilities and probable improvement in technique and power.

Generally over the last few years, the Club has required cohesive influences to be available from hour to hour; this is inevitable in so large a club and this should be performed by the presence, enthusiasm and organisation of the Captain and his Deputies, being felt right through the Club. Happily the Rowing Committee is not now expected to superintend all the diverse Committee activities, and will have a much better chance of co-ordinating all the Club rowing pursuits. It is imperative that all our crews are linked together by the intensity with which they approach rowing in general, and the pride which they have for actually rowing for Thames. Considering the Juniors only for a moment, we have probably the best facilities for teaching beginners anywhere near to London, but we have appeared to forget this, and all too many youngsters have felt in the past that they will get more attention rowing for a smaller club than for a lower Thames crew. We are failing ourselves—and rowing in general, if this should appear to be true: our lower crews must win races with a standard of oarsmanship which foretells fast senior crews in the future. The aim for the more senior oarsmen, must as always, be Henley, but from now onwards, we must try and get so many top crews in training that we can send a full team to Henley, implying no doubling up, which itself is rather a cheek if you think what it assumes for the opponents.

This year, we shall aim our training methods at selection and victory in international events, for which the Club has always aimed (and performed at times), and should continue to do so. However with the reconstitution of the A.R.A. Selection Board, it may be that the Club will in the long run have to play second fiddle to composite crews, this being implicit in the generally held belief that clubs cannot normally call upon sufficient material to form crews good enough for international medals. If as is hoped, these composite crews become of world class, then we must produce crews of such a consistently high standard, that all up and coming oarsmen will know that Thames is the very best club to row for, in order to secure the chance of being eventually selected for a composite crew. However, if as some believe, the composite crews somehow lack many things which are inbred in Thames and other leading clubs, then it is quite likely that these club advantages will more than offset the obvious selection advantages of a composite crew; *so no holds barred in any future trial races.*

S. F. A. Miskin

ROWING REPORTS*

THE GRAND EIGHT

MANY elements go into the making of a crew of Grand class. Some of these are: material, technique, fitness, strength, athletic ability, flexibility, will power, determination, aspiration, experience, confidence, racing ability, equipment, rig, weather and a fair slice of luck. A Grand crew needs good material—men who are technically skilful with the physique, strength and fitness to back their experience, as well as the determination to get fitter and faster. It must also have a thorough grounding in the early stages of training if it is to develop the high level of skill required and to develop confidence in its chances. A good crew, like a fine wine, needs time to mature, however good the grapes when picked. Above all, the crew needs its fair share of luck with illnesses, weather, conditions on the water, and so on. A crew lacking some of these elements may still be fast but it will be lucky if it wins the Grand, let alone the European Championships. A chain is as strong as its weakest link.

A glance at the background of our 1963 First Eight will quickly show that, as a crew, it met alarmingly few of these requirements. Only one member of the crew that rowed in the Grand had rowed throughout from October. Another, through illness, missed the consolidating period from January to April. Three started rowing in January and three did not start training until after the Head. All through the season the crew suffered from having men in various stages of fitness and technical development, and the pre-Christmas period, which I would consider to be a vital period of basic coaching and training, was virtually lost, but though in several respects the crew fell short of the requirements, much of this was through no fault of its own and it is greatly to its credit that it was always striving to overcome its only too obvious weaknesses.

Of the winter training I cannot speak at first hand as I was until March the heaviest and unfittest member of the Second Eight. The First Eight appeared to be quite strong but it rowed without rhythm and could not maintain its pace for long. The coldest January and February for many years cannot have helped and by March it was clear that the crew as constituted was not going to be good enough. Eighth at Reading and tenth in the Tideway Head confirmed that something drastic would have to be done, but the shortage of suitable material was acute. In the end, Felix Badcock was persuaded to row, Ray Penney took over

the coxing, where his experience was absolutely invaluable, and I was put in charge of the coaching, to the great relief of the Second Eight, no doubt. Various other changes were tried over a period of several weeks before the final order was reached.

The changes, far from demoralising the crew, acted as a tonic. It began to develop a fair stride and wins in the Senior Eights and Fours in the Dashes were just the encouragement needed. When what was to become the Stewards four won at Chiswick, beating the London University four which had rowed in the World Championships, prospects were far rosier than had ever seemed likely a month before.

The crew moved to Richmond and had a really good spell up to Whitsun, but time was always against us. At Ostend we were not ready for the standard of racing we found there and lack of fitness showed up only too clearly. The coxless four, despite winning a good race against Düsseldorf in the heat, could not match the pace of the very fast French four, silver medallists at Lucerne, in the final. Lack of fitness cost us second place as Düsseldorf, out for revenge, rowed past in the last minute or so. The eight qualified for the final but again had not the pace to challenge the leaders, though this was the fourth hard race of the day for the coxless four and no doubt this affected our chances of making a closer race of it.

The coxed four never had a chance; the boat they should have used failed to materialise and they could only limp over the course in an aged craft used occasionally by (small?) women. One consolation was beating University of London and four other crews in the eights dash, although we could finish only third.

After Ostend we changed strokes again in the hope that the crew might gain more length, but by Walton the pattern had become only too clear—the crew had the pace off the mark but could not maintain it for long enough. With so little time left before Henley it was obvious that chances of reducing the fade sufficiently were slender.

* *Details pages 17—28*

After Walton, Bill Williams took over until Marlow and he carried on with the Stewards four for the rest of the season, but although the eight had a good race at Reading and held University of London for most of the race, it again faded and came third. A rather more disturbing defeat was that of the Stewards four by Nottingham and Union, who again won at Marlow.

At Henley the crew came on well but by now it was obvious that Cornell, Nassovia and University of London were all too fast for us. However, the draw favoured the eight and fours. On Thursday the eight raced Keble, loaded with Blues, Head of the River at Oxford and eulogised by the Press who gave us no chance. But morale was high and after a magnificent race, in which there was never more than fifteen feet in it at any stage, the Grand Eight produced the vital extra burst to cross the line a quarter length ahead. This was a fine effort and certainly surprised a number of critics—but University of London were too strong and saw us off on Friday.

The fours, however, were still in the hunt. At our request, the Stewards kindly put the fours on first on Friday and both had excellent rows, the Stewards four judging their race beautifully to defeat the Skiff Club; and the Coxed four, rowing in the new Prince Philip Cup, defeated a much heavier Melbourne University crew, easy winners over Sydney

University in the previous round, by four feet after another gruelling race.

This put both fours in the finals—a heartening situation and a tribute to the attitude of the oarsmen involved. It was disappointing that neither could win—I had felt that the Stewards four might pull it off, though the Coxed four had never had a chance of beating the powerful Auckland four—but it was encouraging, nevertheless, to see two Thames crews in the finals for the first time since 1949. It was particularly gratifying to see the Coxed four reach the final of an event we had been pressing for in recent years.

After Henley the eight disbanded to give the fours a better chance in Trials. It raced again only once when it had a good win on the Serpentine after only three days' practice together. Both fours had their ups and downs, winning and losing at various regattas, but neither could produce the pace to win the Trials, and in fact, we could not really have expected them to do so in the circumstances.

A comparatively unsuccessful but, as far as I was concerned, a very enjoyable season. I have seldom enjoyed coaching a crew so much, perhaps because it was the sort of challenge I enjoy. My thanks to Dick Messom and Bill Williams for all their help and to the crew for their support. I only hope that they feel it was all worthwhile.

G. G. H. Page

THE STEWARDS FOUR

GEOFFREY PAGE has given the highlights of the racing of our Stewards Four in his report on the Grand Eight, from which it was drawn. As he notes, I took over its coaching before Reading Regatta and carried on with it until the A.R.A. Trials. The four had looked very promising in its early stages and in spite of the fact that it was not on the water until some time in May. It was successful at Chiswick and at Walton, but I found myself having to coach fundamental aspects of rowing to both the four and the eight at far too late a date in the season; and it is very difficult to coach for such points, and for fitness, and for polish, as late as proved necessary. I am sure that it is generally agreed now that autumn and winter must be used for strengthening crews and for getting basic movements to a common standard throughout. There is little enough time for this if all the winter months are used; and it has to be remembered that flexibility must also be taught so that the transition from eight to four is second nature, and the give and take of changing from one crew to another is as simple.

I am sure that it was lack of flexibility and a common standard that prevented the four from having the success at Henley that it seemed to merit. There were unequal degrees of fitness and differing ideas of what to do in a tight place, and these led to lack of cohesion at critical points; so that the highest speed that the crew was capable of—and it could be very fast on occasion—was not developed just when needed.

Racing brought great rivalry between the four and that of the Skiff Club, three-quarters of this being members of Thames we could ill do without. The rowing world generally considered that the Skiff Club crew had been formed as a device to permit Thames the

luxury of a double entry in the Stewards Cup; but this was not the case. The two crews were quite separate entities and quite separately controlled. My impression at Henley was that our four had better technique but that it did not combine so well in racing. The effect was that little separated the two crews in speed. On the whole our four was faster and rather more convincingly successful. Certainly we beat the Skiff Club at Henley and again at Molesey, though in between they won by a narrow margin on the unsatisfactory course at King-

THE SECOND EIGHT AND WYFOLD FOUR

SOMEONE once said that the Cambridge men owed their superiority over Oxford to the inefficiency of the L.N.E.R. which prevented the old buffers getting up there and mucking up the rowing. It does seem, now that B.R. have put diesels on that line that the rowing at Cambridge has deteriorated to that low standard so assiduously maintained by the efficiency of the G.W.R. Unfortunately for the Thames Second Eight, the Wyfold Four and the three Thames men rowing in the Granta Four the G.W.R. also runs to Henley and consequently I was able to get at them.

I am always appalled when someone asks me to coach. I don't mind picking a crew, I love training a crew, but coach—no. The three things that matter in rowing are guts (which can't be taught), a sense of rhythm (which can't be taught), and a sense of balance (which can't be taught). So what is one left with? Style? You can no more alter a man's style (even if you are stupid enough to want to) than you can alter his walk. It is possible to bring out his good points but this takes time and good company. Neither were available at Henley. The Henley training is always too short. All the important decisions which will make a crew go fast have to be taken long before. Fitness must be gained long before. There is very little the bicycle brigade can do to influence things one way or the other by then.

These crews were sent to Henley to give experience to the young men who (we hope) will soon set the tide of victory flowing in our favour. It must be admitted that, even with this limited objective, Henley was a failure. These youngsters did not learn what they should have learned.

They should have learned three things: first how to train, second how to race and thirdly how to enjoy Henley.

Training is a way of life. It is entirely positive. It is not a matter of just going to bed

ston, and in the A.R.A. Trials they got nearer to Nottingham & Union R.C. than we did.

Our four raced best in the final of the Stewards Cup at Henley; indeed it looked for a time during that race as if they might pull it off. They were slower off the mark than Molesey, but gradually came up, and with more clear-headedness at the critical point about the milepost might well have avoided the two-thirds of a length defeat that was the outcome of the race.

K. A. Williams

early, giving up beer, and giving up women. Correct training engenders a zest for life which was not apparent at Henley. It involves a level of self discipline which would stagger some of these chaps. For instance I took it for granted that the men were doing a daily dozen and at least a walk if not a run before breakfast. By the time I discovered this was not so it was too late to do anything about it.

In the matter of learning to race I think we were very much more successful. We were helped by the kindness of other coaches who let us race their crews during practice to our mutual benefit. The crews improved out of all expectations under this treatment and I am only sorry that the training period is so short, for I believe that here at least we did get our money's worth and perhaps a bit more. Our grateful thanks are therefore due to the coaches of at least a dozen College and School crews who rowed with us.

The only way to enjoy Henley properly is to win there but much fun can be had in practice if it is done hard and hopefully. Young people laugh a lot, at least we used to and, indeed, still do, but laughter was rare this year. I know it is no use exhorting people to cheerfulness that they don't feel but why don't they feel it? They were young, they were at Henley! Could it be that they had guilty feelings about their keenness and the training they hadn't done during the winter, or what? Certainly there was cause enough in some cases. Let those who might be chosen for Henley resolve now never to let this be a reason for sadness during what should be the happiest fortnight of the year, if not of a lifetime.

J. R. Johnson

THE JUNIORS

THE story of Juniors can almost be summarised in three words: Thames Ditton Regatta. Lack of numbers throughout the winter had meant that we had only one regular crew, but they trained hard in the gymnasium and on the water to a schedule that laid stress on improving the power at fairly low rates of striking. Though by no means strong, they did well in the Head of the River race at Reading, coming in only a few seconds behind the Third Eight, but in the Tideway Head, handicapped by having to include substitutes at the last moment, and lacking power to cope with a head-wind, they did not do as well as they had hoped. I was, however, pleased to see that they kept up a good steady rhythm and did not get short.

Perhaps the most memorable feature of the winter's rowing for that crew is that they sank three times! Also they rescued an old woman from drowning.

In the early summer we lost some of our regular crew to part-time schooling, but, weaning one man from his draught Guinness, and promoting another from the remnant of the second crew, achieved a crew of stronger physique. Rational experiments with the order during the winter season are difficult to organise because illnesses, and the calls of higher crews interfere unpredictably with any scheme; moreover the controls—the other crews against whom one makes comparison—are themselves variable. On the towpath one is also battling, if not 'thorough bush, thorough briar' at any rate thorough slush, thorough mire; and one has little enough time for observation. But when Skinner came into the crew it soon became clear

that he must stroke; complicated manoeuvres were necessary to get him from three via four and six to where I wanted him, but were rewarded by a remark that I think I was not intended to overhear: it was obvious to the crew as well as to me that here was our man. We did not enter for the early regattas (except for an excursion with a weaker crew to the Mortlake Novice Regatta) but aimed to enter and to win at Thames Ditton. This plan succeeded, thanks to the time and enthusiasm devoted to the coaching by George Vasilescu, Brian Tanner and Michael Long.

Thames Ditton really marked the beginning and end of serious Junior rowing in T.R.C. this year. It was possible occasionally on a Saturday afternoon to get up another Junior eight but they could never train frequently enough to give them any prospect of winning heats at a regatta. Some promising young oarsmen were, however, among them and will no doubt make their mark in 1964.

Three members of the successful Junior Eight rowed for Thames at Henley: stroke and six occupied those positions in the Thames Cup Eight, and seven rowed at three in the Wyfold Four.

Timothy Shaw

'AFTER HENLEY' CREWS

WE had cause to be grateful for the excellent coaching and training for rowing some schools provide when, at the end of the season, boys from Emanuel School and from St. Paul's School rowed under Thames colours and brought us three trophies. An 'Emanuel' eight rowed at Molesey Regatta, and split into a Four and a Pair; the Pair won Garricks, easily. Later, the Four, who had spent most of the season rowing in the Emanuel School Second Eight, won Junior-Senior Fours at Staines Regatta, neatly demonstrating the correct use of high-g geared oars by a (very) lightweight crew. It was a good thing there wasn't a headwind!

Boys from St. Paul's provided the heavy-weight contrast. They competed in Senior Fours at several regattas, winning at Henley Town and Visitors' Regatta to bring home the Town Cup that used to be competed for at the H.R.R. and is one of the oldest trophies on the river.

