



JOURNAL OF THE
THAMES ROWING
CLUB

1959

THAMES ROWING CLUB

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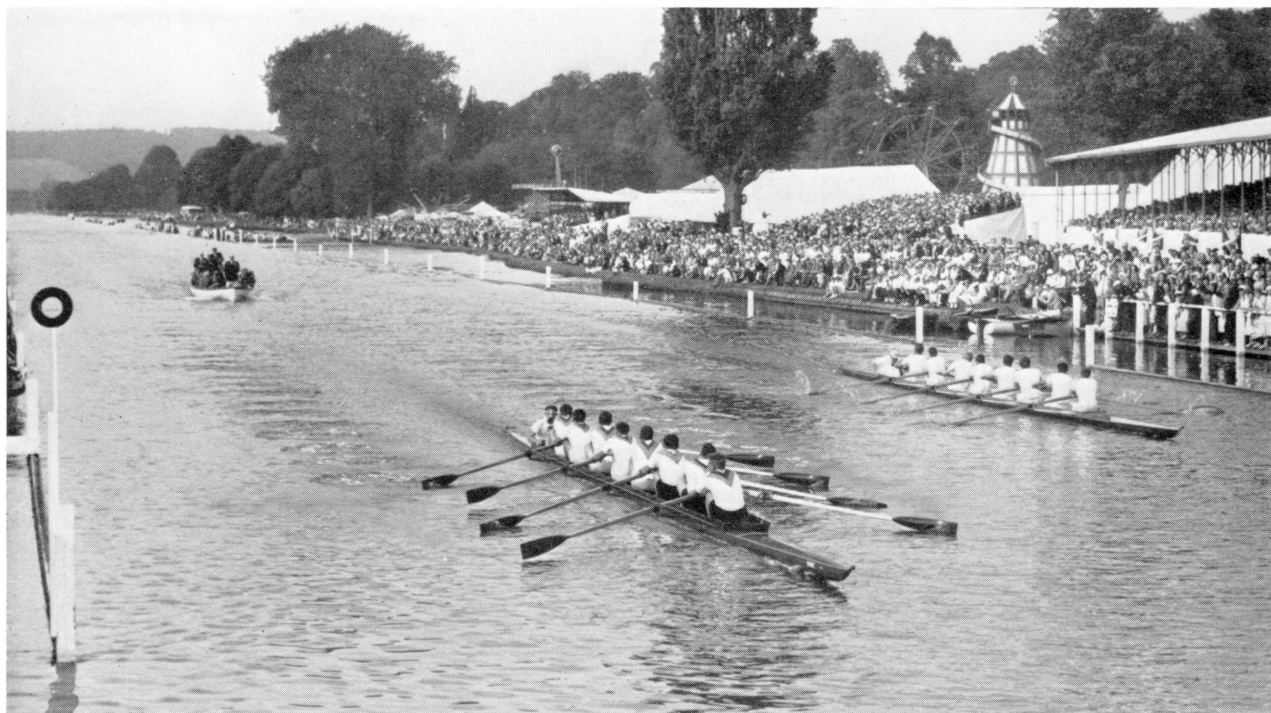
THE BRITISH EMPIRE AND COMMONWEALTH GAMES — WALES 1958



THE THAMES VIII (AND RESERVES)

Left to right (top): F. D. M. Badcock (res.); P. J. M. Thomson; A. C. Hancox (Capt.); J. A. Stephenson;
R. L. Penney; R. J. Workman; J. F. C. Badcock; D. R. Mount.
Left to right (bottom): G. S. Dear (res.); D. S. S. Elliot; H. A. Wober.

HENLEY ROYAL REGATTA



*GRAND CHALLENGE CUP. SEMI-FINAL
Leichhardt R.C., Australia, 1; Thames R.C., 2. By $\frac{3}{4}$ length in 6 min. 57 sec.*



*THAMES CHALLENGE CUP. FINAL
Harvard University, U.S.A., 1; Thames R.C., 2. By $\frac{3}{4}$ length in 6 min. 57 sec.*

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CALENDAR

1959

MARCH 21ST	HEAD OF THE RIVER RACE
MARCH 28TH	THE UNIVERSITY BOAT RACE
JULY 1ST-4TH	HENLEY ROYAL REGATTA
JULY 28TH-30TH	A.R.A. TRIALS—HENLEY

THAMES ROWING CLUB

EDITORIAL

Members of the Club will note that this issue of the Journal is dated for the current year. As it chronicles the happenings of 1958 it thus makes the Journal concurrent with the Rowing Almanac which is also dated with its year of publication.

The coming year will be of particular importance in laying the foundations of a first-class team to represent this country in the Olympic Games in Rome in 1960. The present Selection Board of the A.R.A. will remain in office until after the Games. The Board, consisting of Messrs. Nickalls, Beresford, Laurie, Mays-Smith and Owen, will choose the crews after the Trials next year, and we trust that the Club performance will make their choice a simple matter.

In the history of the Games, Thames has an unique tradition as the roll of Olympians printed herein testifies. If we may presume to don the mantle of Jove, and hurl a few friendly thunderbolts at the gods to invite them to descend from Olympus a little more frequently to take ambrosial refreshment with the lesser mortals, we consider the time opportune.

Or, in the jargon of the Tideway, we hope 'we'll be seeing you.' The young Thamesmen are determined to add another year of Club representation to the Olympic roll; they deserve the support of the giants of yesteryear and, believe it or not, derive real encouragement from the presence of a few of them in the launch from time to time.

FLOREAT THAMESIS!

CAPTAIN'S REPORT

IN the writing of this report, we have arrived this year at an arrangement which may become definitive. There are two hands, the captain emeritus reporting on his year and the present captain on his programme for the future.

A. C. H. writes: The 1958 season began with a small band of oarsmen wanting to row, of whom there were one 1957 First Eight and two Second Eight men. There was, however, an injection of new blood, and the First Eight found itself with four newly elected members who had in the previous season been rowing for their schools.

It was obvious with so many new faces among those rowing, so little expertise left over from previous seasons, and so many and divergent styles being offered by the newcomers, that there was opportunity and need to attempt a uniform and, to Thames, new method of rowing. It was also essential that if any success were to attend the 'new' rowing, the men would have to be much fitter and stronger than might normally have been thought necessary. Much individual coaching was given on the tank, and Landon Courtenay's circuit, designed primarily to develop strength, began to do its job. On one winter Saturday the Club took the unusual step of shutting up shop to its active oarsmen, and all those who would have rowed, and a few others, did a five-mile run with Blackheath Harriers.

By the time of the Christmas Eights, to which we welcomed the two Oxford Trial crews, a pattern was beginning to emerge, though slowly. It showed pretty well conclusively that those coaching must continue to look for deferred rather than immediate results, that sights must be set rather on the regatta season than on its prelude. Yet we won the Boustead Cup in early March, a distinct encouragement. The First Eight then ran into a patch of ill luck and substitutes were boated in both the Reading and Putney Heads. After the Head, with both First and Second Eights reorganised, the pendulum started the long swing back in our favour, a process which, because of the magnitude of the job we had to do, was one of unrelentless calculation.

The detail of the racing results need not be gone into here. It suffices to say that both the two top crews got into top gear at the right time, the Second Eight eventually winning Thames Cup and some Grand events as it liked, in its strongest form taking Harvard to half a length in the final at Henley. The First Eight, though never a great crew, maintained the tradition in Thames, unbroken since 1938, of providing England men in the Empire Games and, as the England Eight, won a bronze medal

against stiff world-class opposition.

Once more, therefore, even in a year which was decidedly thin on the ground, Thames produced the fastest eights in Great Britain. This represents success, national if not international, and the key to that success in 1958 is, I am sure, to be found in the fact that the First and Second Eights were each in the hands of one person for the whole year. There was tremendous singleness of purpose in both coach and crew, a state unfortunately not achieved down the Club. It is most encouraging to know that an extension of the one coach one crew policy is to take place in 1959 and that it is to be directed by the same people as in 1958.

Success breeds success and in thanking Geoffrey Page and David Glynne-Jones I am in another form offering to this year's rowing men the assurance that they have with them a proved system through which to succeed this year. I would like to thank, in the Office, Bill Williams and, on the water, Sparrow and John Macmillan for their valuable encouragements to the First Eight; and all who coached and helped in any way during the year. I welcome Jack Southern and Bill Lyons to the Office where they are doing invaluable work, and thank Dick Phelps, Mr. and Mrs. Harvey and Miss Gregory for their loyal service. I would like to wish the Club and Geoffrey tremendous success on the water this year.

G. G. H. P. writes: Last season was undoubtedly a patchy one for the Club. That the First Eight was selected to row in the Empire Games and the Second Eight reached the final of the Thames Cup were both considerable achievements. At the time of the Head of the River Race most of Tony Hancox's critics and many of his supporters must have felt that we were doomed to a disastrous season. However, the Senior crews emerged from an appalling Head to redeem their reputations and to vindicate Tony's policy, but lower down no such success came to our crews. It must be very many years since our crews have failed to win either a Junior or Junior-Senior trophy. The reasons for this failure are not hard to find: shortage of material, irregular attendance among the Juniors and lack of the spirit which was evident in the two Senior Eights.

What then of the future? Our aim must be to send at least an eight to the 1960 Olympics. This is at the back of all our planning, and with this in mind we must be fast enough this coming season to go to Mâcon for the European Championships, and we must aim not just to compete at Mâcon and at Henley, but to win. I do not think I am being unrealistic in thinking that we have a chance of doing this. I am sure

we have the material to beat the top continental crews and we must make every effort to do so. I am sure too many races are lost before they are ever rowed simply because the odds appear formidable. Of course, winning the European Championships is a formidable task, but there is a great deal of truth in the saying that much more would be done if people believed less was impossible.

High ideals, which mean intense preparation if we are to succeed. We must train harder and row better, much harder and much better than ever before. This means a real, conscious effort from every oarsman in the Club to adapt himself to the coaching he is given. We are continuing as far as possible the policy of one crew one coach and I have tried to standardise coaching within reasonable limits but neither of these measures is any use unless every oarsman strives to row exactly in the way we are asking him to row. He must also make sure he is really cleaning himself out every training outing, by far the hardest and most important aspect of training. Most oarsmen know that, but do we all do it all the time?

We are fortunate that a large proportion of last year's First and Second Eights are still rowing, so that we were able to start off with more uniformity than we had last winter, but all our crews must go a lot faster than last season and there is no room for complacency. Fortunately we have a number of promising new

recruits to ensure that nobody can feel his seat is safe. We also look to the Juniors to challenge the Seniors for their seats, if not immediately, at least in future years and it is encouraging to see our Juniors already showing signs of the pace and spirit missing last year. I am most grateful for my father for undertaking to coach the First Juniors at least throughout the winter, and I hope the encouragement of a successful and experienced coach will reap rewards long after the coming season has ended.

I have written enough to show the broad policy for this coming season, and it remains only for me to thank David Glynne-Jones for once again giving his time to coaching and to acting as Deputy Captain. I must thank Landon Courtenay for his help and advice over circuit training, and all those who are helping me in one way or another. Not least, my thanks to Tony Hancox, not only for what he did for the Club last year, a very difficult task well done, but also for undertaking a considerable amount of administrative work, a job for which he is eminently suited. The Club's thanks must also go to Joan Hancox for once more allowing Tony a long leash.

Next year, 1960, is our centenary year. It is also an Olympic year. What we do this coming season can decide whether or not 1960 is also an outstanding rowing year for Thames. We shall make every attempt to make this so during 1959.

JUNIOR ROWING

One of the inevitable features of all Clubs since the war has been the very high turnover in junior members. Either they are filling in a year before being called up for National Service or going up to the University or they come back for a short time after National Service before moving away from Putney for business reasons.

Thames is no exception and at the start of the Summer Season of 1958 the Club was left with only four juniors who had rowed through the winter. Possibly it would be more correct to say that only four were left for the Junior Eight after the Junior/Seniors had already 'won' three of the better junior oars.

Some initial training was given on the tank and a Junior Eight was just found with no spare men and had their first race in the Maidens at Putney Town Regatta. They put up a creditable performance and were only beaten in the final by one length.

On this showing they were passed fit to represent the Club and they went on to race at twelve regattas throughout the season, of which particulars are given elsewhere.

Even if they did not record a win they always raced hard and were never disgraced. Their coaching was not an easy problem. They had

little previous experience and eight different styles. Some attempt to give them 'swing and stride' was made and they quickly learnt to lead off the start. Where they failed was in the middle of the race where the real pressure came on and their cohesion waned.

In any account of the 1958 Juniors a word would not be out of place about coxing. It is no disparagement on that hard-working misunderstood group of martyrs to say that they can make or mar many a race and regretfully all the efforts of the Juniors at three regattas did not quite defeat the cox. For this the Coach must take his full share of blame as so little time or trouble is taken in teaching the art of coxing. The Coach's only excuse can be that his instruction not to 'give way' was not always intended to be interpreted as meaning that the other two crews should be driven 'firmly off the river.'

Last summer may not be looked upon as a highlight for junior rowing but it would be a sad day for the Club if no Junior crew took the water. The Juniors who rowed learnt something and it is hoped that many will stay on and row in the winter and in the summer of 1959 with enthusiasm and success.

The Grand Eight — Pre-Henley

by DAVID GLYNNE-JONES & JOHN MACMILLAN

No one coaching a Thames Grand Eight starts exactly from scratch, though, in September, 1957, for one reason or another, we thought we were starting from somewhat nearer scratch than anyone had had to do for a very long time. Our planning had to centre on two main ideas. First, it was necessary to bring back into the Club rowing a sense of continuity, a realisation that in order to produce good crews consistently, certainly in international class, long-term planning and training was essential. Secondly, and paradoxically, Thames had to represent England at the Empire Games, if any long-term policy, aimed at building a 1960 Olympic crew, was to get any sort of a start.

With all this in mind a number of new ideas were introduced in the early stages. Circuit training under Courtenay's supervision became an important factor in the weekly programme. It had shown itself highly successful in other spheres and, although its full benefits are unlikely to be seen for a year or two, it was of immediate value in emphasising the importance of work out of the boat. Interval training, the idea of rowing several varied minutes, or fractions of a minute one after the other, to build up stamina and flexibility of rating, was used in most outings. The First boat was given plenty of work and full courses, the latter being rowed whenever the tide allowed. We determined to train down to the distance of the race rather than up to it and, after the Head of the River, the accent was always on seven-minute rows. It was thought that English crews failed to use the legs properly and it was decided always to aim at a low feather, late square and a very quick catch. We coached for a faster 'hands away,' with the gather coming along at the last few inches of the slide before it reached the front stop.

It would be idle to suggest that out of all this there resulted a fantastically fast crew. In fact, though it was fast enough to beat any English challenger, it was barely average in its technique but, I believe, above average later on in its determination and racing ability. At the beginning of the season we had had fewer experienced oarsmen to call upon than for many years. Besides this, of course, the Empire Games regulations made it impossible to include any of our overseas members.

Regrettably, but understandably in the circumstances, the sorting-out process took rather a long time and it was not until January that the crew really began to take shape.

Tony Hancox, the Captain, yielded to

persuasion and decided to row in the crew himself. As finally constituted, the Eight was made up of three members who had left school only six months before, three who had some Grand class experience and two who had rowed Thames Cup and Wyfold. In trying to weld them into a crew, I think we failed to deal sufficiently with each individual's basic faults.

The record tells the story. The crew had its first success in the Boustead Cup on March 8th. Starting at Putney, in rough conditions, they rowed away from London and by Hammer-smith led by four lengths. But at this point the faults which were to plague us throughout the season began to show. The general lack of experience prevented them making full use of the changed conditions; in the head wind they had coped well, but the sudden change to a tail wind defeated them and they gained nothing more on London. A lack of co-ordination on the catch gave them a false rhythm which showed up in the later stages of their races. But their good points were brought out also. There was stamina and determination in the second half of that first race and on this we had to build.

Their bad luck dogged the crew in both the Reading and Putney Head of the River races. A few days before the first, Mount contrived to part company with his Lambretta and, just before the Putney Head, Elliot caught flu. Despite Geoffrey Page's gallant efforts at Reading and Tony Martin's a week or two later, in neither case did the crew do itself justice, though, even if they had, I doubt whether they would have finished very high in either event. The prospects at this stage appeared bleak indeed.

When training started again in April the order was changed and Don Elliot went to stroke. At this point there was too little time left before the trials to tear the whole thing apart and start again. We had to maintain the stamina and fitness and to build up the crew's racing experience as quickly as possible and, at the same time, to try, against the odds and against the calendar, to instil some idea of cohesion and rhythm.

The first thing was to try to get the crew to allow their boat to carry them a few grudging feet before they plunged on to the next stroke; to persuade them to relax and take more time over the stretcher; to sit back and take more time at the finish—and, in between, to keep the blades more firmly covered.

The programme was hard work at controlled

ratings and included substantial stretches of paddling slow and slow rowing to try to exaggerate the ratio of time out of the water to time in the water. Progress was painfully slow and poor individual timing of the stroke cycle and an ineradicable tendency in the crew to shoot the slides away barred the crew from *feeling* that they were improving—an essential if a crew is to develop confidence in itself. And there was no inkling of the natural gather and rhythm which could be glimpsed beneath the individual imperfections of the Second Eight. If the two crews rowed together, the First Eight were invariably tense and gritting their teeth, with the result that, after gaining rapidly for the minute or so, they started to slog and to lose ground steadily.

The Eight was, however, gradually beginning to appear more uniform with the four bow oars approaching the length of stroke of their seniors in the stern. If only they could have managed to keep their blades really deep and truly thrust out at the finish of each stroke, then, with that added sense of travel, the crew might have become really fast. The spirit was there all right. With only about two days' practice to get the rate of striking up they only lost in the 'Dashes' by a canvas to a well-drilled Crowland crew. So it happened that the crew that left for Ostend was hardly recognisable as the crew that had had such a disastrous time in the Head of the River. It was vital that they should win at Ostend if they were to gain confidence and to derive benefit from the heavy racing programme ahead of them in the subsequent weeks.

After a tremendous battle they did win the 2,000 metres. Here, at Amsterdam, and at Walton, the crew raced seven times in the Eight, the Coxed Four four times and the Coxless Four four times, all in the space of three weeks. Un-

fortunately, at Amsterdam, the crew experienced nearly all the unnerving experiences that can occur at a Continental regatta. Unless one knows the place and the event as well as we know Ostend it is probably essential for an ambassador to go out in advance to prepare the ground and to ensure that the crew will really benefit from the trip. The effects of Amsterdam were still very apparent at Walton, the following Saturday. The final of the Eights here was a dreadful affair but it had a salutary effect, and it was a chastened, not especially fast, but a very determined crew that presented itself for the Trials the next week.