THE COXSWAINS' EIGHT—THE SERPENTINE, 1963

IN 1963 the public at large attending this great water spectacle in the heart of the Metropolis were favoured with the appearance by an eight of hitherto unprecedented and unquestionably unrepeatable composition.

Formed late in the season and with very little time for training by mutual agreement, the crew progressed remarkably in practice brought up as they were variously in the traditional homes of the 'lay-back', the orthodox and the short jab. Perhaps the high level of improvisation achieved in so short a time can be laid at the door of experience for this crew with its average weight of 9 stone 2½ pounds featured among its number a Cambridge Blue, a former Captain of the Club, and successful competitors at Henley and in the East London Licensed Victuallers Invitation coxed fours.

On the day of the race the crew took to the water in an atmosphere of incredulity and progressed to the start spurred to greater endeavour by the beer tent activities of one Honest Glynne-Jones (a regrettably suspended member of the Coxswains' Union) who was accepting side bets as to whether the course would be completed at odds which paid absolute disregard to the form book.

A slight side wind prevailing at the start provoked some delay (damn fool cox) but perhaps at this juncture the editor would permit an expression of surprise at being addressed by a formerly respected elder member of the Club in the terms, 'Come along you trippers, get sorted out.' Possibly the regatta secretary may feel that the talents of this gentleman might be better employed next year in judging the 500

metre standing start cycle sprint for coaches over thirty-five which the *News of the World* is to introduce for the first time (entries close 31st March).

Matthiae took the opposition and the crew by complete surprise on setting off at a lively thirty-six in the quarter which the bow four had managed to steady to thirty-two by the island and at the boat enclosure the crew, emitting a low hiss, had settled into a rhythm which enabled them to increase the distance from the other competitors with consummate ease. At the Lido, Shaw at five completed his mathematical analysis started earlier in training, the results of which showed that the crew had unfortunately been equipped with a rig insufficiently severe to harness the available power to full effect. As the crew crossed the line in isolation from the rest of the field it was resolved that Mr. Phelps be instructed to ensure that the same equipment was not offered for use in the coming season.

In concluding, one can only sum up the performance of what was undoubtedly one of THE crews of our time by suggesting that it is surely encouraging to say the least that in the first year of their office the national coach and training director will have such talent available with which to combat the Teutonic challenge.

Our Rowing Correspondent

PLUM PUDDING EIGHTS

14th December, 1963

Finishing Order		Started	Handicap	Course time	Position
			secs.		
1	T.R.C. Second Eight	13	15	10.42	2
2	I.C.B.C. First Eight	12	22	10.51	4
3	T.R.C. First Eight	15	0	10.30	1
4	T.R.C. Scratch (Q.W.)	3	63	11.37	7
5	T.R.C. Junior Eight	5	55	11.31	6
6	T.R.C. Scratch (J. Mac)	14	7	10.46	3
7	T.R.C. Third Eight	10	29	11.14	5
8	T.R.C. Fourth Eight	5	55	11.43	9
9	T.R.C. Scratch (Emma)	3	63	11.53	11
10	I.C.B.C. Third Eight	9	38	11.47	10
11	I.C.B.C. Second Eight	10	29	11.41	8
12	I.C.B.C. Scratch, novice B	1	70	12.31	14
13	I.C.B.C. Scratch	7	46	12.10	12
14	Wandsworth School Eight	1	70	12.36	15
15	I.C.B.C. Scratch, novice A	7	46	12.18	13

EUROPEAN ROWING CHAMPIONSHIPS, COPENHAGEN, 1963

RACING took place over 2,000 metres on Bagsvaerd Lake, seven miles outside Copenhagen. There were five lanes for crews, each buoyed throughout at 20 metre intervals. The lanes were $12\frac{1}{2}$ metres apart, so that each crew had as much room as at Henley. The course runs almost due east and west and could only just be fitted on to the lake. Indeed, there were only 20 or 30 metres of free water at the finish on lanes one and two instead of the stipulated 100 metres, and crews in these lanes had to hold the boat hard as soon as they had crossed the finishing line to avoid damage. The course ran within two metres of the bank on station five half way over, whereas it should not have been nearer than five metres. This lane was sheltered by a well-wooded bank; lanes one and two were out in the open lake and quite without shelter. In consequence conditions were almost never the same for all the crews in a race. Lane one was undoubtedly best in a tail wind, and lane five had the advantage of shelter in a head wind. With a cross wind from the open lake the first 1,250 metres were very rough.

The system of a buoyed lane for each crew, used for the first time since the Olympic Games at Lake Albano in 1960, was very successful in keeping crews to their proper stations and made the task of the umpires very much easier than in the past. Very few crews ever left their lanes, though the English four managed to break a blade on a buoy in their first race, and the French four once ran for quite a long way up a line of buoys. The buoys were too heavy and too large, and they were too hard as well. Our own Henley buoys would have proved much better.

Changing facilities for the crews were very satisfactory, and the boat racks and launching rafts were also good. The spectators were poorly treated in comparison. Stands at the finish were on steeply banked earth and mostly open to the sky, and they had the air of being unfinished and likely to remain so. Heavy rain on Thursday and Sunday made nearly as much mud as we saw at Henley this year and quite as much discomfort.

Crews had poor or bad weather for their few days' training on the course before the start of the regatta, but the British crews were well pleased with the hotel and feeding arrangements made for them by Raymond Owen and the A.R.A.

Mention should be made of the starting platforms. These were built out over the water and could be slid forwards or backwards on

orders from the aligneur to ensure that the bows of boats were level at the start.

The outstanding performance of the whole meeting was undoubtedly that of the German eight. This was the same Ratzeburger eight—though with a different cox—that we saw at Amsterdam and Lucerne last year; at its best it seemed more precise and better together than before, using the same fast stroke with little swing. This crew had been beaten by the Russians before Copenhagen this year, and it was beaten again by them in its first heat on Friday, but subsequent races suggested that it was probably not trying after the first 500 metres. It appeared again the next day in the repechages, and was not recognisable as the same crew. In this race they never went below 41 and finished at 44 strokes per minute, with successive 500 metre times of 1.25, 1.28, 1.29, and 1.26. They had a good tail wind for this race, but in the final the wind was not so kind and their times were 1.27, 1.32, 1.33 and 1.32. Russia beat the Germans by over nine seconds in the eliminating heat; in the final the Germans beat them by nearly four seconds.

It was thought that the University of London eight was favourably drawn in their eliminating race on Friday, and they raced well to beat Czechoslovakia by three seconds with Austria third and Japan fourth. Their race had to be delayed because of a broken rigger, the crack in it not having been found until they were on the water. There was delay in the repair since the portable welding apparatus at the boathouse could not at first be connected to the local electricity supply. However, this was got over, and the eight set off for the start without its rigger, and with five and six not propelling the boat. The rigger was waiting for them, repaired, when they reached the end of the lake, and they raced immediately it had been fitted, without even a practice start. The Czechs led them by a canvas at the 500 metre mark, but Great Britain passed them by halfway and were a length and a half up at 1,500 metres.

The final was disappointing. Great Britain were drawn on the exposed station, and the race was rowed in blinding rain. Germany and Russia stayed level for 500 metres with the Czechs third, Yugoslavia fourth and our crew

already five seconds behind the leaders. We seemed to be going well, but simply had not the pace of the Germans—or, for that matter, of the other crews in this final; and we finally finished over 17 seconds behind Germany, who came in at 44 again to our 38. It seemed that our crew was fit enough but not fast enough. As has been remarked elsewhere, they did not seem to rise to the occasion as they did at Henley; but it must be remembered that they were unquestionably the fastest English crew of the year.

In the sculls, Barry met Kubiak in his heat on Thursday and finished second to him. He then had to race in a semi-final on Friday against Ivanov and Kottman, and finished third. On Saturday he met Kubiak and Aposteanu, whom he had raced on Thursday, in the repechages. Once more he came second to Kubiak and so failed to win a place in the finals proper. He won his race in the little finals for sixth to tenth place and was placed sixth in the whole series. The final proper was a great race, with four scullers in the running 500 metres from home. Groen led nearly to the post, but in the last few yards Kozak managed to get his bows in front. Lebert of Germany was third and Ivanov fourth.

Davidge and Mackenzie started well in the pairs, winning their heat on Friday by $4\frac{1}{2}$ seconds from Rumania, and went straight to the final. This proved very disappointing. We had the worst station and never looked like winning, though we spurted well in the last 500 metres but could not press them long enough to win a medal. Italy beat the Germans by about two seconds, with Holland third and Russia fourth.

Webb and Cooke went off very well in their heat in the double sculls. They were second at the halfway mark, but faded badly and finished fourth. They were again fourth in the repechage but covered the course fast enough to earn a place in the 'little finals'. Here they had

a very strong tail wind, which should have helped them. They were level with the Dutch at 500 metres and led at halfway; they were only a few feet behind the Swiss double at 1,500 metres, and it was immediately clear that they would not catch them again. The Danish double now put in a tremendous spurt and our crew could not reply failing to come second in the race by only 1.2 seconds. The finals proper were won by Czechoslovakia in pouring rain. By halfway they and the Americans were pretty well on their own, and the Czechs drew away about 300 metres from home to win by $3\frac{1}{2}$ seconds.

The only other race in which Great Britain had entered was the coxless fours. In their first heat the Nottingham and Union four broke a blade quite early and left the course more than once, partly in consequence. They were fifth in their heat, half a minute behind the winners. They were last again in the repechage, nearly the same time behind France. Germany won the final. But it must be recorded that Denmark was about level with them at the 1,500 metre mark, when they broke a rigger, allowing Italy to come up quickly and finish second, with France third and Austria fourth.

The repechage system had been altered this year so that crews could not forecast their opponents in a subsequent race and so jockey for places in heats; but this failed to make a number of them bother to win on the first two days of the regatta, and it left winning on those two days a positive disadvantage in some events. True form was not shown until the repechages of Saturday, though racing then and on Sunday left nothing to be desired. This, of course, is what has been happening for many years, and it looks as though what is at fault is F.I.S.A.'s desire to give every crew two chances.

There were no noticeable new developments in boat or oar design this year.

K. A. Williams

Keeping in touch

The names of members with whom the Club has lost touch are listed below. It is hoped that if any of their addresses are known to members

R. C. Andrews
R. H. Beaton
R. H. E. Brown
A. F. Brumfit

B. F. C. Carpenter
J. W. D. Clark
J. D. Culpan
B. J. Curtis

they will send them to the Hon. Secretaries, who would be grateful, too, if members would inform them of any inaccuracy or of any subsequent changes in their addresses.

D. A. de Gans
D. E. Evans
P. Farrer
R. D. Fosse

Continued on page 11

MONEY!

IT is nearly four years since the Wolfenden Committee on Sport produced its report recommending the establishment of a Sports Development Council with the power to grant £5,000,000 per year towards recurrent expenditure of associations concerned with physical recreation, and a further £5,000,000 for capital expenditure. Despite the considerable support these proposals received, and despite Parliamentary assurances of close consideration to this matter, little advance has been made in terms of direct financial aid to sport. The credit squeeze in 1961 came at a particularly unfortunate time as far as the report was concerned, but when this was eased in 1962 direct grant aid for the year 1962-63 was raised from £470,000 to £670,800, though realisation of the main recommendations of the Wolfenden Reports seems no nearer.

There are those, of course, who do not feel that state-sponsored financial aid to sport is necessarily desirable. Some people still feel that the particularly independent and amateur nature of British sport is part of its attraction, but anybody who has been to the Continent and seen for himself the extent of financial assistance given there from various sources will realise the immense handicaps which face us in this country when competing at the top level. At the same time standards of sportsmanship abroad do not seem to have suffered. Whatever the theorists may feel, the active sportsman knows that without proper facilities and equipment he is at a disadvantage from the start.

Rowing is rather more handicapped than many other sports; not only is the equipment very expensive and comparatively short-lived, but there are very few sources of income outside subscriptions. Last year this Journal examined the cost of Club rowing, but in the wider sphere of rowing facilities such as the suggested A.R.A. 2,000 metre six-lane rowing courses at Basildon or Sonning Eye, it is obvious that government help will be needed. It is estimated that the initial expense incurred in developing such sites would be in the region of £300,000 and even so the formidable amount needed stresses once again the urgent need for direct Government aid of a substantial nature for this type of venture.

It is very difficult to assess the relative value of sport in our society, but it is probably safe to say that its importance has been grossly under-estimated by successive Parliaments. There is obviously a distinction between sport purely as a physical recreation and sport at a high competitive level. The latter has consider-

able prestige value on the Continent, while all levels of physical recreation abroad receive financial support to a staggering extent.

In 1960, the year of the Wolfenden Report, the German Olympic Association produced a 'Memorandum on the "Golden Plan" for Health, Sport and Recreation'. This aimed to equip communities of all sizes with basic facilities which would meet the requirements of the whole community. A particular effort was to be made in sports grounds, swimming pools and indoor facilities and gymnasia. The Memorandum successfully appealed for Government support both in giving a moral lead and by generous financial assistance. The overall cost of expansion during the fifteen years of the Golden Plan was estimated at £568,900,000, and there was to be a gradual building up of a combined federal and provincial government expenditure of £28,000,000 per annum in direct grants by 1964, which would then be maintained until the Golden Plan was completed. There is little doubt that this annual target will be reached this year.

It is interesting to compare these astonishing figures with the £670,000 given as direct grants in this country in 1962-63, bearing in mind that the population of Western Germany is 53.75 millions and that of Great Britain is 52.7 millions. Comparisons with other European countries this side of the Iron Curtain show how ludicrously small is the direct financial aid received in this country from Government or other sources. It is true that there is a fair amount of indirect aid, such as the use of gymnasia and other facilities in schools, but this is also true of other countries. There are also in Britain a few institutions like the National Playing Fields Association, which makes grants for playing fields, but the total distribution of grants since the Association's foundation in 1925 is only £1,500,000, plus about £55,000 in loans. The Central Council of Physical Recreation, the sponsors of the Wolfenden Report and the most important body concerned with the development of physical recreation throughout the country, received a Government grant of £181,400 in 1961. The C.C.P.R. runs the five National

Recreation Centres in Britain—two in England, two in Scotland and one in Wales—and it is in this direction that the most heartening progress is being made. Next May the new centre at Crystal Palace, built by the L.C.C. and to be administered by the C.C.P.R., will be opened. This is on a 36-acre site and the total cost is over £2,000,000. There is a stadium with seating for 12,000 and a sports hall with a large gymnasium divisible into three with seating for 1,320 spectators, a swimming hall with racing and diving pools of Olympic dimensions, a teaching pool and a gallery for 1,750 spectators, a practice room for cricket and lawn tennis, a lecture theatre, two first-aid rooms and six changing rooms, together with a hostel and staff housing. Its main purpose is for training but it will also be used for international competitions.

If this seems a splendid achievement it must be remembered that centres of this sort are going up all over Germany and Russia and elsewhere. To appreciate the extent of this is to appreciate how far we lag behind.