Having beaten R.A.F. Cardington by $2\frac{1}{2}$ lengths, and L.M.B.C. by $1\frac{1}{2}$ lengths in the heats, they defeated First and Third Trinity in the Final of the Trials by a canvas in one of the finest races between two English crews that I have seen. They were down between a canvas and $\frac{1}{2}$ a length all the way to the enclosures where for the first time they got their nose in front and kept it there to the finish. If, in September the year before, the thought of producing an Empire Games Eight was to be thought highly optimistic, by the following April it was bordering on absurdity—yet in mid-June it was fact. We had not made it with much to spare, only a canvas—but it was enough.

After the Trials the crew returned to Putney for a week before leaving for Henley, and experimented with various boats and oars. They took some time to settle down after the heavy racing programme, but began to pick up again during the last week at Henley. A report of the Regatta itself will be found elsewhere in the Journal. During the remaining few days they came on steadily and before the crew left for Padarn, the very last day, they rowed a seven-minute course that was undoubtedly the best they had ever done.

The Second Eight

by GEOFFREY PAGE

There is no doubt that, looked at from any viewpoint you care to choose, the 1958 Second Eight were an extraordinary crew. It would be hard to find a more unlikely group of oarsmen in one crew. In addition to containing an American, an Australian and a New Zealander (with whom I had rowed in Vancouver), they were about as diverse in size, experience, background and skill as one could imagine. This was at once both their weakness and their strength—weakness because through force of

circumstances the final crew was not selected until after the Head and so through shortage of time it was not possible to iron out some of the more deeply ingrained variations; strength because with so many different backgrounds everyone had to make a real effort to re-learn to row in a new way and could not stagnate among a lot of preconceived ideas.

However, the gamble paid off. They developed into a very fast crew with a remarkable spirit. They must have been one of the happiest crews

we have had and their determination to win the Thames Cup brought them results that completely bewildered many critics used to judging crews by their uniformity, neatness and style. They thrived on hard work. During the week before Henley they covered the course 15 times at various rates and would have done more but for a pulled muscle in Crocket's back. The more work they did the faster they went.

Because their training was based on being fast over seven minutes and because of the lateness of their final selection, the early regatta results were not very startling. Their performances over four or five minutes were erratic because they very rarely rowed less than seven minutes in practice. No attempt was made to train specially for the pre-Henley regattas, nearly all of which they might have won had they done so. Nevertheless, when they were beaten it was always by very small margins and coming up fast. At Chester, where they went because of the 2,000-metre course, they won comfortably against moderate opposition, but the first sign of real pace came in a heat of the Grand at Reading, when they left Molesey standing off the start; Molesey having beaten our rather tired First Eight the previous week.

The confidence gained and a slight re-shuffle in the order enabled them to win the Marlow Eights, the first Thames crew for 21 years to carry off this event.

The Henley interlude is reported under that heading.

After Henley the crew was changed, various people having to drop out. It is a great pity that the full crew could not stay together, for there is no doubt that they would have won every Grand event on the river (except, possibly, the Serpentine event). Nevertheless, even with several changes, they continued to win, taking four events off the reel (Kingston, Metropolitan and Molesey Thames Cup Eights, and the Open Eights at Bedford, where the full London First Eight and a re-shuffled Eight from the University of British Columbia competed). At one period of the season they had won 21 races in a row, losing only the final of the Thames Cup during this time. During the whole season, the Second Eight appeared in 11 finals, winning two Open and four Thames Cup events, a great tribute to the racing spirit of the 13 oarsmen and two coxes who made up the crew at various times.

PROLOGUE TO THE REGATTA SEASON

THE BOUSTEAD CUP RACE

8th March, 1958

The race was rowed on the top of an exceptionally high spring tide. The First Eights of each club were matched against each other, the London Scullers Eight rowing against the Thames Second Eight. Mr. Guy Boustead, donor of the Cup, followed the race in the launch.

The First Eights got off to a running start in rough water and Thames immediately went into the lead, striking higher and coping with the bad conditions better than London, who made relatively slow progress. At the Club, Thames led by half a length, and, despite having to alter course to avoid other rowing and sailing craft, continued to increase their lead. At the Mile Post, Thames were two

lengths clear and London, who were not yet out of their troubles, tangled with a sailing dinghy, dropping farther behind. At Hammersmith, Thames were nearly three lengths clear, but London improved in the better water and held us to that distance, until, coming up to the finish, our crew 'packed them in' to go farther ahead, winning by 4½ lengths in 19 min. 38 sec.

A most welcome meal was afterwards enjoyed by the crews at Thames Rowing Club, followed by the usual 'get together'.

An encouraging start to the season to follow.

The Club crews were:

First Eight: R. J. Workman (bow); J. F. C. Badcock; R. D. F. Anderson; D. S. S. Elliot; J. P. M. Thomson; D. R. Mount; H. A. Wober (stroke); R. L. Penney (cox).

Won.

Second Eight: J. R. Hegarty (bow); R. Neale; J. N. Gladstone; M. A. Atkins; P. M. G. Harris; J. R. Cooper; D. King; M. J. Long (stroke); R. A. Matthiae (cox).

Lost.

Third Eight: A. Marx (bow); T. P. Harding; A. J. Cooke; F. C. Chard; I. G. Charter; A. B. Martin;

G. S. Dear; L. E. Stevens (stroke); R. W. Morris (cox).

Lost.

Fourth Eight: C. E. Harrison (bow); H. Kissling; A. M. Provan; A. J. McN. Walter; A. Routley; D. P. Wainman; H. Rubesam; A. Hawkes (stroke); D. A. Cook (cox).

Lost.

Fifth Eight: J. T. Williams (bow); M. A. Newton; R. S. Wild; S. W. Hunt; W. J. B. Strike; R. W. Knowles; J. Inglis; D. P. Widdowson (stroke); C. M. Barling (cox).

Lost.

READING HEAD OF THE RIVER RACE

15th March

First Eight: R. J. Workman (bow); J. F. C. Badcock; R. D. F. Anderson; D. S. S. Elliot; J. P. M. Thomson; J. A. Stephenson; G. G. H. Page; H. A. Wober; R. L. Penney (cox).

Started 4th, finished 5th; 16 min. 9 sec.

Second Eight: J. R. Hegarty (bow); R. Neale; J. N. Gladstone; M. S. Atkins; P. M. G. Harris; J. R. Cooper; D. King; M. J. Long (stroke); R. A. Matthiae (cox).

Started 16th, finished 17th; 16 min. 32 sec.

Third Eight: A. Marx (bow); T. C. Harding; A. J. Cooke; H. Rubesam; I. G. Charter; A. B. Martin; G. S. Dear; L. E. Stevens (stroke); R. W. Morris (cox).

Started 23rd, finished 53rd; 17 min. 17 sec.

Fourth Eight: D. B. Widdowson (bow); M. A. Newton; C. King; S. W. Hunt; W. J. B. Strike; R. W. Knowles; R. S. Wild; F. B. Harding (stroke); C. M. Barling (cox).

Started 92nd, finished 80th; 18 min. 7 sec.

HEAD OF THE RIVER RACE

29th March

First Eight: R. J. Workman (bow); A. B. Martin; R. D. F. Anderson; J. F. C. Badcock; J. P. M. Thomson; J. A. Stephenson; D. R. Mount; H. A. Wober (stroke); R. L. Penney (cox).

Started 8th, finished 12th; 19 min. 34 sec.

Second Eight: D. King (bow); R. Neale; J. R. Hegarty; M. S. Atkins; P. M. G. Harris; J. R. Cooper; G. S. Dear; M. J. Long (stroke); R. A. Matthiae (cox).

Started 25th, finished 29th; 20 min. 0 sec.

Third Eight: A. Marx (bow); C. E. Harrison; J. N. Gladstone; A. J. Cooke; H. Rubesam; L. E. Stevens; I. G. Charter; T. C. Harding (stroke); R. W. Morris (cox).

Started 31st, finished 47th; 20 min. 17 sec.

Fourth Eight: J. A. Wilmot (bow); R. C. Wright; W. M. Nisbet; J. Pope; A. C. Hancox; R. A. F. Macmillan; W. J. Griffith; J. N. Eldeen (stroke); D. R. Glynne-Jones (cox).

Started 38th, finished 128th; 20 min. 56 sec.

Fifth Eight: D. Sangwin (bow); B. Court; A. J. McN. Walter; D. B. Widdowson; A. Routley; G. Gibbs. H. P. Kissling; D. P. Wainman (stroke); F. O. Marsh (cox).

Started 80th, finished 173rd; 21 min. 21 sec.

Sixth Eight: J. T. Williams (bow); M. A. Newton; C. King; S. W. Hunt; W. J. B. Strike; R. W. Knowles; R. S. Wild; F. B. Harding (stroke); C. M. Barling (cox).

Started 86th, finished 174th; 21 min. 22 sec.

Seventh Eight: A. M. Provan (bow); P. Bendix; A. N. Watson; P. C. Birkett; J. Elgar; A. R. Reddin; F. C. Plumer; A. Hawes (stroke); R. T. Weston (cox).

Started 98th, finished 84th; 20 min. 35 sec.

Eighth Eight: A. G. Thoday (bow); J. T. Shaw; A. Randall; A. H. Sherratt; A. Rippin; J. L. Cooke; R. S. Hollom; E. F. Bigland (stroke); A. McDermott (cox).

Started 176th, finished 235th; 22 min. 3 sec.

HEAD OF THE RIVER FOR SCULLERS

12th April

D. R. Mount, started 13th, finished 11th; 24 min. 44 sec.

D. H. Drury, started 35th, finished 42nd; 26 min. 13 sec.

G. I. Blanchard, started 82nd, finished 50th; 26 min. 30 sec.

A. Hawes, started 24th, finished 52nd; 26 min. 35 sec.

F. P. Rumney, started 49th, finished 64th; 27 min. 5 sec.

J. R. Cooper, started 48th, finished 72nd; 27 min. 27 sec.

A. M. Provan, started 27th, finished 74th; 27 min. 42 sec.

THE SEASON'S ROWING

Races and Regattas

HAMMERSMITH REGATTA

10th May

Lady Hays Challenge Cup (Junior-Senior Eights)

C. E. Harrison (bow); P. C. Birkett; A. J. Cooke; H. Rubesam; A. Marx; J. R. Cooper; I. G. Charter; L. E. Stevens (stroke); D. A. Cook (cox).

Heat C: Quintin B.C., 1; T.R.C., 2; King's College, Cambridge, 3. $\frac{1}{2}$ length.

Junior-Senior Sculls

A. M. Provan.

Heat B: G. Colgan, 1; A. M. Provan, 2; J. Marns, 3. 4 lengths.

PUTNEY REGATTA

17th May

Reeve Challenge Cup (Junior-Senior Eights)

C. E. Harrison (bow); L. E. Stevens; A. Marx; J. R. Cooper; I. G. Charter; A. Ruddock; H. Rubesam; C. W. M. Hopkins (stroke); D. A. Cook (cox).

Race 20: Thames Tradesmen R.C., 1; T.R.C., 2. $\frac{1}{4}$ lengths.

Beverley Challenge Cup (Maiden Eights)

M. A. Newton (bow); S. W. Hunt; J. T. Williams; W. J. B. Strike; A. A. Horner; F. B. Harding;

R. S. Wild; J. Bigland (stroke); C. M. Barling (cox).
 Race 18: T.R.C., 1; Imperial College B.C., 'B', 2.
 3 lengths.
 Final: Polytechnic Students R.C., 1; City of
 London School B.C., 2; T.R.C., 3. 1 length.

Junior-Senior Sculls

A. M. Provan.
 Final: A. M. Provan, 1; G. Colgan, 2; J. Marns,
 3. 2 feet.

Junior Sculls

G. S. Dear.
 Race 1: S. C. Mays, 1; G. C. Stone, 2; G. S. Dear,
 3. Easily.

VESTA ROWING CLUB OPEN DASHES

20th and 21st May

Quintin Challenge Cup (Senior Eights)

'A' Crew: R. J. Workman (bow); J. P. M. Thomson; J. A. Stephenson; A. Wober; A. C. Hancox; J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

'B' Crew: D. King (bow); M. J. Long; J. N. Gladstone; P. M. G. Harris; R. D. F. Anderson; G. C. Crocket; A. Routley; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat 1: T.R.C. 'A', 1; London R.C. 'B', 2; Imperial College B.C., 3. $\frac{1}{4}$ length; 1 min. 9 sec.

Heat 3: T.R.C. 'B', 1; Vesta R.C., 2; Westminster Bank R.C., 3. $\frac{3}{4}$ length; 1 min. 9 sec.

Final: Crowland R.C., 1; T.R.C. 'A', 2; T.R.C. 'B', 3. Canvas; 1 min. 8 sec.

Junior-Senior Sculls

A. M. Provan.
 Heat 2: A. M. Provan, 1; ? ? Roche, 2. $\frac{1}{4}$ length;
 1 min. 23 sec.
 Final: A. Russell, 1; A. M. Provan, 2. $1\frac{1}{4}$ lengths;
 1 min. 23 sec.

CHESTER REGATTA

24th May

Senior Eights

D. King (bow); M. J. Long; J. N. Gladstone; P. M. G. Harris; R. D. F. Anderson; G. C. Crocket; A. Routley; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat B: T.R.C., 1; King's School, Chester, B.C., 2; $2\frac{1}{2}$ lengths.

Semi-final: T.R.C., 1; Burton Leander R.C., 2; $\frac{3}{4}$ length.

Final: T.R.C., 1; Royal Chester R.C., 2; 4 lengths.

Senior Sculls

A. G. Sheil; A. M. Provan.
 Final: A. N. Leather, 1; A. G. Sheil, 2.

TWICKENHAM REGATTA

24th May

Twickenham Cup (Junior Eights)

M. A. Newton (bow); S. W. Hunt; J. T. Williams; W. J. B. Strike; A. J. Cooke; F. B. Harding; R. S. Wild; J. Bigland (stroke); C. M. Barling (cox).

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

CONTINENTAL INTERLUDE

26th May

2,000 Metres Rowing

This year, the Club entered the First Eight at two continental regattas, regattas which were separated in time from each other. We appeared at Ostend at Whitsun and at Amsterdam a week later.

At Ostend the party was managed by David Glynne-Jones with Dick Phelps ubiquitously helpful and helping. Entries were made for the 2,000-metre Senior Eights, 400-metre Sprint Eights and for 2,000-metre Coxed and Coxless Fours.

In winning the Senior Eights, the First Eight had in the final what was probably its best row and race of the season. The opposition was much stronger than in 1957, this year's second crew containing Detweiler and Hensley, two Americans who had rowed in the fabulous Navy crew, winning among other things the 1952 Olympics. (Later, as Service Men's European Amateur Rowers, U.S.A. [*sic.*], they appeared in the Goblets at Henley.)

In the 400-metre dash, the Eight, slowish off the mark, could not do better than put up fourth best time to Benson, who deservedly won.

In the Coxless Fours, the bow four never really liked their boat or their outings; they raced gamely but came nowhere.

In the Coxed Four, the stern four always looked as if they were about to do great things, but never quite did. However, their opposition was as stiff as the Eight's, perhaps stiffer. It had good hard races and only after a tremendous struggle with what was the stern four of the Marne and Bourse Eight, did it admit to having to be satisfied with second place in the final. (Incidentally, how pleasant it is at Ostend when coming second, to get a medal, if reduced in size. English regattas to note?)

We thank most sincerely Mme. Suzanne Caverhill for arranging invitations, so making the visit possible; M. Charles Heuzel and his indefatigable regatta committee for the big welcome we always get; and our many friends in Ostend and at l'Hôtel Central who always make the non-rowing part of our trips so splendid.

Having won, permanently, the Senior Eights Trophy in 1957, we put an inscription on the cup and took it back this year, offering it to the regatta on behalf of the Club, as a *prix d'honneur, en perpetuité*. They were delighted. Our stock has never been higher.

At Amsterdam, on 31st May, the party was joined by Bill Williams.

This time the invitation had been sent directly to us by de Hoop R.C. whose 110th regatta this was to be, on the Bosbaan, where in

1937, 1949 and 1954 the European Championships were held.

Because travelling was very much more of a proposition than to Belgium we flew by K.L.M. Viscount. We did not relish the idea of walking to London Airport to get on our plane (remember the bus strike?) so K.L.M. provided buses from Sloane Street, and excellent flying. We were met at midnight on Friday at the airport in Amsterdam by what seemed to be hordes of hand-shaking English-speaking Dutchmen and women—and we were each separately taken care of as guests in the homes of members of the de Hoop R.C.

At the Bosbaan the next morning we were tremendously impressed by this fact of a marine stadium, though less pleased with the condition of the water when we finally got out on it. It never suited us, being shallow and somehow volatile and thin. We also had some trouble in finding suitable craft to boat in. The Eight and the Coxless Four were uncomfortable in every race and outing; the Coxed Four, at least, were lent a beautiful Stamfli boat by S. N. de Genève for their final, but only after a most disastrously agonised row in a French boat in the heat.

As at Ostend, the Coxless Four was not a success.

In the Senior Eights, opposition was up to European Championship standard. We got into the final and were there faced with Nereus, finalists in the 1957 European Championships, S. N. de Genève, Scottish Argonauts (their Empire Games crew) and Wiesbaden.

Nereus won and Thames were third to Wiesbaden, Scottish Argonauts being about a length down on us, with Genève last.

Nereus were a beautiful crew to watch and won well. Wiesbaden rowed with oars which were the biggest any of us had ever seen. One of our new-shape blades, being 6½ in. at the widest point, was overlapped by at least half an inch on either side when we put one of ours on top of one of theirs. They covered them, too, at a high rate of striking. Later in the season they won the Senior Eights at Lucerne, beating among others, Harvard, who had just won the Thames Cup. (And in this year's Boat Race, a man had his blade *shaved*.)

The Coxed Four, after the tremendous struggle to get into the final, had, as at Ostend, the stern four of the best Eight to contend with. Nereus romped away, however, and we did not see them. Once more we took second place. We beat Wiesbaden, a consolation.

We thank particularly Mr. U. J. Suermondt, the secretary of de Hoop, for the hard work our visit caused him; all our hosts for their wonderful hospitality and friendship. (Friendship? It is rumoured that letters bearing Dutch stamps still arrive at the Club, on engineering matters, we believe.)

We shall remember lots of things about our Amsterdam trip—the incredible party after the regatta at the biggest hotel in Amsterdam, a vision of fire hoses, swinging chandeliers, glasses being swept in dozens from tables to the floor, the noise, and, in the middle of it all, two foreigners (obviously) calmly sitting in a corner with the rows of bottles of Pils in front of them steadily, but surely, getting less and less.