One of the reasons for the extent of financial assistance to sport on the Continent is that Football Pools and other lotteries are generally state controlled. The amount of money received from these sources is impressive. Small countries like Norway, for example, with a total of population of 3.5 millions, well under half that of Greater London, had a total annual grant to sport in 1961 of £468,000. In the same year Sweden (population 7.4 millions—still less than that of Greater London) gave a grant of £855,000 from the pools. The allocation in Italy (51.2 millions) was £4,000,000 and in France (45.7 millions) £6,000,000. Besides these sources and other Government grants on the Continent there are many indirect subsidies for sportsmen such as cheap travelling rates and so on.

Behind the Iron Curtain figures are not so easy to come by but in Russia, for example, state aid is 100 per cent for all sports. Any adult has the right to participate in any sport free of charge. There are no subscriptions and all expenses are met. Grants are made to clubs

for everything they need and the bigger the club the bigger the grant, but there is no real restriction.

In rowing centres the coaching launches are provided and owned by the Government. Kit is provided by the club but remains the property of the club. The premises are not palatial or luxurious but they are spacious. The aim is to provide the necessities only, but everything needed is available.

In Russia rowing clubs are graded and as an oarsman improves he is moved to a better club and his job goes with him if he wishes. In Moscow at the largest stadium, in addition to all the necessary facilities and equipment, there are thirty-six permanent doctors with apparatus for strength and fitness tests. These doctors are engaged in all types of research connected with sport.

With the aid received in countries like Russia and Western Germany it is hardly surprising that results in international competition are impressive. In this country we are clearly handicapped by lack of money, facilities and proper equipment. It goes without saying that we are the only country without a rowing course suitable for international requirements. The lack of Government assistance makes our occasional successes in international competition all the more praiseworthy, but it also makes one wonder what we could do with proper backing. It is no good pretending that we can expect to be generally successful in top class competition while financial aid is so limited, but somehow sportsmen must make Government authorities realise the importance of both physical recreation and top class competition to the health and prestige of the nation. Then, perhaps, we can compete on equal terms.

G. G. H. Page

(For much of the information given above, we are indebted to D. D. Molyneux, author of 'Central Government Aid to Sport and Physical Recreation in Countries of Western Europe', published by Birmingham University.)

© Geoffrey Page.

Continued from page 9

G. P. Graham
D. R. Gunn
E. V. Harris
A. Jackson
J. G. F. Lang

R. H. Nicholls
C. H. J. Pickworth
P. R. Rowan
J. Sargent
J. H. S. Sinclair

D. Sorrell
J. M. Thorneloe
P. F. Valpy
J. M. Whitefield
E. W. Wood

CLUBHOUSE, 1963

THANKS to the Centenary Fund, Ham and various niggers, modernisation has come to Thames. For those members who habitually use the club from day to day—week to week or even, alas, month to month, the time since Henley has been punctuated by spasmodic changes in the decor, layout and character of the secretaries' office, Captain's office, Committee Room, 'Glasshouse' and balcony. For those others who have yet to visit the club since the summer there awaits quite a substantial surprise, and for the unhappy remainder who for one reason or another are unlikely to be able to see for themselves we will describe briefly what has been done and why.

It all began, one imagines, nearly one hundred years ago when the club house having been built, members discovered that there was no 'Powder Room' or whatever the ladies' loo was called in those days. Temporary relief was obtained through the package deal with Imperial College, but the pressure has been kept up relentlessly and at last has prevailed.

When, in July this year, the club had removed in part to Henley the contractors took over what were the house stewards' office and the Captain's office and transformed them into a new secretaries' office with a small lobby for use by the Captain. The secretaries moved into this and their old office was translated into a Ladies' powder room complete with modern low level W.C. suites, Vynide on the walls, marble topped basins, pink fluorescent lighting, hardwood doors, thermoplastic floor tiles and dignified good taste.

For many years now the glasshouse has fulfilled various roles, including *inter alia* a repository for displaced pictures, football machine house, and bar on boat race days, but age, rot and weariness combined with your Committee to decide that it now time for something to be done. It has now, quite literally, been rebuilt with hardwood framed 'all-day' sliding glass in place of the old glazing, carpet on tongued and grooved polished beech strip flooring, Vynide on the walls, acoustic tiled ceiling with panel lights, and

modern and comfortable chairs with low teak tables.

The Committee room has become an elegant lounge with handsome pine fireplace, a splendid absence of anaglypta dado, similar flooring to the glasshouse, symbolic electric light fittings, impressive green velvet curtains, and 'all-day' sliding glass doors designed to withstand the ignorant charging of elated oarsmen and coxes. They have already had the opportunity of demonstrating their ability to do this on more than one occasion and, in fact, a certain diminutive Scottish cox was observed on one occasion to make (oblivious of the pain!) a succession of obstinate attempts to pass through these doors without opening them.

After much overdraft counting and crystal ball gazing the Committee felt that as the whole balcony floor had to be replaced, modernisation should be allowed to extend for the whole length of the balcony. So the polished hardwood floor has been extended, and sliding glass windows in aphaormosia frames and cedar heart shiplap board have replaced the old draughts and matchboarding.

These have given the club a new and it is felt greatly improved appearance and atmosphere; we are ready now to entertain anybody at any time, be it mother, sister, girl friend, wife or Royalty.

There are many more things we can and should do; the electrics, the kitchens and the approaches being the most urgent, but we can be pleased, we feel, with what has been done.

Our sincere thanks are due to the architect, Mr. W. Larkin, and to the contractors, Macol (Contractors) Limited, a local firm who in the face of much interference from officialdom have achieved just the result that was wanted.

J. E. Southern

HISTORY OF THE THAMES ROWING CLUB

I

LONG ROW, 1898

ON 25th September, 1898, four members of the Club rowed from Putney to Gravesend and back in a light outriggered tub four with 20-inch slides. They started at 9.10 a.m. and got back to the Clubhouse at 8.15 p.m. after covering sixty-eight miles.

The oarsmen were R. C. Whiteing, W. F. Folliott, W. H. Eyre and C. F. H. Greenwood; and at this time Piggy Eyre would have been approaching fifty years of age. They had asked 'Doggett' Cobb to steer them, as he was exceptionally light and skilful, but he was not well at the time, and they took instead G. J. Cobb, another Putney waterman.

The first four and a half miles were rowed against a flood tide and a stiffening head wind, and it took them an hour to reach London Bridge. By then the tide had started to drop and the wind slackened, and the boat made good progress to Greenwich. Here the wind rose again, and they shipped a good deal of water in the next reach. So they rowed inshore to a gravelly beach below North Woolwich Gardens and emptied the boat there. They then changed the order of rowing, putting Greenwood at three, Eyre at two, and Whiteing at stroke, gaining pleasant relief thereby.

Weather conditions improved, and they went past Erith and Purfleet well. The next six miles were hard work for the tide slacked off. The last piece to Gravesend was against the tide, and the crew were very glad to get there and stretch their legs.

They left the boat at 2 p.m., went to the Clarendon, had a cold shower, and then disposed of a leg of mutton, about a quart of bitter ale each, and after a decent interval an excellent bottle of old port. They had a short rest and started back again at 3.55 p.m. Folliott now rowed at stroke, Whiteing at bow, and Eyre and Greenwood again at two and three.

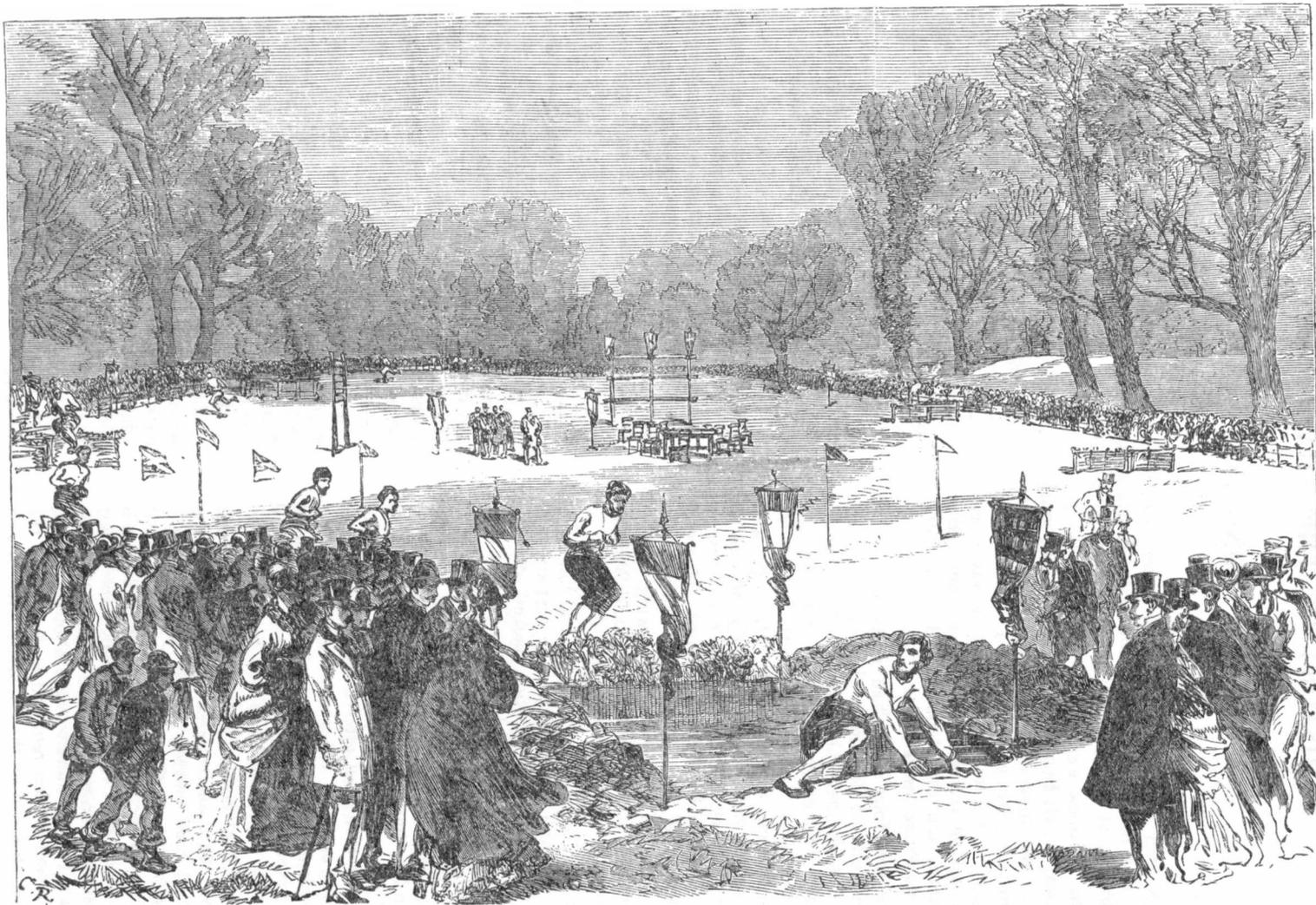
Soon after they passed the Royal Hotel at Purfleet they encountered W. H. Cumming, who had been looking out for them from the Corinthian Yacht Club at Erith. He came out with tea for the four, and brought with him a small bottle of Cognac, for which the senior member was known to have a partiality with his tea. Twenty minutes were allowed for tea, and Cumming then returned to Erith, and the crew set off again on their journey. They rowed

the rest of the distance, about twenty-five miles, with only three or four easies of a minute or so each. They took it easy from Wandsworth Bridge to Putney Bridge, but there they pulled themselves together and rattled in for the last quarter of a mile at about thirty-three strokes a minute.

They were all somewhat tired when they reached the Club, but none of them was exhausted; and they did full justice to an excellent Irish stew and a judicious allowance of Champagne.

It was reckoned that the actual rowing time was eight hours and thirty minutes. Piggy Eyre did not regard the feat as a particularly hard one under fair conditions, but they had a lot of bad water below bridges which did not help them. They shipped a lot of water on the return journey as well as on the outward, but they did not have to empty coming back. Cobb's weight (11 stone) proved somewhat of a handicap, but on the other hand his handling of the boat received nothing but praise, and it seems clear that without him the crew would not have done nearly so well. It is pleasant to record that all the big ships they met in the lower reaches were most considerate in slowing down when hailed, and so avoided all but the minimum of washing.

This was the longest row down river and back at the time. In 1832, Charles Newnham had taken an eight from London Bridge to Gravesend in two hours fifty minutes; and he had taken a four from Wyld's Yard at Lambeth to Gravesend and back in eight hours and five minutes, including stops. In 1860 he took a six-oared boat from Lambeth to Gravesend and back in eight hours forty-two minutes, but other attempts had failed, and no boat had done the double trip from as far up the river as Putney until Piggy's four pulled it off. The bad water in the long reaches below bridges had usually been too much for previous attempts.



The Fourth Annual Thames Rowing Club Athletic Sports, Putney Park, March 1869.

'Illustrated London News'

THE Club learnt the value of running in training for rowing soon after it was founded and encouraged it among its members from its earliest days. Modern track and field athletics are generally traced back to the Exeter College sports of 1850, though there were hurdle races at Eton before that; but the starting date for cross-country racing is given as 1866, when Thames Rowing Club held their first annual races to keep their oarsmen fit. It is true that the Athletics Commentary of *The Times* of 13th January, 1960, gives the date as 1867, but we have clear evidence from the *Illustrated London News* of 20th March, 1869 that the fourth annual event was held in that year. Our athletic activities eventually blossomed out into the Thames Hare and Hounds; and they are celebrating their approaching centenary by racing against Thames R.C. in January 1964.

Other running clubs were formed soon after the Thames Hare and Hounds, and the first English Championship was held in rather chaotic conditions in Epping Forest in November 1876.

Walter Rye, one of the founders of the Thames Hare and Hounds, and, so far as can be judged at this late date, a partner of Piggy Eyre, described the first run by Thames R.C. in the Badminton Library thus: 'As may well be imagined the arrangements for the Thames Handicap Steeplechase No. 1, as it was called, were primitive in the extreme, and indeed the whole affair was treated more as a joke than anything else. The competitors were taken to the starting place on Wimbledon Common—the edge of Beverley Brook by the Bridge—in a bus, and had to dress how they could, and the race was run in the dark over about two and a quarter miles of the roughest and boggiest part of the common, then very different in its surface from what it has become after recent drainage.

'Still there were a dozen starters out of twenty entries, and the affair being the first cross country steeplechase (not being at a

school) that had ever taken place, attracted much attention in the athletic world. The next race was made an open event, and attracted over fifty entries and twenty-four starters. Considerable interest was felt in this race, from the fact that two or three old public schoolboys took part in it, notably Hawtrey of Eton: Rugby and Marlborough also sending representatives; but, as at most other sports, the native Cockney proved equal to the occasion, and early training did not have the effect of showing any superiority in the old boys over the Londoners.'

The fourth Annual Sports of Thames R.C., to which reference has been made above, were held in Putney Park in March 1869, by permission of its owner, Colonel Beresford. Many ladies and gentlemen were present as spectators, and were enlivened by the music of the Band of the Grenadier Guards. There was a cold and stormy wind, with a fall of snow which made it less agreeable to stay on the ground. The Thames Handicap Steeplechase was the most exciting event and was over a two-mile course with twenty hurdles and six times over a stiff water jump. With one exception all the eight or nine who started splashed into the water on one or more rounds, several taking a three-foot dip every time. The landing was very slippery.

The race was won by P. J. Burt. An obstacle race, which should have been the most attractive event of the day, was not run until dusk had set in and most of the spectators had left the ground. It was a handicap over 150 yards, through a lake 50 yards broad, and then over 150 yards with five hurdles and a barrier. It was won by W. Collins.

The race mentioned above with Thames Hare and Hounds was held on Saturday, 4th January, 1964, over a course of five miles at Roehampton. The weather was described as 'very misty; cold' and the condition of the course as 'muddy'. The first half-dozen to finish were: Andrews (T.R.C.), and Thorn (T.H.H.), equal first, 30 min. 30 sec.; Best (T.H.H.), 3rd, 30 min.

41 sec.; Whitaker (T.H.H.), 4th, 30 min. 43 sec.; Temple (T.R.C.), 5th, 31 min. 4 sec.; Eady (T.H.H.), 6th, 31 min. 6 sec. Forty started, of whom thirty-nine finished, one Thames R.C. man going off-course.

The match was won by Thames Hare and Hounds by 211½ points to 253½.

OUR THREE NEW VICE-PRESIDENTS

Observant members will have noticed that the list of Officers printed inside the front cover of this issue of the T.R.C. Journal includes the names of three new Vice-Presidents. They are: H. M. Lane, J. H. M. Ward, and K. A. Williams.

Jock Lane won the Wyfold Cup at Henley in 1925, going on to win the Stewards in 1926, the Stewards and Grand in 1927, and the Grand in 1928. This 1928 T.R.C. crew later obtained a silver medal in the Olympics at Amsterdam, with Jock rowing at four. Jock also won Skiff Championships in both singles and doubles. He was an Honorary Treasurer of T.R.C. from 1950 to 1963.

Ham Ward spent the first seven years of his rowing career on fixed pins. He won the Ladies' Plate while at Cambridge, and subsequently rowed for Thames in the Grand, reaching the final on more than one occasion. He will be best known to the younger members for his successful coaching of our Junior crews for many years, and for the astonishing series of Christmas Draws that have been so important to the Club's finances, and latterly, run by the Tideway Trust, to those of many other Clubs as well.

Bill Williams rowed for us after leaving London University and was in our winning Thames Cup Eight of 1934. With W. S. Douglas and A. H. Turner he kept the Club alive during the 1939-45 War, and it was always possible for members home on leave to go out sculling or to make up a Four or an Eight.

In coaching he has had many successes: since 1950 he has coached, at Henley, a winning T.R.C. Wyfold Four, a winning Sapper Wyfold Four, and the Queens' College, Cambridge, Eights that won the Ladies' Plate in 1955 and 1962 and the Thames Cup in 1963. He was Captain of T.R.C. in 1957.

With one of them to coach, and Little Moke to cox, we can now make up an Eight of Vice-Presidents! Suggested order:

Bow—J. Beresford, 11 st. 7 lb.; 2—K. Vernon, 11 st. 5 lb.; 3—J. H. Page, 11 st. 3 lb.; 4—H. M. Lane, 13 st. 3 lb.; 5—K. A. Williams, 12 st. 3 lb.; 6—J. C. Badcock, 12 st. 6 lb.; 7—W. S. Douglas, 12 st. 9 lb.; stroke—S. I. Fairbairn, 12 st. 0 lb.; cox—H. E. Greenwood, 8 st. 11 lb.; coach—J. H. M. Ward.

Between them, this crew could muster over thirty Henley medals, to say nothing of their very many coaching successes.

THE ANNUAL DINNER

Over 150 members of T.R.C. and their guests crowded into the Hurlingham Club for the Annual Dinner on 6th December. Many more had applied for their tickets too late, and had to be put on a waiting list for vacancies. P. C. Kirkpatrick took the Chair, and Chief Superintendent Wilkinson, of the Metropolitan Police, River Division, was the principal speaker. The Captain (S. F. A. Miskin), H. R. N. Rickett, R. C. Farnham, R. J. Workman, and the Chairman also spoke.

The sweepstake on the length of the Captain's speech was won by R. T. Weston, who was within six seconds of the actual time (14 minutes 54 seconds).

OBITUARY

It is with the greatest regret that we have to record the deaths of the following members: B. C. FISHER, A. S. PRINCE, G. T. RIXON and H. SUNLEY. B. C. FISHER was an ardent disciple of Steve Fairbairn, and assisted him with the coaching at Thames during the early 'twenties. He helped many other clubs also, having a particularly close connection with the Anglian Boat Club, where he had made his coaching reputation with a win at Henley in the Thames Cup in 1910. 'Duggie', who was rowing at four in the Thames Grand Eight that year, remembers beating this Anglian crew at Walton Regatta, and getting very tired in the process! Arthur Prince had a life-long interest in rowing at Christchurch and Bournemouth. He joined us as a House Member in consequence of his connection with the Serpentine Regatta, of which he was in latter years the chairman, and was soon making himself useful as a member of our Centenary Committee. On his retirement two years ago he moved to the West Country and thereafter was only occasionally seen among us. Guy Rixon rowed in the Grand Eight in the closing years of the last century, but was better known as a sculler, writes 'Little Moke'. He was trained by the Queen's Waterman, and later Bargemaster, Bill East, at Richmond; entered for the Diamond Sculls; and won a few heats. He was Vice-Captain in 1899. Of Sunley, 'Duggie' writes: 'He coxed the Second Eight at Henley and other regattas in 1911, 1912 and 1914. I did not row in any of the crews he coxed but knew him, and found him a very nice fellow, equable in temperament. He was a chartered accountant and had his own practice.'

REGATTA RESULTS

HENLEY ROYAL REGATTA

3rd, 4th, 5th, 6th July

Grand Challenge Cup

	<i>st.</i>	<i>lb.</i>
C. J. F. S. Rowley (bow)	12	3
2 S. F. A. Miskin	12	11
3 J. E. Taylor	12	10
4 C. R. Barker	13	0
5 J. A. Stephenson	13	13
6 J. F. C. Badcock	11	12
7 A. C. W. Mill	11	6
M. J. Lohnberg (stroke)	12	5
R. L. Penney (cox)	9	1

Heat 2: Thursday, 4th July, 3.15 p.m. Weather: fine, calm.

Berks.: Thames R.C.; Bucks.: Keble College, Oxford.

T.R.C., 1; Keble College, Oxford, 2; $\frac{1}{4}$ length; Barrier, 1 min. 58 sec.; Fawley, 3 min. 20 sec.; finish, 6 min. 55 sec.

1st minute: Thames, 11, 20, 40; Keble, 11, 21, 41.

$\frac{1}{4}$ mile:	Thames at 37 led by a canvas.	Keble 36.
Barrier:	" " 37 " " a canvas.	" 38.
$\frac{1}{2}$ mile:	" " 35 " " a canvas.	" 34.
Fawley:	" " 35 " " $\frac{1}{4}$ length.	" 35.
$\frac{3}{4}$ mile:	" " 36 " " $\frac{1}{4}$ length.	" 33.
Mile:	" " 36 " " $\frac{1}{4}$ length.	" 34.
$1\frac{1}{8}$ mile:	" " 36-38 led by a canvas.	" 35-36.

A good race. Just after the Mile Keble challenged strongly, and made up a little, but Thames responded with a tremendous sprint from the $1\frac{1}{8}$ mile in to the Finish.

Semi-final: Friday, 5th July, 5.30 p.m. Weather: fine, calm to Fawley; light head-wind later.

Berks.: University of London B.C.; Bucks.: Thames R.C.

University of London B.C., 1; T.R.C., 2; $3\frac{1}{4}$ lengths; Barrier, 1 min. 59 sec.; Fawley, 3 min. 23 sec.; finish 7 min. 17 sec.

1st minute: University of London, 12, 22 $\frac{1}{2}$, 42; Thames, 11, 21, 41.

$\frac{1}{4}$ mile:	University of London at 35 led by $\frac{3}{4}$ length.	Thames 36.
Barrier:	" " " " 35 " " 1 " "	" 36.
$\frac{1}{2}$ mile:	" " " " 33 " " $1\frac{1}{4}$ lengths.	" 34.
Fawley:	" " " " 33 " " 2 " "	" 33.
$\frac{3}{4}$ mile:	" " " " 30 " " 2 " "	" 33.
Mile:	" " " " 29 " " 3 " "	" 32.

University of London were much too good: they led all the way and won comfortably.

Stewards' Challenge Cup

	<i>st.</i>	<i>lb.</i>
A. C. W. Mill (bow, steers)	11	6
2 M. J. Lohnberg	12	5
3 J. A. Stephenson	13	13
J. F. C. Badcock (stroke)	11	12

Heat 1: Friday, 5th July, 11.50 a.m. Weather: light head-wind.

Berks.: T.R.C.; Bucks.: Skiff Club.

T. R. C., 1; Skiff Club, 2; 1 length; Barrier, 2 min. 11 sec. (Skiff Club leading); Fawley, 3 min. 41 sec. (Skiff Club leading); finish, 7 min. 39 sec.

1st minute: Thames, 10, 19, 38; Skiff Club, 11, 22, 43.

$\frac{1}{4}$ mile:	Skiff Club at 37 led by $\frac{1}{4}$ length.	Thames 34.
Barrier:	" " led by $\frac{1}{2}$ length.	" "
$\frac{1}{2}$ mile:	" " at 34 led by $\frac{1}{4}$ length.	Thames 32.
Fawley:	" " " 34 $\frac{1}{2}$ led by a canvas.	" 33 $\frac{1}{2}$.
$\frac{3}{4}$ mile:	" " " 35 led by a canvas.	" 34.
Mile:	Thames at 35 led by a canvas.	Skiff Club 35.
$1\frac{1}{8}$ mile:	" " 35-36 led by $\frac{1}{2}$ length.	" " 37-39.

The Skiff Club gained an early lead but were unable to go away. In a close race Thames passed them at Remenham Club. Both quickened by the enclosures, Thames drawing away in the last half-minute.

Henley Royal Regatta (continued)

Stewards' Challenge Cup (continued)

Final : Saturday, 6th July, 4 p.m. Weather: calm, raining.

Berks.: Molesey Boat Club; Bucks.: Thames R.C.

Molesey B.C., 1; Thames R.C., 2; $\frac{2}{3}$ length; Barrier, 2 min. 7 sec.; Fawley, 3 min. 33 sec.; finish, 7 min. 16 sec.

1st minute: Molesey, 11, 22, 43; Thames, 10, 20 $\frac{1}{2}$, 39 $\frac{1}{2}$.

$\frac{1}{4}$ mile:	Molesey at 38 led by $\frac{1}{4}$ length.	Thames 36.
Barrier:	„ led by $\frac{1}{4}$ length.	
$\frac{1}{2}$ mile:	„ at 37 led by $\frac{2}{3}$ length.	Thames 35.
Fawley:	„ „ 37 „ „ $\frac{3}{4}$ „	„ 35.
$\frac{3}{4}$ mile:	„ „ 37 „ „ $\frac{3}{4}$ „	„ 36.
Mile:	„ „ 38 „ „ 1 $\frac{1}{4}$ lengths.	„ 36.
1 $\frac{1}{8}$ mile:	„ „ 40 „ „ $\frac{1}{2}$ length.	„ 38.

Molesey gained an early lead, which they held although hard pressed. Molesey rowed two strokes a minute faster than Thames and steered better.

Prince Philip Challenge Cup

	<i>st. lb.</i>
J. E. Taylor (bow)	12 10
2 C. R. Barker	13 0
3 C. J. F. S. Rowley	12 3
S. F. A. Miskin (stroke)	12 11
J. M. Winner (cox)	8 5

Heat 5 : Friday, 5th July, 11.10 a.m. Weather: light head-wind.

Berks.: Thames R.C.; Bucks.: Melbourne University, Australia.

T.R.C., 1; Melbourne University, Australia, 2; 4 feet; Barrier, 2 min. 18 sec.; Fawley, 3 min. 54 sec.; finish: 8 min. 8 sec.

1st minute: Thames, 10, 20, 39; Melbourne, 10, 20, 38.

$\frac{1}{4}$ mile:	Thames at 33 led by $\frac{1}{4}$ length.	Melbourne 34.
Barrier:	„ led by 1 length.	
$\frac{1}{2}$ mile:	„ at 32 $\frac{1}{2}$ led by 1 length.	Melbourne 33.
Fawley:	„ „ 32 $\frac{1}{2}$ „ „ 1 „	„ 33.
$\frac{3}{4}$ mile:	„ „ 32 „ „ $\frac{1}{4}$ „	„ 33.
Mile:	„ „ 34 „ „ $\frac{1}{4}$ „	„ 31.
1 $\frac{1}{8}$ mile:	„ „ 35-37-40 led by $\frac{1}{2}$ length.	„ 34-33-35.

Thames gained an early lead and with a spurt at the Barrier increased it to a length. Melbourne pressed them hard from the Mile on, but Thames, at a faster rate of striking, kept a small lead.

Final : Saturday, 6th July, 3.15 p.m. Weather: wind very light, cross-head off Bucks. Raining.

Berks.: Thames R.C.; Bucks.: Auckland R.C., New Zealand.

Auckland R.C., New Zealand, 1; T.R.C., 2; easily; Barrier, 2 min. 12 sec.; Fawley, 3 min. 39 sec.; finish, 7 min. 32 sec.

1st minute: Thames, 10 $\frac{1}{2}$, 19 $\frac{1}{2}$, 39; Auckland, 9 $\frac{1}{2}$, 20 $\frac{1}{2}$, 42.

$\frac{1}{4}$ mile:	Auckland at 36 led by $\frac{2}{3}$ length.	Thames 38 $\frac{1}{2}$.
Barrier:	„ „ 36 „ „ 1 $\frac{1}{4}$ lengths.	„ 38.
$\frac{1}{2}$ mile:	„ „ 35 $\frac{1}{2}$ led by 1 $\frac{1}{2}$ lengths.	„ 38.
Fawley:	„ „ 35 $\frac{1}{2}$ „ „ 3 lengths.	„ 37.
$\frac{3}{4}$ mile:	„ „ 36 „ „ 4 „	„ 37.
Mile:	„ „ 36 „ „ 5 „	„ 36.
1 $\frac{1}{8}$ mile:	„ „ 35 „ easily.	„ 36.

Thames were no match for a crew which went away from the start and, rowing hard all through, gained steadily.

Thames Challenge Cup

	<i>st.</i>	<i>lb.</i>
V. B. A. Temple (bow)	10	7
2 R. J. Workman	12	4
3 J. P. M. Thomson	12	0
4 W. H. Needham	11	10
5 I. A. MacRae	13	2
6 R. M. Telling	11	9
7 P. F. Crowley	12	2
D. D. Skinner (stroke)	11	7
R. A. Matthiae (cox)	9	9

Heat 8 : Wednesday, 3rd July, 12 noon. Weather: calm, dull.