Not the party only, however, but Amsterdam itself as seen from a Sunday morning water bus; de Hoop clubhouse, a brilliant centre; Van Mesdag scooting around in his Volkswagen, carting our blades and arguing endlessly with the customs people.

But above all, the happiness and the kindness of the Dutch.

Our continental ventures were undertaken, we felt, for reasons which were psychologically sound. From the beginning of the season the Club had resolutely determined to produce the crew which would represent the country at the Empire Games in July. The Games course being 2,000 metres in length, and the Trials for the Games a roughly equivalent distance and there being no regattas at all in this country able to offer a straight 2,000 metres at the right time—it was pretty obvious that if our chaps were to have a much-needed edge over the opposition at the Trials, proper racing experience had to be had beforehand, wherever it was offered.

The programme for the First Eight, therefore, was arranged thus: Dashes, 20th/21st May, Ostend 24th/26th May, Amsterdam 31st May, Walton 7th June, Trials 14th June.

In that time, the personnel in the First Eight, either as the eight or in fours, had 15 races over a 2,000-metre course. Without any doubt whatever, this experience as nothing else enabled the crew to win the Empire Games Trials, producing the necessary winning distance, even though marginal, when it mattered.

OSTEND Results

Senior Eights: (2,000m)

R. J. Workman (bow); J. A. Stephenson; D. R. Mount; A. C. Hancox; J. P. M. Thomson; J. F. C. Badcock; D. S. S. Elliot; A. Wober (stroke); R. L. Penney (cox).

Final: T.R.C. 1, 6 min. 51 sec.; S.N. de la Marne-C. N. Bourse, 2, 6 min. 52 sec.; U.S. Metro Paris 3, 6 min. 54 sec.

Senior Eights: Sprint (400m)

R.A.F. Benson, 1; U.S. Metro, 2; S.N. Basse-Seine, 3; T.R.C., 4; Bataillon de Joinville, 5; S.R.S.N. Gand, 6.

Coxless Fours

R. J. Workman (bow, steers); J. P. M. Thomson; J. A. Stephenson; A. Wober (stroke).

Beaten easily in heat. The event was won by Ditmarzia, Kiel.

Coxed Fours

A. C. Hancox; J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

Final: S.N. Marne Paris et Bourse, 1, 7 min. 4 sec.; T.R.C., 2, 7 min. 7 sec.; Germania, Dusseldorf, 3, 7 min. 8 sec.

AMSTERDAM Results

Senior Eights: (2,000m)

R. J. Workman (bow); J. P. M. Thomson; J. A. Stephenson; A. Wober; A. C. Hancox; J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

Final: Nereus, 1, 7 min. 1 sec.; Rudergesellschaft Wiesbaden-Biebrich, 2, 7 min. 6 sec.; T.R.C., 3, 7 min. 9 sec.; Scottish Argonauts, 4, 7 min. 11 sec.

Coxed Fours

A. C. Hancox; J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

Final: Nereus, 1, 8 min.; T.R.C., 2, 8 min. 11 sec.; Wiesbaden, 3, 8 min. 25 sec.

Coxless Fours: (2,000m)

R. J. Workman (bow, steers); J. P. M. Thomson; J. A. Stephenson; A. Wober (stroke).

Heat: Wiesbaden-Biebrich, 1, 6 min. 51 sec.; S.N. de Genève, 2, 7 min. 1 sec.; T.R.C., 3, 7 min. 40 sec.

CHISWICK REGATTA

31st May

Allanson Memorial Trophy (Thames Cup Eights)

D. King (bow); M. J. Long; J. N. Gladstone; P. M. G. Harris; R. D. F. Anderson; G. C. Crockett; A. Routley, M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat A: Crowland R.C., 1; T.R.C., 2; National Provincial Bank R.C., 3; canvas; 3 min. 57 sec.

Family Challenge Cup (Senior Fours)

G. S. Dear (bow, steers); A. B. Martin; J. R. Hegarty; R. Neale (stroke).

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

Heat F: T.R.C., 1; Lensbury R.C., scratched.

Semi-final: Walton R.C., 1; T.R.C., 2. 3 lengths; 4 min. 37 sec.

Jefferies Memorial Trophy (Junior-Senior Eights)

C. E. Harrison (bow); L. E. Stevens; A. Marx; J. R. Cooper; I. G. Charter; A. Ruddock; H. Rubesam; C. W. M. Hopkins (stroke); D. A. Cook (cox).

Heat A: Cygnet R.C., 1; Horseferry R.C., 2; T.R.C., 3; 1½ lengths, 4 min. 12 sec.

Ronald Studd Cup (Junior Eights)

M. A. Newton (bow); S. W. Hunt; J. T. Williams; W. J. D. Strike; A. A. Horner; F. B. Harding; R. S. Wild; J. Bigland (stroke); C. M. Barling (cox).

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

Coronation Challenge Cup (Junior-Senior Sculls)

A. M. Provan.

Heat A: A. M. Provan, 1; J. Marns, 2; J. N. Warren, 3.

Heat D: G. Colgan, 1; A. M. Provan, 2; E. Storey, 3. 1½ lengths; 5 min. 6 sec.

WALTON REGATTA

7th June

Ladies' Challenge Cup (Senior Eights)

R. J. Workman (bow); J. P. M. Thomson; J. A. Stephenson; A. Wober; A. C. Hancox; J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

Heat A: T.R.C., 1; Crowland R.C., 2; 2 lengths.

Final: Molesey B.C., 1; T.R.C., 2., ½ length, 4 min. 59 sec.

Walton Challenge Cup (Thames Cup Eights)

D. King (bow); M. J. Long; J. N. Gladstone; P. M. G. Harris; R. D. F. Anderson; G. C. Crockett; A. Routley; M. S. Atkins (stroke); R. A. Matthiae (cox).

Heat C: T.R.C., 1; R.A.F. Cardington R.C., 2.

Heat F: R.A.F. Benson R.C., 1; T.R.C., 2.

Goring Challenge Cup (Wyfold Fours)

G. S. Dear (bow, steers); A. B. Martin; J. R. Hegarty; R. Neale (stroke).

Heat C: Farnival S.C., 1; T.R.C., 2. Easily; 5 min. 47 sec.

Sabin Challenge Cup (Junior-Senior Eights)

C. E. Harrison (bow); L. E. Stevens; A. Marx; J. R. Cooper; I. G. Charter; A. Ruddock; H. Rubesam; C. W. M. Hopkins (stroke); D. A. Cook (cox).

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

Junior-Senior Fours

C. W. M. Hopkins (bow, steers); A. Ruddock; H. Rubesam; J. R. Cooper (stroke).

Heat B: St. Bartholomew's Hospital B.C., 1; T.R.C., 2.

Heat F: Weybridge R.C., 1; T.R.C., 2.

Senior Sculls

A. G. Sheil.

Heat B: M. Gaylard, 1; A. G. Sheil, 2. 2½ lengths; 6 min. 56 sec.

Junior-Senior Sculls

A. M. Provan.

Heat B: J. P. Gilmore, 1; A. M. Provan, 2. ½ length; 6 min. 36 sec.

Junior Sculls

T. C. Harding.

Heat A: C. Branton, 1; T. C. Harding, 2. 2 lengths; 6 min. 57 sec.

EMPIRE GAMES TRIALS

1958

In announcing how they intended to select crews for the Empire Games, the A.R.A. Selection Board made what proved to be a most popular decision, popular particularly among the oarsmen—to hold a Trials regatta, the winners of each event automatically to receive nomination as the England crew to compete at Lake Padarn in Wales.

It could have been said that by such a policy the selectors abdicated their responsibility and, by letting the crews select themselves, became merely acceptors of a situation at the end of a knockout competition. But there is no doubt at all that what they decided to do was most fair, for there could have been no better or other way of ensuring that an undisputed and, in terms of racing, proved team was selected to represent the country.

Since the Games were to be held in Great Britain it was most properly felt that England should be represented in every event, and so in the Trials there were events for single sculls, for which there were six entries; double sculls, three; pairs, six; coxless fours, 12; coxed fours, six; and eights, 10. The regatta was to be at Henley over an 1,880 metre course against the stream and was to occupy three days.

We made entries for both four events, though being Thames, the home of eight-oared rowing in this country, we entered firstly, and we hoped most preparedly, for the senior event. We withdrew our coxless four before the regatta.

Elsewhere will be found an account of the First Eight's performances in the first part of the season, and anyone who reads through the detailed results will see how unpredictable a crew it appears to have been. We were given no sort of chance by 'informed comment' either immediately before the regatta—nor indeed had we been given by the press anything that could remotely have been called encouragement at any point in the season.

In fact the First Eight arrived for the Trials in a delicately balanced position, having recently beaten two of the more favoured entries—Benson at Ostend and Crowland at Walton, both relatively easily—and at the same time smarting under the half-length defeat by Molesey in the final of the Walton Grand.

The crew went into residence for the first two days at Hedsor Wharf, and so had calm, smooth, ideal conditions off the water.

On the Thursday morning we learned that of the 10 Eights, Pembroke and Emmanuel had withdrawn and that we were to race Cardington in the first heat. The race was uneventful and to pattern, the crew rowing steadily away from the start to win by $2\frac{1}{2}$ lengths.