Berks.: Thames R.C.; Bucks.: Staines Boat Club.

T.R.C., 1; Staines B.C., 2; 2 lengths; Barrier, 2 min. 6 sec.; Fawley, 3 min. 34 sec.; finish, 7 min. 27 sec.

1st minute: Thames, 11, 21, 41½; Staines, 10, 20, 40.

¼ mile:	Thames at 35 led by ½ length.	Staines 36.
Barrier:	" " 34 " " ¾ "	" " "
½ mile:	" " 36 " " ¾ "	Staines 33.
Fawley:	" " 36 " " 1 "	" 33.
¾ mile:	" " 35 " " 1¼ lengths.	" 34.
Mile:	" " 33 " " 1¼ "	" 36.
1½ mile:	" " 35 " " 1 length.	" 36.

Rowing a fast stroke Thames led off and were soon half a length up. Commanding a high rate they increased this lead to 1¼ lengths but after the Mile showed some signs of unsteadiness. At this point Staines, who had never given in, drew up a little, but Thames responded and went ahead to win by two lengths.

Heat 19 : Thursday, 4th July, 11.30 a.m. Weather: calm, cloudy.

Berks.: Thames R.C.; Bucks.: Imperial College B.C.

T.R.C., 1; Imperial College B.C., 2; 3 lengths; Barrier, 2 min. 2 sec.; Fawley, 3 min. 27 sec.; finish, 7 min. 20 sec.

1st minute: Thames, 11, 22, 40; Imperial College, 11, 20, 40.

¼ mile:	Thames at 36 led by ½ length.	Imperial College 36.
Barrier:	" " 37 " " 1 "	" " 37.
½ mile:	" " 34 " " 1¾ lengths.	" " 35.
Fawley:	" " 33 " " 2 "	" " 35.
¾ mile:	" " 33 " " 2 "	" " 35.
Mile:	" " 31 " " 2½ "	" " 34.
1½ mile:	" led by 3 lengths.	" " "

Imperial College were not fast enough. Thames led from the start and won easily.

Heat 27 : Friday, 5th July, 2.40 p.m. Weather: fine. Light cross-head wind off Bucks.

Berks.: Thames R.C.; Bucks.: London R.C.

London R.C., 1; T.R.C., 2; 1 length; Barrier, 2 min. 4 sec.; Fawley, 3 min. 29 sec.; finish: 7 min. 24 sec.

1st minute: Thames, 11, 22, 41; London, 10½, 21½, 42.

¼ mile:	London at 37 led by ½ length.	Thames 38.
Barrier:	London led by ¾ length.	" " "
½ mile:	London at 34 led by 1½ lengths.	Thames 36.
Fawley:	London led by 1½ lengths.	" " "
¾ mile:	London at 34 led by 1½ lengths.	Thames 35.
mile:	" " 33 " " 1¾ lengths.	" 35.
1½ mile:	" " 33 " " 1½ lengths.	" 37.

London gained an early lead which they gradually increased all the way to win fairly comfortably.

Henley Royal Regatta (continued)

Wyfold Challenge Cup

		<i>st.</i>	<i>lb.</i>
	J. R. Buzeman (bow, steers)	11	8
2	C. Clifford	11	13
3	A. A. Reader	12	8
	T. R. I. Haynes (stroke)	10	9

Heat 10 : Wednesday, 3rd July, 4.25 p.m. Weather: fine. Fresh head-wind.

Berks.: Thames R.C.; Bucks: London R.C.

London R.C., 1; T.R.C., 2; 2½ lengths; Barrier, 2 min. 20 sec.; Fawley, 3 min. 53 sec.; finish, 8 min. 19 sec.

1st minute: Thames, 9, 18, 37; London, 10, 20, 40.

¼ mile:	London at 37 led by ¼ length.	Thames	35.
Barrier:	" " 34 " " ½ "	"	33.
½ mile:	" " 34 " " ½ "	"	33.
Fawley:	" " 33 " " 1¼ lengths.	"	33.
¾ mile:	" " 33 " " 1½ "	"	33.
Mile:	" " 33 " " 1½ "	"	33.
1½ mile:	" led by 2 lengths.		

London, at higher rate to Fawley, established an early lead and gradually drew away. After Fawley they could not increase their lead until the last few strokes. Good steering by both.

READING HEAD OF THE RIVER RACE

16th March

First Eight: A. C. W. Mill (bow); J. P. M. Thomson; S. F. A. Miskin; I. A. MacRae; D. W. Gramolt; J. A. Stephenson; P. F. Crowley; M. J. Lohnberg (stroke); R. T. Weston (cox).

Started 1st, finished 8th. 11 min. 20 sec.

Second Eight: D. King (bow); P. J. A. Cameron; M. E. C. Joyner; R. A. Crocket; G. G. H. Page; V. B. A. Temple; B. J. Gauld; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Started 14th, finished 23rd. 11 min. 30 sec.

Third Eight: A. Hawes (bow); K. J. Braun; J. C. Wilkinson; G. W. J. Bridge; B. M. Webster; W. H. Needham; G. S. Dear; R. J. Workman (stroke); N. H. Clarke (cox).

Started 37th, finished 76th. 11 min. 58 sec.

Fourth Eight: (Juniors in clinker boat): E. C. Thomson (bow); H. C. Kersey; C. J. Cawley; J. A. Tanner; D. H. Kelly; R. M. Telling; A. A. Reader; J. Gapper (stroke); S. J. Woolley (cox).

Started 94th, finished 98th. 12 min. 8 sec.

Seventh Eight (King's College, London, B.C.): R. Finlay (bow); D. Sykes; M. Kidd; A. Taylor; R. Cocks; R. Harrison; G. Smart; P. Lamb (stroke); H. Soden (cox).

Started 84th, finished 127th. 20 min. 19 sec.

Third Eight: G. S. Dear (bow); K. J. Braun; B. V. Rippin; G. W. J. Bridge; B. M. Webster; W. H. Needham; A. Hawes; R. J. Workman (stroke); N. H. Clarke (cox).

Started 34th, finished 128th. 20 min. 20 sec.

Sixth Eight: S. H. Broadbent (bow); A. L. Rud-dock; C. E. Harrison; J. F. Smulders; D. R. Allen; R. R. H. Coombs; J. R. Moss; M. G. Brandwood (stroke); P. G. Bailey (cox).

Started 79th, finished 139th. 20 min. 27 sec.

Eighth Eight: (juniors in clinker): E. C. Thomson (bow); H. C. Kersey; C. J. Cawley; A. J. H. Pollitt; C. Clifford; R. M. Telling; A. A. Reader; J. Gapper (stroke); S. J. Woolley (cox).

Started 125th, finished 147th. 20 min. 29 sec.

Fifth Eight: (Bedford R.C.I.): I. Hale (bow); C. Dudeney; J. Barbour; F. Bellingham; P. Allwood; P. Blakelock; A. Bonham; M. Pile (stroke); M. Key (cox).

Started 68th, finished 168th. 20 min. 38 sec.

Fourth Eight: D. B. Widdowson (bow); J. L. Cooke; J. C. Wilkinson; H. M. Hairs; C. J. de Guingand; J. E. Taylor; M. H. Garrett-Cox; D. R. Johnson (stroke); N. D. Morton (cox).

Started 59th, finished 196th. 20 min. 55 sec.

Ninth Eight: A. G. Thoday (bow); A. M. St.L. Ramsey-Murray; R. A. Brealey; J. C. G. Wade; A. H. Tarn; M. R. W. Dulieu; M. H. Snow; S. K. D. Hill (stroke); W. L. Ross (cox).

Started 164th, finished 252nd. 21 min. 56 sec.

Tenth Eight: M. R. Davies (bow); I. Hebble-thwaite; N. J. Southern; G. R. Lines; J. R. Hegarty; A. Jameson; M. P. Barrett; P. Moore (stroke); G. H. Garner (cox).

Started 169th, finished 258th. 22 min. 2 sec.

HEAD OF THE RIVER RACE

23rd March

First Eight: A. C. W. Mill (bow); J. P. M. Thomson; S. F. A. Miskin; I. A. MacRae; D. W. Gramolt; J. A. Stephenson; P. F. Crowley; M. J. Lohnberg (stroke); R. T. Weston (cox).

Started 4th, finished 10th. 19 min. 1 sec.

Second Eight: D. King (bow); P. J. A. Cameron; M. E. C. Joyner; R. A. Crocket; G. G. H. Page; V. B. A. Temple; B. J. Gauld; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Started 14th, finished 31st. 19 min. 28 sec.

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

Started 233rd, finished 88th. 20 min. 3 sec.

HEAD OF THE RIVER RACE FOR SCULLERS

20th April

J. R. Buzeman, started 14th, finished 33rd. 24 min. 22 sec.

J. James, started 124th, finished 49th. 24 min. 49 sec.

D. R. Mount, started 97th, finished 56th. 23 min. 59 sec.

B. V. Rippin, started 134th, finished 84th. 25 min. 40 sec.

F. P. Rumney, started 135th, finished 95th. 26 min. 6 sec.

A. Hawes, started 65th, finished 97th. 26 min. 7 sec.

B. J. Gauld, started 115th, finished 99th, 26 min. 11 sec.

S. H. Broadbent, started 152nd, finished 108th. 26 min. 24 sec. in rum-tum.

MORTLAKE REGATTA

27th April

Novice Eights

D. H. Kelly (bow); E. C. Thomson; I. G. Willett; A. J. H. Pollitt; C. J. Cawley; M. H. Snow; A. A. Reader; J. Gapper (stroke); S. J. Woolley (cox).

Heat 1: Molesey B.C., 1; T.R.C., 2; 1½ lengths; no time taken.

PUTNEY REGATTA

4th May

Eyre Challenge Cup (Junior-Senior Fours)

M. H. Garrett-Cox (bow, steers); W. H. Needham; R. A. Crocket; P. J. A. Cameron (stroke).

Heat 1: T.R.C., 1; Imperial College B.C., 2; 4 lengths.

Heat 4: Lensbury R.C., 1; T.R.C., 2; 4 feet

VESTA DASHES

8th & 9th May

Quintin Challenge Cup (Senior Eights)

'A' Crew: I. F. C. Badcock (bow); C. J. F. S. Rowley; M. J. Lohnberg; I. A. MacRae; J. A. Stephenson; C. R. Barker; A. C. W. Mill; S. F. A. Miskin (stroke); R. L. Penney (cox).

'B' Crew: D. King (bow); R. J. Workman; V. B. A. Temple; J. E. Taylor; B. M. Webster; J. P. M. Thomson; P. F. Crowley; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

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

Heat 2: Quintin B.C., 1; Argosies R.C., 2; T.R.C., 'B', 3; 1 length; ¼ length; 1 min. 8 sec.

Final: T.R.C., 'A', 1; Quintin B.C., 2; London R.C., 3; 2 feet; 1 min. 9 sec.

Fitte Challenge Cup (Senior Fours)

'A' Crew: C. J. F. S. Rowley (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

'B' Crew: A. C. W. Mill (bow, steers); S. F. A. Miskin; I. A. MacRae; C. R. Barker (stroke).

Heat 1: Quintin B.C., 1; T.R.C., 'A', 2; Molesey B.C., 3; ½ length; 1 min. 15 sec.

Heat 2: T.R.C., 'B', 1; Westminster Bank R.C., 2; 1½ lengths; 1 min. 17 sec.

Semi-final: T.R.C., 'B', 1; Quintin B.C., 2; 2 feet; 1 min. 15 sec.

Final: T.R.C., 'B', 1; Vesta B.C., 2; ½ length; 1 min. 15 sec.

Tweddell Challenge Trophy (Junior-Senior Eights)

M. H. Garrett-Cox (bow); D. B. Widdowson; R. A. Crocket; B. V. Rippin; M. E. C. Joyner; P. J. A. Cameron; J. R. Buzeman; W. H. Needham (stroke); N. H. Clarke (cox).

Heat 2: T.R.C., 1; Chiswick Grammar School B.C., 2; Barclays Bank R.C., 3; 2 feet; 1 min. 11½ sec.

Final: London R.C., 1; Crowland R.C., 2; T.R.C., 3; 1 length; 1 min. 10 sec.

HAMMERSMITH REGATTA

11th May

Lady Hays Challenge Cup (Junior-Senior Eights)

M. H. Garrett-Cox (bow); D. B. Widdowson; R. A. Crocket; B. V. Rippin; M. E. C. Joyner; P. J. A. Cameron; J. R. Buzeman; W. H. Needham (stroke); N. H. Clarke (cox).

The race was started without T.R.C. and before they could get to the stake boats after finishing their previous race in fours.

Junior-Senior Fours

M. H. Garrett-Cox (bow, steers); W. H. Needham; R. A. Crocket; P. J. A. Cameron (stroke).

Heat 1: Poplar & Blackwall R.C., 1; T.R.C., 2; 1½ lengths; n.t.t.

THAMES DITTON REGATTA

18th May

Nelson Bowl (Senior Eights)

D. King (bow); R. J. Workman; V. B. A. Temple; J. F. Taylor; B. M. Webster; J. P. M. Thomson; P. F. Crowley; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Heat 2: T.R.C., 1; Kingston R.C., 2; ¼ length; 4 min. 6 sec.

Heat 5: T.R.C., 1; Vesta R.C., 2; 1½ lengths; 4 min. 14 sec.

Final: National Provincial Bank R.C., 1; T.R.C., 2; 1½ lengths; 4 min. 2 sec.

Broken Vase Challenge Cup (Junior-Senior Eights)

M. H. Garrett-Cox (bow); D. B. Widdowson; R. A. Crocket; B. V. Rippin; C. Clifford; P. J. A. Cameron; J. R. Buzeman; W. H. Needham (stroke); N. H. Clarke (cox).

Heat 1: T.R.C., r.o.

Heat 7: T.R.C., 1; Staines B.C., 2; ¼ length; 4 min. 18 sec.

Semi-final: Hampton Grammar School B.C., 1; T.R.C., 2; 1½ lengths; 4 min. 14 sec.

Evelyn Cup (Junior-Senior Fours)

M. H. Garrett-Cox (bow, steers); W. H. Needham; C. Clifford; P. J. A. Cameron (stroke).

Heat 1: Kingston R.C., 1; T.R.C., disq.

London R.C. Challenge Cup (Junior Eights),

Division 1.

D. H. Kelly (bow); P. I. Kennan; C. J. Cawley; M. H. Snow; J. Gapper; R. M. Telling; A. A. Reader; D. D. Skinner (stroke); S. J. Woolley (cox).

Heat 4: T.R.C., r.o.

Heat 9: T.R.C., 1; Kingston R.C., 2; ½ length.

Final: T.R.C., 1; St. George's College B.C., 2; ½ length; 4 min. 19 sec.

CHISWICK REGATTA

25th May

Family Challenge Cup (Senior Fours)

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Heat 5: T. R. C., 1; Marlow R.C., 2; 2 lengths; 4 min. 12 sec.

Final: T.R.C., 1; University of London B.C., 2; 2 lengths; 4 min. 6 sec.

Senior Coxed Fours (best boat)

C. J. F. S. Rowley (bow); S. F. A. Miskin; I. A. MacRae; C. R. Barker (stroke); N. H. Clarke (cox).

Heat 2: University of London B.C., 1; T.R.C., 2; 3 lengths; 4 min. 26 sec.

Allanson Memorial Trophy (Thames Cup Eights)

D. King (bow); W. H. Needham; V. B. A. Temple; R. J. Workman; J. P. M. Thomson; J. E. Taylor; P. F. Crowley; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Heat 2: Quintin B.C., 1; T.R.C., 2; Imperial College B.C., 3; 1 length; 3 min. 56 sec.

Jefferies Memorial Trophy (Junior-Senior Eights)

'A' Crew: M. H. Garrett-Cox (bow); D. B. Widdowson; R. A. Crocket; K. J. Braun; C. Clifford; P. J. A. Cameron; J. R. Buzeman; B. V. Rippin (stroke); N. H. Clarke (cox).

'B' Crew: D. H. Kelly (bow); P. I. Kennan; C. J. Cawley; M. H. Snow; J. Gapper; R. M. Telling; A. A. Reader; D. D. Skinner (stroke); S. J. Woolley (cox).

Heat 3: Emanuel School B.C., 1; T.R.C., 'A', 2; T.R.C., 'B', 3; 2 lengths; n.t.t.

(All the members of this Emanuel School crew are members of Thames R.C.)

Mortlake Challenge Cup (Junior-Senior Fours)

J. R. Buzeman (bow, steers); P. J. A. Cameron; C. Clifford; B. V. Rippin (stroke).

Heat 4: T.R.C., 1; Guy's Hospital B.C., 2; 4 lengths; 4 min. 42 sec.

Semi-final: Thames Tradesmen R.C., 1; T.R.C., 2; 2½ lengths; n.t.t.

Gait Goblets (Chiswick Pairs)

K. J. Braun (bow, steers); R. Hackford (stroke).

Heat 2: National Provincial Bank R.C., 1; T.R.C., 2; 1½ lengths; 4 min. 44 sec.

Coronation Cup (Junior-Senior Sculls)

D. R. Mount.

Final: D. R. Mount, 1; R. Carter, disq.

Cygnets Challenge Trophy (Junior Sculls)

F. P. Rummey.

Heat 1: M. Neicho, 1; F. P. Rummey, 2; 2 lengths; 5 min. 10 sec.

TWICKENHAM REGATTA

1st June

Mayor of Twickenham Cup (Junior-Senior Eights)

M. H. Garrett-Cox (bow); M. H. Snow; C. J. Cawley; P. J. A. Cameron; J. Gapper; R. M. Telling; P. I. Kennan; B. V. Rippin (stroke); S. J. Woolley (cox).

Heat 4: Abingdon School B.C., 1; T.R.C., 2; ½ length.

Riverside Cup (Junior-Senior Fours)

J. R. Buzeman (bow, steers); C. Clifford; A. A. Reader; D. D. Skinner (stroke).

Heat 3: T.R.C., 1; Putney Town R.C., 2; 2 lengths; 3 min. 40 sec.

Heat 9: Barclays Bank R.C., 1; T.R.C., 2; 1½ lengths.

WORCESTER REGATTA

1st June

Berrows Newspapers Challenge Trophy (Senior Eights)

D. King (bow); T. R. I. Haynes; V. B. A. Temple; W. H. Needham; P. F. Crowley; J. E. Taylor; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Final: T.R.C., 1; Stourport R.C., 2; easily; n.t.t.

HEREFORD REGATTA

3rd June

The Angus Wilson Memorial Challenge Cup (Senior Eights)

D. King (bow); T. R. I. Haynes; V. B. A. Temple; W. H. Needham; P. F. Crowley; J. E. Taylor; J. P. M. Thomson; R. J. Workman (stroke); R. A. Matthiae (cox).

Heat 2: T.R.C., 1; Royal Shrewsbury School B.C., 2; 2½ lengths; 5 min. 56 sec.

Heat 5: T.R.C., 1; Keble College, Oxon., B.C., 2; 3 lengths; 5 min. 34 sec.

Final: London R.C., 1; T.R.C., 2; 2½ lengths; 5 min. 23 sec.

OSTEND INTERNATIONAL REGATTA

2nd, 3rd June

Senior Eights

C. J. F. S. Rowley (bow); J. F. C. Badcock; I. A. MacRae; M. J. Lohnberg; J. A. Stephenson; C. R. Barker; A. C. W. Mill; S. F. A. Miskin (stroke); R. L. Penney (cox).

1,850 Metres

Semi-final: Nassovia Höchst, 1, 5 min. 15.76 sec.; T.R.C., 2, 5 min. 23.62 sec.; Sport Nautique de la Basse Seine, 3, 5 min. 24.31 sec.

Final: Nassovia Höchst, 1, 5 min. 23.37 sec.; Germania Düsseldorf, 2, 5 min. 25.39 sec.; University of London B.C., 3, 5 min. 25.53 sec.; T.R.C., 4, 5 min. 35.58 sec.

400 Metres

Nassovia Höchst, 1, 1 min. 11.58 sec.

Equipe Mixte Federale Française, 2, 1 min. 12.78 sec.

Thames R.C., 3, 1 min. 13.88 sec.

University of London B.C., 4, 1 min. 15.60 sec.

S.N. de la Basse Seine, 5, 1 min. 15.84 sec.

Kingston R.C., 6, 1 min. 16.23 sec.

Angaria, Hanover, 7, 1 min. 16.24 sec.

Njord, Leiden, 8, 1 min. 17.71 sec.

Senior Coxswainless Fours

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Heat 1: T.R.C., 1, 5 min. 48.05 sec.; Germania Düsseldorf, 2, 5 min. 48.74 sec.; R.C.N. de Gand, 3, 5 min. 51.18 sec.

Final: Equipe Mixte Federale Française, 1, 5 min. 34.99 sec.; Germania Düsseldorf, 2, 5 min. 48.46 sec.; T.R.C., 3, 5 min. 56.28 sec.

OSTEND REGATTA (continued)

Senior Coxed Fours

C. J. F. S. Rowley (bow); S. F. A. Miskin; I. A. MacRae; C. R. Barker (stroke); N. H. Clarke (cox).
Heat 3: S. N. du Perneux, 1, 6 min. 09.92 sec.; T.R.C., 2, 6 min. 38.42 sec.

WALTON REGATTA

8th June

Ladies Challenge Cup (Grand Eights)

J. F. C. Badcock (bow); C. J. F. S. Rowley; M. J. Lohnberg; I. A. MacRae; J. A. Stephenson; C. R. Barker; A. C. W. Mill; S. F. A. Miskin (stroke); R. L. Penney (cox).

Race 73: T.R.C., 1; National Provincial Bank R.C., 2; 3 feet; 4 min. 27 sec.

Final: University of London B.C., 1; T.R.C., 2; 2½ lengths; 4 min. 23 sec.

Walton Challenge Cup (Stewards Fours)

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Final: T.R.C., 1; University of London B.C., 2; 1½ lengths; 4 min. 53 sec.

Centenary Cup (Senior Coxed Fours)

C. J. F. S. Rowley (bow); S. F. A. Miskin; I. A. MacRae; C. R. Barker (stroke); N. H. Clarke (cox).

Final: University of London B.C., 1; T.R.C., 2; easily; 4 min. 59 sec.

Walton Challenge Cup (Thames Cup Eights)

D. King (bow); W. H. Needham; V. B. A. Temple; R. J. Workman; P. F. Crowley; J. E. Taylor; J. P. M. Thomson; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Race 60: T.R.C., 1; Star Club, 2; ½ length; 4 min. 35 sec.

Semi-final: Walton R.C., 1; T.R.C., 2; 1½ lengths; 4 min. 34 sec.

Goring Challenge Cup (Wyfold Fours)

J. R. Buzeman (bow, steers); C. Clifford; A. A. Reader; D. D. Skinner (stroke).

Race 22: T.R.C., 1; Westminster Bank R.C., 2; 1 length; n.t.t.

Race 66: Marlow R.C., 1; T.R.C., 2; 1½ lengths; 5 min. 1 sec.

Sabin Challenge Cup (Junior-Senior Eights)

M. H. Garrett-Cox (bow); M. H. Snow; C. J. Cawley; R. A. Crocket; J. Gapper; R. M. Telling; P. I. Kennan; B. V. Rippin (stroke); S. J. Woolley (cox).

Race 40: Crowland R.C., 1; T.R.C., 2; ½ length; 4 min. 41 sec.

Secretary's Cup (Junior-Senior Sculls)

D. R. Mount.

Race 41: R. Carter, 1; D. R. Mount, 2.

READING REGATTA

15th June

Reading Grand Challenge Cup (Senior Eights)

C. J. F. S. Rowley (bow); J. F. C. Badcock; J. E. Taylor; S. F. A. Miskin; J. A. Stephenson; C. R. Barker; A. C. W. Mill; M. J. Lohnberg (stroke); R. L. Penney (cox).

Heat 1: University of London B.C., 1; Walton R.C., 2; T.R.C., 3; ¼ length; ½ length; 4 min. 30 sec.

Stanmore Challenge Cup (Senior Coxswainless Fours)

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Heat 1: T.R.C., 1; Leander Club, 'A', 2; 1½ lengths; 4 min. 56 sec.

Semi-final: T.R.C., 1; University of London B.C., 2; ½ length; 4 min. 54 sec.

Final: Nottingham and Union R.C., 1; T.R.C., 2; 1½ lengths; 4 min. 54 sec.

Senior Coxed Fours

C. J. F. S. Rowley (bow); S. F. A. Miskin; J. E. Taylor; C. R. Barker (stroke); N. H. Clarke (cox).

Scratched.

Austin Balsom Challenge Cup (Thames Cup Eights)

V. B. A. Temple (bow); W. H. Needham; D. King; R. J. Workman; P. F. Crowley; I. A. MacRae; J. P. M. Thomson; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Heat 1: Pembroke College, Cambridge, 1; T.R.C., 2; Nottingham and Union R.C., 3; 1½ lengths, canvas; 4 min. 36 sec.

Reading Challenge Vase (Wyfold Fours)

J. R. Buzeman (bow, steers); C. Clifford; A. A. Reader; D. D. Skinner (stroke).

Heat 1: Jesus College, Cambridge, B.C., 1; T.R.C., 2; 2 lengths; 4 min. 58 sec.

Sandeman Challenge Cup (Junior-Senior Eights)

M. H. Garrett-Cox (bow); M. H. Snow; C. J. Cawley; R. A. Crocket; J. Gapper; R. M. Telling; P. I. Kennan; D. D. Skinner (stroke); S. J. Woolley (cox).

Heat 8: Bedford School, 1; T.R.C., 2; King's School, Worcs., 3; canvas; 4 min. 44 sec.

METROPOLITAN REGATTA

11th, 12th, 13th June

Horton Cup (Wyfold Fours)

J. R. Buzeman (bow, steers); C. Clifford; A. A. Reader; D. D. Skinner (stroke).

Race 18: Quintin B.C., 1; Trinity College, Dublin, B.C., 2; T.R.C., 3; 1½ lengths; 1 length.

Forster Cup (Junior-Senior Eights)

M. H. Garrett-Cox (bow); M. H. Snow; C. J. Cawley; R. A. Crocket; J. Gapper; R. M. Telling; P. I. Kennan; B. V. Rippin (stroke); S. J. Woolley (cox).

Race 7: London R.C., 1; T.R.C., 2.

MARLOW REGATTA

22nd June

Grand Challenge Cup

C. J. F. S. Rowley (bow); J. F. C. Badcock; J. E. Taylor; S. F. A. Miskin; J. A. Stephenson; C. R. Barker; A. C. W. Mill; M. J. Lohnberg (stroke); R. L. Penney (cox).

Race 74: Walton R.C., 1; National Provincial Bank R.C., 2; T.R.C., 3; 3 feet; 4 min. 8 sec.

Senior Fours Challenge Cup

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Race 16: T.R.C., 1; Leander Club, disqualified.

Race 84: T.R.C., 1; Jesus College, Cambridge, B.C., 2; $\frac{1}{2}$ length; 4 min. 21 sec.

Final: Nottingham and Union R.C., 1; T.R.C., 2; 1 length; 4 min. 20 sec.

The Borgnis Challenge Cup (Senior Coxed Fours)

J. E. Taylor (bow); C. R. Barker; C. J. F. S. Rowley; S. F. A. Miskin (stroke); N. H. Clarke (cox).

Race 47: Auckland (New Zealand) R.C., 1; T.R.C., 2; 3 lengths; 4 min. 38 sec.

Marlow Eights Challenge Cup (Thames Cup Eights)

V. B. A. Temple (bow); R. J. Workman; J. P. M. Thomson; W. H. Needham; I. A. MacRae; R. M. Telling; P. F. Crowley; D. D. Skinner (stroke); R. A. Matthiae (cox).

Race 71: University of London B.C., 1; Radley College B.C., 2; T.R.C., 3; 1 length; $\frac{1}{2}$ length; 4 min. 8 sec.

Town Challenge Cup (Wyfold Fours)

J. R. Buzeman (bow, steers); C. Clifford; A. A. Reader; T. R. I. Haynes (stroke).

Race 32: Emmanuel College, Cambridge, B.C., 1; T.R.C., 2; 1 foot; 4 min. 30 sec.

RICHMOND REGATTA

29th June

Junior-Senior Eights

M. H. Garrett-Cox (bow); M. H. Snow; C. J. Cawley; R. A. Crocket; J. Gapper; P. J. A. Cameron; D. H. Kelly; B. V. Rippin (stroke); S. J. Woolley (cox).

Heat 3: T.R.C., 1; Star Club, 2; $\frac{1}{2}$ length; 4 min. 11 sec.

Heat 9: Ibis R.C., 1; T.R.C., 2; 1 length.

KINGSTON REGATTA

13th July

Ravens Ait Challenge Cup (Stewards Fours)

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Final: Skiff Club, 1; T.R.C., 2; 3 feet; 4 min. 55 sec.

Coronation Challenge Cup (Thames Cup Eights)

R. J. Workman (bow); W. H. Needham; J. S. Essame; D. R. Allen; I. A. MacRae; R. M. Telling; P. F. Crowley; D. D. Skinner (stroke); R. A. Matthiae (cox).

Race 23: National Provincial Bank R.C., 1; T.R.C., 2; $\frac{1}{2}$ length; 4 min. 37 sec.

Home Park Challenge Cup (Wyfold Fours)

J. R. Buzeman (bow, steers); C. Clifford; A. A. Reader; T. R. I. Haynes (stroke).

Race 7: T.R.C., 1; Kingston R.C., 2; $2\frac{1}{2}$ lengths; 5 min. 20 sec.

Race 33: Twickenham R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths; 5 min. 9 sec.