On Friday we had an almost similar race against Lady Margaret. We won by $1\frac{1}{4}$ lengths. The Coxed Four in their heat drew Christchurch R.C. The race was won easily.

Friday evening had come and Thames had both crews in the final. In the Eights the situation was not at all as the pundits had predicted. Molesey had gone down on the first day, as had Crowland and Benson. Jesus had survived, to be beaten by 1st and 3rd Trinity, whom we were to meet in the final. For Friday night, the crew moved to The Bull at Nettlebed, as had the 1957 European Championship Trial crew.

The race against 1st & 3rd Trinity B.C. on Saturday, Reading Saturday, was not like either of the heats. It began with Thames striking rather more than their usual 40, but finding a powerful stride after the first half-minute. 1st & 3rd were, however, at that point alongside, and they then spurted and went up. Thames attacked and drew almost level, but not quite. Several times between the Barrier and Remenham this happened. Somewhere about the Tree, the 1st & 3rd cox called for another spurt, but the crews remained together. At that point, Thames, knowing that their opponents could be beaten, attacked and, though utterly exhausted, went up to a canvas ahead and held it to the end. Despite everything that 1st & 3rd did in the last 200 yards, they could not pull Thames back.

In the final of the coxed four event, which took place late in the afternoon, a tired but elated stern four went down to the start and got on to the stakeboats with a very needed Barn Cottage. Thames were in the race up to halfway, but thereafter were very tired and Barn Cottage went ahead as they wanted.

In the other events, Carver, of 1st & 3rd, won the sculls, Baker and Spracklen of Marlow the double sculls, Hall and Douglas-Mann the pairs, and National Provincial Bank the coxless fours.

So the regatta was over and, more importantly for the Club, Thames was to return to the sphere of international rowing. The red, white and black could be worn with added *élan*. To Felix and Joyce Badcock who gave their house and hospitality so generously, many thanks. Their contribution towards producing the England crew was very real.

EMPIRE GAMES TRIALS

12th, 13th and 14th June

Eights

R. J. Workman (bow); J. P. M. Thomson; J. A. Stephenson; H. A. Wober; A. C. Hancox; J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

Heat 1: Lady Margaret B.C., 1; R.A.F. Benson R.C., 2. $\frac{3}{4}$ length; 6 min. 11 sec.

Heat 2: Jesus College, Cambridge, B.C., 1; Crowland R.C., 2. $\frac{1}{2}$ length; 6 min. 14 sec.

Heat 3: T.R.C., 1; R.A.F. Cardington R.C. 2. $2\frac{1}{2}$ lengths; 6 min. 10 sec.

Heat 4: First & Third Trinity B.C., 1; Molesey B.C., 2. 6 min. 7 sec.

Semi-Finals:

A: T.R.C., 1; Lady Margaret B.C., 2. $1\frac{1}{2}$ lengths; 6 min. 20 sec.

B: First & Third Trinity B.C., 1; Jesus College, Cambridge B.C., 2. $\frac{1}{2}$ length; 6 min. 19 sec.

Final: T.R.C., 1; First & Third Trinity B.C., 2. canvas; 6 min. 17 sec.

Coxed Fours

A. C. Hancox (bow); J. F. C. Badcock; D. R. Mount; D. S. S. Elliot (stroke); R. L. Penney (cox).

Heat 1: London & Barn Cottage, 1; Crowland R.C., 2. Easily; 6 min. 49 sec.

Heat 2: London & Barn Cottage, 1; Leander Club, 2. Easily; 7 min. 3 sec.

Heat 3: T.R.C., 1; Christchurch R.C., 2. Easily; 7 min. 14 sec.

Final: London & Barn Cottage, 1; T.R.C., 2. Easily; 6 min. 48 sec.

READING REGATTA

14th June

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

D. King (bow); M. J. Long; J. N. Gladstone; P. M. G. Harris; R. D. F. Anderson; G. C. Crocket; A. Routley; M. S. Atkins (stroke); R. A. Matthiae (cox).

Senior Eights

Race 62: T.R.C., 1; Molesey B.C., 2. $1\frac{1}{2}$ lengths; 4 min. 55 sec.

Final: Christ Church B.C., 1; T.R.C., 2. $\frac{3}{4}$ length.

Thames Cup Eights

Race 15: T.R.C., 1; Jesus College, Oxford, B.C., 2; Kingston R.C., 3. $1\frac{1}{2}$ lengths; 4 min. 52 sec.

Race 70: R.A.F. Benson R.C., 1; Queen's College, Oxford, B.C., 2; T.R.C., 3. $\frac{1}{2}$ length; 4 min. 57 sec.

Reading Challenge Vase (Wyfold Fours)

G. S. Dear (bow, steers); A. B. Martin; J. R. Hegarty; R. Neale (stroke).

Race 20: Walton R.C., 1; T.R.C., 2. 3 lengths; 5 min. 17 sec.

Sandeman Challenge Cup (Junior-Senior Eights)

C. E. Harrison (bow); L. E. Stevens; A. Marx; T. C. Harding; I. G. Charter; J. R. Cooper; J. Rickett; C. W. M. Hopkins (stroke); D. A. Cook (cox).

Race 17: St. John's College, Oxford, B.C., 1; Eton Excelsior R.C., 2; T.R.C., 3. $2\frac{1}{2}$ lengths; 4 min. 58 sec.

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

M. A. Newton (bow); S. W. Hunt; J. T. Williams; W. J. B. Strike; A. J. Cooke; A. A. Horner; R. S. Wild; J. Bigland (stroke); C. M. Barling (cox).

Race 20: Sir William Borlase's School B.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths; 5 min. 3 sec.

Senior Sculls

A. G. Sheil.

Race 5: B. G. Davis, 1; A. G. Sheil, 2.

Junior-Senior Sculls

A. M. Provan.

Race 5: A. M. Provan, 1; J. P. Gilmore, 2.

Race 16: A. M. Provan, 1; A. B. Clasen, 2. $1\frac{1}{2}$ lengths; 6 min. 15 sec.

Race 38: B. E. Hayward, 1; A. M. Provan, 2. Easily; 5 min. 56 sec.

Junior Sculls

T. C. Harding.

Race 3: J. Stoddart, 1; T. C. Harding, 2. 4 lengths; 6 min. 40 sec.

MARLOW REGATTA

21st June

Marlow Eights Challenge Cup

(Thames Cup Eights)

D. King (bow); M. J. Long; J. N. Gladstone; G. C. Crocket; R. D. F. Anderson; P. M. G. Harris; A. Routley; M. S. Atkins (stroke); R. A. Matthiae (cox).

Race 14: T.R.C., 1; Trinity Hall B.C., 2. $\frac{3}{4}$ length; 4 min. 6 sec.

Race 68: T.R.C., 1; King's College, Cambridge, B.C., 2; Kingston R.C., 3. $\frac{1}{2}$ length; 4 min. 21 sec.

Race 98: T.R.C., 1; Imperial College B.C., 2; Vesta R.C., 3. $\frac{1}{2}$ length; 4 min. 13 sec.

Final: T.R.C., 1; Christ's College, Cambridge, 2; L.M.B.C., 3. $1\frac{1}{2}$ lengths; 4 min. 13 sec.

Town Challenge Cup (Wyfold Fours)

G. S. Dear (bow, steers); A. B. Martin; J. R. Hegarty; R. Neale (stroke).

Race 19: T.R.C., 1; Queens' College, Cambridge, B.C., 2. 2 lengths; 4 min. 48 sec.

Race 66: Nottingham & Union R.C., 1; T.R.C., 2. $3\frac{1}{2}$ lengths; 4 min. 39 sec.

Junior Eights Challenge Cup

M. A. Newton (bow); S. W. Hunt; A. J. Cooke; W. J. B. Strike; A. A. Horner; F. B. Harding; R. S. Wild; J. Bigland (stroke); C. M. Barling (cox).

Race 34: Monkton Coombe School B.C., 1; Lady Margaret B.C., 2; T.R.C., 3. $1\frac{1}{2}$ lengths; no time taken.

Junior Sculls

D. H. Drury.

Race 29: D. H. Drury, 1; P. L. Lee, 2. 2 lengths; 5 min. 19 sec.

Race 83: J. Stoddart, 1; D. H. Drury, 2. $1\frac{1}{2}$ lengths; 5 min. 21 sec.

RICHMOND REGATTA

28th June

Junior Eights

R. S. Wild (bow); S. W. Hunt; J. T. Williams; W. J. B. Strike; A. J. Cooke; A. A. Horner; I. G. Charter; J. Bigland (stroke); C. M. Barling (cox).

Race 5: T.R.C., 1; Kingston Grammar School B.C., 2. 4 feet; 4 min. 22 sec.

Race 12: St. Paul's School B.C., 1; T.R.C., 2. Canvas; 3 min. 51 sec.

Junior Sculls

D. H. Drury.

Race 7: D. H. Drury, 1; M. Jones, 2. 2 lengths; 4 min. 33 sec.

Race 10: L. Hunt, 1; D. H. Drury, 2. 1½ lengths; no time taken.

Maiden Sculls

P. C. Birkett.

Race 3: J. Arthurton, 1; P. C. Birkett, 2. 2 lengths.

HENLEY

ROYAL REGATTA

2nd, 3rd, 4th and 5th July

The entries in the Regatta in 1958 numbered 145. Four eliminating races in the Ladies' Challenge Plate, three in the Princess Elizabeth Challenge Cup, and four in the Wyfold Challenge Cup were rowed on the morning of Saturday, 28th June, before the draw.

There were 47 races on the first day, 39 on the second, 24 on the third and 14 on the final day. Because of a dead-heat on the Friday, this year the semi-finals and final of the Wyfold Challenge Cup took place on the Saturday.

Heavy rain in the week before the Regatta flooded the boat tents and saturated the enclosures and car parks. During the Regatta persistent showers until mid-afternoon on the Wednesday and a severe thunderstorm on Thursday afternoon caused difficulties in the enclosures and car parks.

There were fast conditions for racing on the Saturday, when the fastest recorded times were equalled in the Double Sculls Challenge Cup and to Fawley in the Diamond Challenge Sculls, and a new record was established in the Diamond Challenge Sculls to the Barrier.

The prizes were presented by His Excellency The Right Hon. Sir Eric Harrison, K.C.V.O.

THE GRAND EIGHT

'Sparrow' Morris writes:—'Needs must when the Devil drives'—a very apt thought when confronted firstly by one's Captain who is obviously practised at popping the question with such diplomacy and timing that the only possible answer is, 'I will,' and secondly by that insistent fellow, the Editor, who employs the 'or else' tactics to ensure a favourable response to his insistent demand for an article. However, there was every incentive to co-operate wholeheartedly with both the 'drivers' this year—for their concern and mine was the progress of the Grand Eight afloat during the Henley fortnight.

When I accepted the Captain's offer 'everything in the garden was lovely.' Here was a happy and determined crew which, thanks to the ministrations of David Glynne-Jones and their own raciness, had won at Ostend and the Empire Games Trials. Here also was a crew not strongly addicted to covering its blades on the finish. In fact, here was a crew that could be worked on!

But, alas, on the day before leaving for Henley, we heard the sad news of the death of Don Elliot's father.

In the circumstances we gave Marlow Regatta a miss and decided for the convenience of Don to continue boating from the Club. All credit must be given to him for sparing us so much time and for continuing to stroke the crew with verve during a very trying period.

The crew also greatly appreciated Dick Phelps's decision to remain with us at Putney. And I was thankful to have his able assistance in helping to solve the next problem—which was—which boat and which oars to use? The A.R.A. had offered the Club the use of the Yale boat and oars, but wanted us to make a quick decision. A 90 per cent decision in favour of using the Yale boat was made, in the bar, after the fourth outing. I think the crew realised that once they had mastered the art of making the boat 'plane,' it would be the fastest boat available. It also proved to be an excellent rough water boat, which characteristic later helped the crew considerably at Lake Padarn.

We had our first outing at Henley on Wednesday, and the second on Thursday evening due to No. 4 having to sit for an examination. Thereafter we got down to Henley routine—and model making.

The first outing was memorable not only for the fact that they paddled over the course with Harvard, but that they also demonstrated their ability to keep the boat planing at the moderate rate of 24. The emphasis already laid on attaining an unhurried and covered finish seemed to be taking effect. But the crew were unable to produce for any length of time the

required form at 31/32. Perhaps the boat was really too big or the oars too wide for the available power; anyway we were pretty unanimous in not wishing to return to our own boat and oars.

It was not long before the unhurried finish started to deteriorate into a slow finish, but several suitable discouraging noises and a few explanatory words prevented a further deterioration and, I reckon, some improvement.

Then came the Draw. Lady Luck smiled upon us at last—no racing until Friday, and a worthy opponent in Leichhardt, from Australia.

Regrettably I have no record of the work during the next few days but the tussles we had with the Second Eight will probably live in most of the memories of the participants for another Henley or two, for they left all of us a trifle breathless.

It was rather obvious that the pace of the crew had reached a peak beyond which, I, at any rate, was not capable of pushing it, though if the bent cranks and broken spokes on the bicycle were anything by which to judge my efforts—I pushed pretty hard.

Race day dawned with the crew in fine fettle and rarin' to go—who wouldn't be by Friday afternoon! Race instructions were simple—'Beat the Aussies.' Well, they had a damned good try and could even have been successful if they had pulled out the stops above the Barrier. But there, I'm encroaching on the chronicler's official preserves and must sign off with a 'Thank you' to Tony and the crew for doing their best through a very difficult period. *Envoi*—the crew's efforts at car and aero modelling were masterly!

Grand Challenge Cup

	st.	lb.
R. J. Workman (bow)	11	5
2 J. P. M. Thomson	11	13
3 J. A. Stephenson	13	4
4 H. A. Wober	12	4
5 A. C. Hancox	13	1
6 J. F. C. Badcock	12	0
7 D. R. Mount	13	2
D. S. S. Elliot (stroke)	12	6
R. L. Penney (cox)	8	11

Semi-Final : Leichhardt R.C. (Australia), 1; T.R.C., 2. $\frac{3}{4}$ length; 6 min. 57 sec.

Leichhardt started at 40, did not drop below 35 and finished at 37. Thames started at 39, settled to 36 and finished at 38. They were level at the $\frac{1}{4}$ -mile, then Thames led by a few feet at the Barrier, reached in 2 min. They increased their lead to a canvas at Fawley, 3 min. 2 sec., but Leichhardt drew level at the $\frac{3}{4}$ -mile. Leichhardt then made their lead $\frac{1}{4}$ length at the Mile, and increased this to $\frac{3}{4}$ length at the finish.

THE SECOND EIGHT

Geoffrey Page continues:—

By the time the Second Eight came to Henley it was beginning to dawn on the crew that they could win the Thames Cup. Despite earlier suggestions that they had the pace to win at Henley, I'm sure they never really believed it until quite late in training.

Henley practice was successful and encouraging. Morale went up even higher when they rowed right away from Kent School in a practice row to the Barrier, and luck was still with us at the Draw, which was almost ideal for us.

In the end, they didn't quite pull it off. The results of the racing appear elsewhere, but while it was a disappointment to the crew to get so near to winning and fail, they nevertheless set an example of what can be achieved by guts, determination and crew spirit. They were really a much more skilful crew than they appeared at first sight, being very well together in the middle of the stroke. To get within two seconds of the Thames Cup record to the Barrier and Fawley, as the Second Eight did on the Friday, requires skill as well as brawn. Only one other crew has done this since Princeton set up the record in 1953, and that was Princeton in 1957.

From my own point of view, I can only hope that one day I shall again have the privilege of coaching such a coachable crew. I enjoyed the experience enormously, and I'm sure they taught me at least as much as I taught them!

Thames Challenge Cup

	st.	lb.
D. King (bow)	11	11
2 M. J. Long	11	8
3 J. N. Gladstone	13	4
4 G. C. Crocket	12	2
5 R. D. F. Anderson	13	5
6 P. M. G. Harris	13	12
7 A. Routley	13	7
M. S. Atkins (stroke)	12	8
R. A. Matthiae (cox)	8	10

Heat 4: Thames R.C., 1; R.A.F. (Cardington), 2. Won by $\frac{1}{4}$ length. Time: 7 min. 12 sec.

This race was rowed on Wednesday, 2nd July, at 11.20 a.m., in very heavy rain. Thames, on the Bucks station, went off at 40 and led by a canvas at the top of the island and $\frac{1}{4}$ length at the first signal. At the Barrier (2 min. 3 sec.), Thames was striking 34 to Cardington's 36 and led by $\frac{1}{4}$ length. At Fawley (3 min. 28 sec.) the situation was unchanged, then Cardington had a go and came up slightly. At Remenham, Thames were rather ragged and led by only $\frac{1}{4}$ length. At the Mile, Cardington also became ragged and Thames drew up slightly. In the row-in Thames held Cardington off at the lower rate

and finally won a good race by $\frac{1}{4}$ length. Cardington, with a 13-stone average, had rowed in the Empire Games Trials.

Heat 13: Thames R.C., 1; Oriel College, Oxford, 2. Won by $1\frac{1}{4}$ lengths. Time: 7 min. 18 sec.

On the Bucks station, Thames started at 41, but were rather washy. However, they soon led, having $\frac{1}{2}$ length at the top of the island, $\frac{3}{4}$ length at the $\frac{1}{4}$ -mile, and at the Barrier (2 min. 2 sec.) they were $1\frac{1}{4}$ lengths ahead and going right away. Thames kept their rate at 33 to Fawley (3 min. 27 sec.) and then dropped to 28 by Remenham and paddled in at 26 to win very easily.

Heat 21: Thames R.C., 1; Queen's University, Belfast, 2. Won by $\frac{3}{4}$ length. Time: 6 min. 59 sec.

This race was rowed in a brisk following wind on Friday, 4th July, at 11.40 a.m. Thames, on the Berks station, went off at 40 and had a lead of $\frac{1}{2}$ length at the first signal. They increased this to a length at the Barrier, going very well indeed. The Barrier time, 1 min. 59 sec., was two seconds outside the Thames Cup record. At Fawley, still going very well, Thames had $1\frac{1}{4}$ lengths lead, striking 34, and the Fawley time, 3 min. 20 sec., was still two seconds outside the record. Here, Thames dropped to 32 and then to 30, maintaining a lead of just over one length. The Irish crew spurred at Remenham but made only a slight impression, but Thames had to raise their rate to 36 for the last half-minute to win by $\frac{3}{4}$ length in 6 min. 59 sec. Queen's University were the Northern Ireland crew for the Empire Games.

Semi-Final: Thames R.C., 1; Molesey B.C., 2. Won by 1 length. Time: 7 min. 5 sec.