Dittons Challenge Cup (Junior-Senior Eights)

D. H. Kelly (bow); M. H. Snow; M. H. Garrett-Cox; P. I. Kennan; J. Gapper; P. R. Scott; C. J. Cawley; P. J. A. Cameron (stroke); S. J. Woolley (cox).

Race 22: T.R.C., 1; Molesey B.C., 2; 2 lengths; 5 min. 0 sec.

Race 47: Kensington R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths; 4 min. 53 sec.

Sunbury Challenge Cup (Senior Sculls)

J. R. Buzeman.

Race 19: P. R. Jennings, 1; J. R. Buzeman, 2; 2 lengths; 5 min. 49 sec.

MOLESEY REGATTA

20th July

Senior Fours Challenge Cup

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Final: T.R.C., 1; Skiff Club, 2; 3 feet; 5 min. 8 sec.

Thames Cup Eights Challenge Cup

R. J. Workman (bow); W. H. Needham; J. S. Essame; D. R. Allen; I. A. MacRae; R. M. Telling; P. F. Crowley; D. D. Skinner (stroke); R. A. Matthiae (cox).

Race 34: Molesey B.C., 1; T.R.C., 2; $\frac{1}{2}$ length; 4 min. 54 sec.

Thames Cup Fours Challenge Cup (Wyfold Fours)

R. A. Carr (bow, steers); C. Clifford; A. A. Reader; T. R. I. Haynes (stroke).

Race 23: Walton R.C., 1; T.R.C., 2; 1 length; 5 min. 19 sec.

Junior-Senior Eights Challenge Cup

G. N. Richardson (bow); J. W. Spicer; R. Camus; A. J. Wheel; G. H. Morgan; G. G. C. Tee; P. W. Reason; I. C. Davies (stroke); T. R. Kirkpatrick (cox).

Race 10: T.R.C., 1; Kingston R.C., 2; $\frac{3}{4}$ length; 5 min. 5 sec.

Race 30: Ealing Grammar School B.C., 1; T.R.C., 2; 4 lengths; 5 min. 6 sec.

Jack Kent Challenge Cup (Junior-Senior Fours)

G. N. Richardson (bow, steers); J. W. Spicer; R. Camus; A. J. Wheel (stroke).

Race 20: Barclays Bank R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths; 5 min. 20 sec.

Garrick Pairs

P. W. Reason (bow, steers); I. C. Davies (stroke).

Final: T.R.C., 1; Vesta R.C., 2; easily; 6 min. 15 sec.

PUTNEY TOWN REGATTA

20th July

Junior-Senior Pairs

'A' Crew: K. J. Braun (bow, steers); R. Hackford (stroke).

'B' Crew: S. H. Broadbent (bow, steers); J. R. Moss (stroke).

Heat 1: Wallingford R.C., 1; T.R.C., 'B', 2; 1½ lengths; n.t.t.

Junior Sculls

S. H. Broadbent.

Final: S. H. Broadbent, 1; P. J. Brinck, 2; A. Sheldon, 3; easily; n.t.t.

Maiden Sculls

J. R. Moss.

Heat 1: E. Field, 1; J. R. Moss, 2; 4 lengths.

CITY OF NORWICH REGATTA

20th July

Senior Coxed Fours

J. E. Taylor (bow); C. R. Barker; C. J. F. S. Rowley; S. F. A. Miskin (stroke); J. M. Winner (cox).

Heat 1: T.R.C., 1; St. Neots R.C., 2; ½ length; 4 min. 29 sec.

Final: Norwich Union R.C., 1; T.R.C., 2; canvas; 4 min. 24 sec.

Junior-Senior Eights

D. H. Kelly (bow); M. H. Snow; M. H. Garrett-Cox; P. I. Kennan; J. Gapper; P. R. Scott; C. J. Cawley; P. J. A. Cameron (stroke); N. H. Clarke (cox).

Final: Norwich School B.C., 1; T.R.C., 2; 1½ lengths; 4 min. 6 sec.

Senior Sculls

J. R. Buzeman.

Heat 1: J. R. Buzeman, 1; A. Roper, 2; 3 lengths; 5 min. 6 sec.

Heat 4: N. Cooper, 1; J. R. Buzeman, 2; easily; 5 min. 4 sec.

STAINES REGATTA

27th July

Junior-Senior Fours

G. N. Richardson (bow, steers); J. W. Spicer; R. Camus; A. J. Wheel (stroke).

Race 10: T.R.C., 1; Burway R.C., 2; 4 lengths; 5 min. 9 sec.

Semi-final: T.R.C., 1; Strodes School B.C., 2; 1½ lengths; 5 min. 7 sec.

Final: T.R.C., 1; Reading R.C., 2; canvas; 5 min. 5 sec.

Junior-Senior Pairs

'A' Crew: P. W. Reason (bow, steers); I. C. Davies (stroke).

'B' Crew: K. J. Braun (bow, steers); R. Hackford (stroke).

Race 20: T.R.C., 'A', 1; St. George's College B.C., 2; easily; 5 min. 53 sec.

Semi-final: T.R.C., 'A', 1; T.R.C., 'B', 2; ½ length; 5 min. 40 sec.

Final: Vesta R.C., 1; T.R.C., 'A', 2; 2½ lengths; 5 min. 36 sec.

BEDFORD REGATTA

27th July

Britannia Challenge Cup (Senior Coxswainless Fours)

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Heat 4: T.R.C., 1; Bedford R.C., 2; easily; 2 min. 8 sec.

Semi-final: T.R.C., 1; Quintin B.C., 2; 2 lengths; n.t.t.

Final: T.R.C., 1; Derby R.C., 2; 3 lengths; 2 min. 6 sec.

Bedford Grand Challenge Cup (Senior Coxed Fours)

J. E. Taylor (bow); C. R. Barker; C. J. F. S. Rowley; S. F. A. Miskin (stroke); J. M. Winner (cox).

Heat 1: T.R.C., 1; Bedford R.C., 2; ½ length; 4 min. 21 sec.

Semi-final: T.R.C., 1; Quintin B.C., 2; ½ length; 4 min. 9 sec.

Final: Molesey B.C., 1; T.R.C., 2; 3 lengths; 4 min. 0 sec.

Senior-Junior Eights

'A' Crew: R. J. Workman (bow); B. V. Rippin; J. S. Essame; W. H. Needham; I. A. MacRae; R. M. Telling; P. F. Crowley; D. D. Skinner (stroke); R. A. Matthiae (cox).

'B' Crew: S. H. Broadbent (bow); C. Clifford; D. King; R. F. McCloy; B. J. Gauld; J. P. M. Thomson; A. A. Reader; T. R. I. Haynes (stroke); P. M. Davies (cox).

Race 12: T.R.C., 'B', 1; Bedford R.C., 2; 1½ lengths; 3 min. 47 sec.

Race 28: T.R.C., 'A', 1; Nottingham High School B.C., 2; 1½ lengths; 3 min. 46 sec.

Race 105: T.R.C., 'A', 1; Kingston R.C., 2; 1½ lengths; 3 min. 50 sec.

Race 106: T.R.C., 'B', 1; Gladstone Warwick R.C., 2; ½ length; n.t.t.

Semi-final: T.R.C., 'A', 1; T.R.C., 'B', 2; 1½ lengths; 3 min. 42 sec.

Final: St. Paul's School B.C., 1; T.R.C., 2; 1½ lengths; 3 min. 37 sec.

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

D. H. Kelly (bow); M. H. Snow; M. H. Garrett-Cox; P. I. Kennan; J. Gapper; P. R. Scott; C. J. Cawley; P. J. A. Cameron (stroke); N. H. Clarke (cox).

Race 40: T.R.C., 1; Bedford R.C., 2; ½ length; 3 min. 51 sec.

Race 110: Tansor B.C., 1; T.R.C., 2; canvas; 3 min. 49 sec.

Junior-Senior Sculls

S. H. Broadbent.

Race 1: S. H. Broadbent, 1; N. M. Andrews, 2; ½ length; 4 min. 44 sec.

Race 78: J. A. Batch, 1; S. H. Broadbent, disq.

Junior Sculls

R. A. Carr.

Race 25: R. Sutherland-Smith, 1; R. A. Carr, 2; ½ length.

A.R.A. TRIALS

Coxswainless Four

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Heat 1: Nottingham and Union B.C., 1; T.R.C., 2; 6 min. 44 sec.

Coxed Four

J. E. Taylor (bow); C. R. Barker; C. J. F. S. Rowley; S. F. A. Miskin (stroke); J. M. Winner (cox).

Heat 1: Quintin B.C., 1; T.R.C., 2; 7 min. 5 sec.

MAIDENHEAD REGATTA

3rd August

Daily Telegraph Challenge Cup (Thames Cup Eights)

R. J. Workman (bow); B. V. Rippin; J. S. Essame; W. H. Needham; I. A. MacRae; R. M. Telling; P. F. Crowley; D. D. Skinner (bow); R. A. Matthiae (cox).

Race 77: T.R.C., 1; Twickenham R.C., 2; $\frac{1}{2}$ length; 3 min. 24 sec.

Race 102: Quintin B.C., 1; T.R.C., 2; $\frac{1}{2}$ length; 3 min. 21 sec.

Orkney Cottage Challenge Cup (Senior Fours)

'A' Crew: R. A. Carr (bow, steers); C. Clifford; A. A. Reader; T. R. I. Haynes (stroke).

'B' Crew: D. R. Allen (bow, steers); P. C. Allen; C. D. Barrett; D. C. Challis (stroke).

'C' Crew: S. H. Broadbent (bow, steers); C. J. F. Madden; S. R. Masterton-Smith; J. P. M. Thomson (stroke).

Race 20: Marlow R.C., 1; T.R.C., 'C', 2; $1\frac{1}{2}$ lengths; 3 min. 46 sec.

Race 48: Twickenham R.C., 1; T.R.C., 'A', 2; $\frac{2}{3}$ length; 3 min. 42 sec.

Race 49: T.R.C., 'B', 1; R.M.A. Sandhurst B.C., 2; $2\frac{1}{2}$ lengths; 3 min. 46 sec.

Race 60: T.R.C., 'B', 1; Midland Bank R.C., 2; $\frac{1}{2}$ length; 3 min. 48 sec.

Race 80: Twickenham R.C., 1; T.R.C., 'B', 2; 2 lengths; 3 min. 41 sec.

Maidenhead Challenge Cup (Junior-Senior Eights)

D. H. Kelly (bow); M. H. Snow; M. H. Garrett-Cox; P. I. Kennan; J. Gapper; P. R. Scott; C. J. Cawley; P. J. A. Cameron (stroke); N. H. Clarke (cox).

Race 47: Maidenhead R.C., 1; T.R.C., 2; $1\frac{1}{2}$ lengths; 3 min. 31 sec.

Jubilee Goblets (Senior-Junior Pairs)

'A' Crew: D. R. Allen (bow, steers); P. C. Allen (stroke).

'B' Crew: S. H. Broadbent (bow, steers); C. J. F. Madden (stroke).

'C' Crew: K. J. Braun (bow, steers), R. Hackford (stroke).

Race 16: T.R.C., 'A', 1; Marlow R.C., 2; 1 length; 4 min. 30 sec.

Race 73: Westminster Bank R.C., 1; T.R.C., 'C', 2; easily; 4 min. 21 sec.

Race 30: T.R.C., 'B', 1; Vesta R.C., disqualified.

Race 74: T.R.C., 'B', 1; Maidenhead R.C., 2; $2\frac{1}{2}$ lengths; 4 min. 27 sec.

Semi-final: Westminster Bank R.C., 1; T.R.C., 'A', 2; easily; 4 min. 18 sec.

Final: Westminster Bank R.C., 1; T.R.C., 'B', 2; $1\frac{1}{2}$ lengths; 4 min. 9 sec.

Junior Sculls

M. J. Lohnberg.

Race 17: P. Wingfield, 1; M. J. Lohnberg, 2; 3 lengths; 4 min. 15 sec.

ST. NEOTS REGATTA

3rd August

Coxed Senior Fours

J. E. Taylor (bow); C. R. Barker; C. J. F. S. Rowley; S. F. A. Miskin (stroke); J. M. Winner (cox).

Heat 1: T.R.C., rowed over.

Heat 2: T.R.C., 1; Thames Tradesmen R.C., 2; $\frac{1}{2}$ length; 4 min. 11 sec.

Final: T.R.C., 1; Norwich Union R.C., 2; easily; 3 min. 56 sec. (course record).

HENLEY TOWN & VISITORS REGATTA

5th August

Haileywood Challenge Cup (Senior Eights)

R. J. Workman (bow); B. V. Rippin; J. S. Essame; W. H. Needham; I. A. MacRae; R. M. Telling; P. F. Crowley; T. R. I. Haynes (stroke); R. A. Matthiae (cox).

Semi-final: Argosies R.C., 1; T.R.C., 2; easily; 4 min. 53 sec.

Old Town Cup (Senior Fours)

'A' Crew: R. A. Carr (bow, steers); C. Clifford; A. A. Reader; T. R. I. Haynes (stroke).

'B' Crew: D. R. Allen (bow, steers); P. C. Allen; C. D. Barrett; D. C. Challis (stroke).

'C' Crew: S. H. Broadbent (bow, steers); C. J. F. Madden; S. R. Masterton-Smith; J. P. M. Thomson (stroke).

11.20 Race: T.R.C., 'B', 1; London R.C., 'B', 2; National Provincial Bank R.C., 3; 2 lengths; 5 min. 58 sec.

3.45 Race: T.R.C., 'B', 1; T.R.C., 'C', 2; R.M.A. Sandhurst B.C., 3; easily; 5 min. 16 sec.

3.40 Race: Weybridge R.C., 1; T.R.C., 'A', 2; $2\frac{1}{2}$ lengths; 5 min. 5 sec.

Final: T.R.C., 'B', 1; Marlow R.C., 2; Weybridge R.C., 3; $\frac{1}{2}$ length; 4 min. 52 sec.

Sagamore Challenge Cup (Junior-Senior Eights)

D. H. Kelly (bow); M. H. Snow; M. H. Garrett-Cox; P. I. Kennan; J. Gapper; P. R. Scott; C. J. Cawley; P. J. A. Cameron (stroke); N. H. Clarke (cox).

12.35 Race: Icena Club, 1; Vesta R.C., 2; T.R.C., 3; $1\frac{1}{2}$ lengths; 4 min. 39 sec.

Peter Beresford Cup (Senior Pairs)

J. J. James (bow, steers); D. W. Gramolt (stroke).

3.10 Race: T.R.C., 1; Sons of the Thames R.C., 2; St. Edmund Hall B.C., 3; 2 lengths; 5 min. 25 sec.

Final: University of London B.C., 1; Marlow R.C., 2; T.R.C., 3; easily; 5 min. 43 sec.

United R.C. Cup (Senior Sculls)

J. R. Buzeman.

3.20 Race: S. C. Rand, 1; K. Maybery, 2; J. R. Buzeman, 3; $1\frac{1}{2}$ lengths; 5 min. 45 sec.

Miller Cup (Junior Sculls)

M. J. Lohnberg.

9.45 Race: D. G. C. Thomson, 1; M. J. Lohnberg, 2; M. C. N. Jones, 3; $1\frac{1}{2}$ lengths; 5 min. 44 sec.

Gill-Mardon Cup (Junior-Senior Sculls)

D. R. Mount.
4.5 Race: R. W. Potter, 1; R. L. Howard, 2;
D. R. Mount, 3; $\frac{1}{4}$ length; 5 min. 55 sec.

SERPENTINE REGATTA

8th, 9th, 10th August

Grand Class Eights

C. J. F. S. Rowley (bow); S. F. A. Miskin; J. E. Taylor; C. R. Barker; J. A. Stephenson; J. F. C. Badcock; A. C. W. Mill; M. J. Lohnberg (stroke); R. L. Penney (cox).

Final: T.R.C., 1; 2 min. 31.3 sec.; Molesey, London, Walton and Vesta R.C., 2, 2 min. 33.6 sec.; Skiff Club, 3, 2 min. 39.9 sec.; London R.C., 4, 2 min. 43.6 sec.

Stewards Class Fours

A. C. W. Mill (bow, steers); M. J. Lohnberg; J. A. Stephenson; J. F. C. Badcock (stroke).

Race 18: T.R.C., 1, 2 min. 44.7 sec.; Marlow R.C., 2, 2 min. 47.4 sec.; National Provincial Bank R.C., 3, 2 min. 49.4 sec.

Final: T.R.C., 1, 2 min. 39.6 sec.; Skiff Club, 2, 2 min. 40.9 sec.; Marlow R.C., 3, 2 min. 46.5 sec.

Senior Coxed Fours

J. E. Taylor (bow); C. R. Barker; C. J. F. S. Rowley; S. F. A. Miskin (stroke); J. M. Winner (cox).

Race 25: National Provincial Bank R.C., 1, 2 min. 51.1 sec.; Worcester R.C., 'A', 2, 2 min. 54.0 sec.; T.R.C., 3, 2 min. 55.6 sec.; Crowland R.C., 4, 2 min. 57.2 sec.

Thames Cup Class Eights

'A' Crew: R. J. Workman (bow); B. V. Rippin; J. S. Essame; W. H. Needham; I. A. MacRae; R. M. Telling; P. F. Crowley; D. D. Skinner (stroke); R. A. Matthiae (cox).

'B' Crew: R. A. Carr (bow); P. J. A. Cameron; B. J. Gauld; R. F. McCloy; S. R. Masterton-Smith; J. P. M. Thomson; A. A. Reader; T. R. I. Haynes (stroke); P. M. Davies (cox).

'C' Crew: A. Hawes (bow); P. B. Rooksby; J. K. Baker; A. R. Reddin; B. S. Tanner; G. G. H. Page; D. R. Mount; M. G. Brandwood (stroke); R. T. Weston (cox).

Race 61: Kingston R.C., 'A', 1, 2 min. 32.4 sec.; Worcester/Wallingford R.C., 2, 2 min. 37.3 sec.; T.R.C., 'C', 3, 2 min. 48.3 sec.

Race 63: Crowland R.C., 1, 2 min. 34.9 sec.; T.R.C., 'A', 2, 2 min. 35.8 sec.; Molesey B.C., 3, 2 min. 38.5 sec.; Kingston R.C., 'B', 4, 2 min. 41.6 sec.

Race 64: Derby/Nottingham R.C., 1, 2 min. 32.9 sec.; T.R.C., 'B', 2, 2 min. 36.4 sec.; Twickenham R.C., 3, 2 min. 38.3 sec.

Wyfold Class Fours

'A' Crew: D. King (bow, steers); B. M. Webster; A. A. Reader; T. R. I. Haynes (stroke).

'B' Crew: S. H. Broadbent (bow, steers); C. J. F. Madden; S. R. Masterton-Smith; J. P. M. Thomson (stroke).

'C' Crew: D. R. Allen (bow, steers); P. C. Allen; C. D. Barrett; D. C. Challis (stroke).

Race 21: Quintin B.C., 1, 2 min. 47.3 sec.; Mortlake Anglian R.C., 2, 2 min. 53.0 sec.; T.R.C., 'A', 3, 2 min. 54.4 sec.

Race 20: Twickenham R.C., 1, 2 min. 45.6 sec.; Poplar Blackwall & District R.C., 2, 2 min. 59.7 sec.; T.R.C., 'B', 3, 3 min. 15.5 sec.

Race 19: T.R.C., 'C', 1, 2 min. 54.3 sec.; Weybridge R.C., 2, 2 min. 54.9 sec.; Vesta R.C., 3, 2 min. 57.2 sec.

Race 122: T.R.C., 'C', 1, 2 min. 46.9 sec.; Sons of the Thames R.C., 2, 2 min. 47.2 sec.; Burway R.C., 3, 2 min. 49.0 sec.; Norwich Union R.C., 4, 2 min. 56.0 sec.

Race 157: Sons of the Thames R.C., 1, 2 min. 36.6 sec.; Twickenham R.C., 2, 2 min. 39.3 sec.; T.R.C., 'C', 3, 2 min. 39.9 sec.; Derby R.C., 4, 2 min. 59.0 sec.

Junior-Senior Eights

D. H. Kelly (bow); T. Johnson; M. H. Garrett-Cox; P. I. Kennan; J. Gapper; P. R. Scott; C. J. Cawley; P. J. A. Cameron (stroke); N. H. Clarke (cox).

Race 74: Gladstone Warwick R.C., 1, 2 min. 38.5 sec.; T.R.C., 2, 2 min. 40.9 sec.; Kensington R.C., 3, 2 min. 50.4 sec.

Junior Eights

E. C. Thomson (bow); R. H. W. Mitchell; N. D. Widdowson; R. K. D. Watkins; I. G. Willett; D. M. Butler; J. A. Tanner; H. C. Kersey (stroke); W. L. Ross (cox).

Heat 3: Auriol R.C., 1, 2 min. 41.7 sec.; London R.C., 2, 2 min. 44.5 sec.; T.R.C., 3, 2 min. 53.5 sec.

Junior Clinker Eights

N. H. Clarke (bow); P. R. Bailey; R. L. Penney; J. M. Winner; J. T. Shaw; T. R. Kirkpatrick; R. T. Weston; R. A. Matthiae (stroke); P. M. Davies (cox).

Final: Hammersmith R.C., 1, 2 min. 45.2 sec.; Kingston R.C., 2, 2 min. 51.5 sec.; Putney Town R.C., 3, 2 min. 53.1 sec.; T.R.C., 4, 3 min. 11.7 sec.

This Thames crew was composed entirely of coxswains.

Senior Pairs

K. J. Braun (bow, steers); R. Hackford (stroke).

Race 37: Marlow R.C., 1, 3 min. 6.4 sec.; T.R.C., 2, 3 min. 16.4 sec.; Poplar Blackwall & District R.C., 3, 3 min. 26.5 sec.

Senior Sculls

J. R. Buzeman.

Race 10: H. A. Wardell-Yerburgh, 1, 3 min. 15.8 sec.; J. R. Buzeman, 2, 3 min. 26.4 sec.; J. M. Warren, 3, 3 min. 30.5 sec.

Junior-Senior Sculls

D. R. Mount.

Race 24: J. T. McCarthy, 1, 3 min. 15.0 sec.; R. Carter, 2, 3 min. 15.2 sec.; D. R. Mount, 3, 3 min. 19.2 sec.; M. J. Rosewell, 4, 3 min. 19.4 sec.

THAMES ROWING CLUB REGATTA

14th September

C. W. Hughes Bowl (Club Fours)

Final: M. H. Garrett-Cox (bow, steers); K. J. Braun; D. R. Allen; M. J. Lohnberg (stroke), 1; J. R. Buzeman (bow, steers); E. C. Thomson; D. R. Mount; V. B. A. Temple (stroke), 2.

George Vize Beakers (Club Pairs)

Final: J. R. Buzeman (bow, steers); M. J. Lohnberg (stroke), 1; C. Clifford (bow, steers); T. R. I. Haynes (stroke), 2; 3½ lengths.

Beresford Cup and Doubledee Cup (Club Handicap Sculls)

S. H. Broadbent, rec. 10 sec., 1; J. R. Buzeman, scratch, 2; R. L. Penney (in rum-tum), rec. 60 sec., 3.

John Lang Cup (Junior Scullers in Rum-tums)

Final: K. J. Braun, 1; P. C. Allen, 2; R. Hackford, 3; canvas; 3 lengths.

Invitation Scratch Eights

Final: D. H. Kelly (bow), A. J. H. Pollitt, C. J. Cawley, M. H. Garrett-Cox, D. R. Mount, J. B. Thorp, D. R. Allen, T. R. I. Haynes (stroke), R. A. Matthiae (cox), 1; K. Warren (bow), F. C. Plumer, F. E. Bell, P. Casey, J. A. Stephenson, P. Wyatt, B. J. Gauld, V. B. A. Temple (stroke), J. M. Winner (cox), 2, 2 lengths.

Answers to Co-Respondents

'*Oedipus Secundus*' (*Wimbledon*) We do not recommend psychiatric treatment in this case. There is no Freudian significance in your inability to love your coach. A love-hate relationship is quite common. Incidentally what makes you think he likes you? Some coaches have been known to HATE their crews. This is very Freudian.

'*Suzanne*' (*Ostend*) Thank you for your letter and box of mussels. The latter brought a breath of the sea—phew! We have passed it to 'le Capitaine Mixskin' who has asked us to inform you that he will (although under no legal obligation to do so) meet your Père et Mère, when he returns to Ostend. He also thanks you for the 'rompers'. We call them track-suits in this country—but no matter.

'*Researcher*' (*Roehampton*) Yes, there are several old sores (saws?) used in the rowing credo. For example, 'Mileage makes champions'—that has produced some young sores, too. Ha! Ha! (Ed.: We apologise for the above—our junior reporter took over while we were doing some research at the Bar.)

TROPHIES

Members of the Club have been most distressed in recent years to find, particularly after those days on which we hold open house and entertain as widely as we can, that yet another thing has been stolen from the walls. In the past few years we have lost a large clock, a picture autographed by Steve Fairbairn, one of Hassall's charcoal cartoons (this came back), a beautiful wooden copy of the Club's insignia presented by a member, an electrotype of the original of the Forster Cup Medal, mounted and framed hat-badges dating from the early days of the Club, and determined attempts have been made to remove maps that were screwed to the wall. Numerous small objects have also gone. All are irreplaceable.

Is it too much to ask that some of these might now be returned and that the practice of 'acquiring' such historical and treasured objects should cease?

CHRISTMAS DRAW

28th December, 1963.

Dear Sir,

Enclosed find ticket 08833 for prize 213. We thank you very much for such a generous prize which was gratefully received in two portions giving us such a thrill. It came as a good Christmas Box as we have just retired and are now Old Age Pensioners. We shall look forward to next season's Draw.

Yours truly,

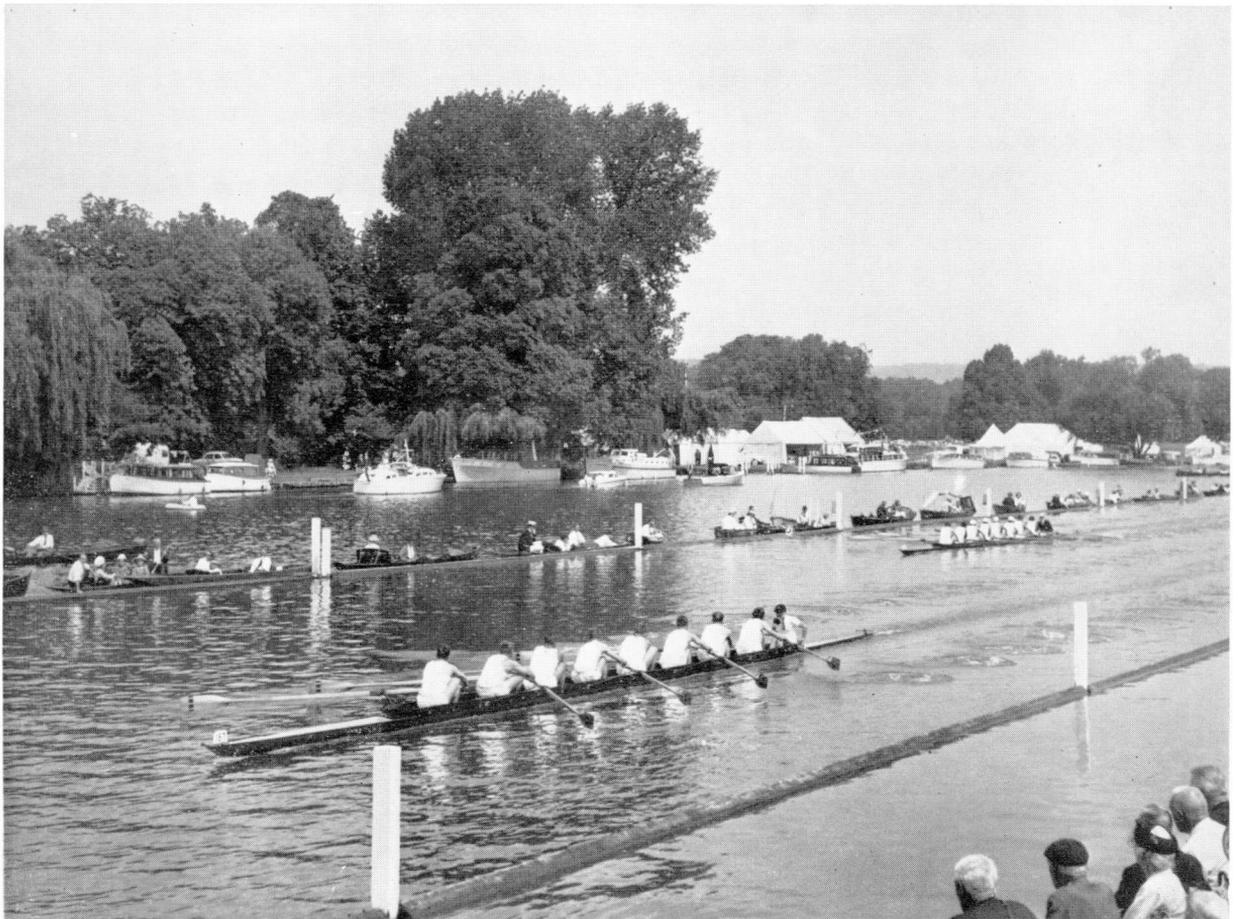
ERNEST APLIN

The above is merely one of many letters in similar vein received this year by J. H. M. Ward, Promoter of the Tideway Trust Christmas Draw. Prize 213 consisted of a turkey, a Stilton, and bottles of red wine, white wine, sherry, gin and port.



Left: The 'Wednesday' Four. From left to right: R. W. Phelps, J. L. Tann, W. S. Douglas and R. A. Cartledge.

Below: The Second Eight beating Imperial College, London, at Henley.





Left: The Second Eight practising at Henley.

Geo. Bushell & Son

Below: Les parapluies, or, a charming water festival in the Thames Valley.



Geo. Bushell & Son

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