Rowed at 11.45 a.m. on Saturday, 5th July, in very good conditions with little wind. Thames, at 41, were striking lower than Molesey at the start but took the lead at once. At the first signal, Thames led by $\frac{1}{2}$ length and increased this to 1 length at the Barrier (2 min. 1 sec.) where they were striking 34 to $36\frac{1}{2}$ by Molesey. On the Bucks station, Thames continued to draw away and led by $1\frac{1}{4}$ lengths at Fawley (3 min. 23 sec.). At Remenham, striking 32, Thames were still clear, and came in very easily at 31 to win by 1 length in 7 min. 5 sec. A very good row. Molesey had competed in the Empire Games Trials.

Final: Harvard University, 1; Thames R.C., 2. Won by $\frac{3}{4}$ length. Time 6 min. 57 sec.

The Final was rowed at 5.30 p.m. on Saturday, 5th July. Thames, on the Bucks station, went off too fast at 44 and made a very bad start, one blade missing the water completely. At the first signal, Harvard led by $\frac{3}{4}$ length. At

the Barrier (1 min. 59 sec.), Thames were striking 35 to Harvard's 32 and had reduced the lead to $\frac{1}{2}$ length. Thames continued to gain and at Fawley (3 min. 22 sec.) Harvard led Thames by $\frac{1}{4}$ length, striking 33 to 34 by Thames. Both crews were going very well indeed. Harvard raised their rate and gained slightly but then Thames came up again. At Remenham, Harvard were still leading by $\frac{1}{4}$ length. Harvard again raised the rate to 35 and gained quickly for a time, and at the Mile they led by $\frac{3}{4}$ length. They continued to draw away, but Thames spurred at the bottom of the Enclosure and began to come up. Thames continued to gain in the row-in, but Harvard won a fine race by $\frac{3}{4}$ length in 6 min. 57 sec.

Wyfold Challenge Cup

		st.	lb.
G. S. Dear (bow, steers)	.. ..	11	5
2 A. B. Martin	.. ..	11	9
3 J. R. Hegarty	.. ..	12	0
R. Neale (stroke)	.. ..	11	12

Royal Engineers beat T.R.C. by $2\frac{1}{2}$ lengths. Times: Barrier 2 min. 14 sec. Fawley 3 min. 46 sec. Finish 7 min. 54 sec.

Thames started at 40 and continued at 34-35. Royal Engineers, starting at 36, led by $\frac{1}{4}$ length at the top of the Island. At 31-32 they steadily increased their lead to $1\frac{1}{4}$ lengths at Fawley and $2\frac{1}{4}$ lengths at the Mile.

KINGSTON REGATTA

12th July

Coronation Challenge Cup (Thames Cup Eights)

D. King (bow); C. E. Harrison; J. N. Gladstone; M. J. Long; R. D. F. Anderson; G. C. Crockett; G. S. Dear; M. S. Atkins (stroke); R. A. Matthiae (cox).

Race 8: T.R.C., 1; Quintin B.C., 2. $\frac{1}{2}$ length; 4 min. 1 sec.

Race 55: T.R.C., 1; University College School B.C., 2. 1 length; 4 min. 2 sec.

Final: T.R.C., 1; London R.C., 2. 2 feet; 3 min. 48 sec.

Home Park Challenge Cup (Wyfold Fours)

C. W. M. Hopkins (bow, steers); L. E. Stevens; J. Rickett; J. R. Cooper (stroke).

Race 35: T.R.C., 1; Kingston R.C., 2. $1\frac{1}{4}$ lengths; 4 min. 26 sec.

Race 58: Queen's College, Oxford, B.C., 1; T.R.C., 2. Easily; 4 min. 14 sec.

Surbiton Challenge Cup (Junior Eights)

R. S. Wild (bow); S. W. Hunt; A. J. Cooke; W. J. B. Strike; A. A. Horner; F. B. Harding; I. G. Charter; J. Bigland (stroke); D. A. Cook (cox).

Race 31: T.R.C., 1; Hampton Grammar School B.C., 2. $1\frac{1}{2}$ lengths; 4 min. 55 sec.

Race 52: T.R.C., 1; Molesey B.C., 2. $2\frac{1}{4}$ lengths; 4 min. 12 sec.

Race 66: Quintin School B.C., 1; T.R.C., 2. 3 feet; 4 min. 4 sec.

Junior-Senior Sculls

A. M. Provan.

Race 37: A. M. Provan, 1; J. P. Gilmore, 2. $1\frac{1}{2}$ lengths; 5 min. 11 sec.

Race 59: A. M. Provan, 1; M. Branton, 2. $\frac{1}{2}$ length; 4 min. 48 sec.

Race 72: G. Colgan, 1; A. M. Provan, 2. $1\frac{1}{2}$ lengths; 4 min. 59 sec.

Junior Sculls

D. H. Drury; T. C. Harding.

Race 3: D. H. Drury, 1; A. J. Simpson Scott, 2.

Race 4: T. C. Harding, 1; R. F. Elliott, 2. 5 min. 7 sec.

Race 47: M. Rosewell, 1; D. H. Drury, 2. 4 min. 59 sec.

Race 48: R. Slade, 1; T. C. Harding, 2.

METROPOLITAN REGATTA

15th, 16th and 17th July

Old Barnes Cup (Thames Cup Eights)

D. King (bow); M. J. Long; J. R. Hegarty; A. Ruddock; J. N. Gladstone; R. Neale; R. D. F. Anderson; M. S. Atkins (stroke); R. A. Matthiae (cox).

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

Old Goring Cup (Junior-Senior Fours)

C. W. M. Hopkins (bow, steers); L. E. Stevens; J. Rickett; J. R. Cooper (stroke).

Metropolitan Cup (Junior Eights)

R. S. Wild (bow); S. W. Hunt; A. J. Cooke; W. J. B. Strike; A. A. Horner; F. B. Harding; I. G. Charter; J. Bigland (stroke); D. A. Cook (cox).

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

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

Final: Thames Tradesmen R.C., 1; T.R.C., 2. $\frac{3}{4}$ length.

Tideway Cup (Junior-Senior Sculls)

A. M. Provan.

Heat 3: A. M. Provan, 1; D. Hodges, 2. 1 length.

Final: J. Murphy, 1; A. M. Provan, 2. 3 lengths.

Freeman Cup (Junior Sculls)

F. P. Rumney.

Heat 2: D. S. Terrett, 1; F. P. Rumney, 2. $\frac{1}{2}$ length.

MOLESEY REGATTA

19th July

Thames Cup Eights Challenge Cup

D. King (bow); M. J. Long; J. R. Hegarty; A. Ruddock; J. N. Gladstone; R. Neale; R. D. F. Anderson; M. S. Atkins (stroke); R. A. Matthiae (cox).

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

Race 57: T.R.C., 1; London R.C., 2. 1 length; 5 min. 8 sec.

Final: T.R.C., 1; Molesey B.C., 2. 4 lengths; 4 min. 59 sec.

Thames Cup Fours Challenge Cup

(Wyfold Fours)

C. W. M. Hopkins (bow, steers); L. E. Stevens; J. Rickett; J. R. Cooper (stroke).

Race 6: Thames Tradesmen R.C., 1; T.R.C., 2. $1\frac{1}{2}$ lengths; 5 min. 30 sec.

Junior Eights Challenge Cup

R. S. Wild (bow); S. W. Hunt; A. J. Cooke; W. J. B. Strike; A. A. Horner; F. B. Harding; I. G. Charter; J. Bigland (stroke); D. A. Cook (cox).

Race 31: Weybridge R.C., 1; T.R.C., 2. $\frac{1}{2}$ length; 5 min. 18 sec.

Garrick Pairs

J. R. Hegarty (bow, steers); R. Neale (stroke).

Race 20: T.R.C., 1; Lensbury R.C., 2. $3\frac{1}{2}$ lengths; no time taken.

Race 68: Quintin B.C., 1; T.R.C., 2. $2\frac{1}{2}$ lengths; 6 min. 17 sec.

Junior-Senior Sculls

A. M. Provan.

Race 54: J. M. Russell, 1; A. M. Provan, 2. $2\frac{1}{2}$ lengths; 6 min. 24 sec.

Junior Sculls

D. H. Drury; T. C. Harding.

Race 1: D. H. Drury; A. N. Catterall, 2. 3 lengths; 6 min. 19 sec.

Race 5: C. E. Gibson, 1; T. C. Harding, 2. $2\frac{1}{2}$ lengths; 6 min. 36 sec.

Race 37: D. H. Drury, 1; C. E. Gibson, 2. Easily; no time taken.

Race 66: D. H. Drury, 1; H. D. Twist, 2. Easily; 6 min. 41 sec.

Final: N. D. E. Wakefield, 1; D. H. Drury, 2. $1\frac{1}{2}$ lengths; 6 min. 15 sec.

BEDFORD REGATTA

26th July

Talbot Jarvis Challenge Cup (Senior Eights)

D. King (bow); C. E. Harrison; J. R. Hegarty; A. Ruddock; J. N. Gladstone; R. Neale; R. D. F. Anderson; M. S. Atkins (stroke); J. T. Shaw (cox).

Race 40: T.R.C., 1; Bedford School B.C., 2. $\frac{3}{4}$ length; 3 min. 44 sec.

Race 76: T.R.C., 1; Oundle School B.C., 2. $\frac{1}{2}$ length; 3 min. 35 sec.

Race 105: T.R.C., 1; City of Cambridge R.C., 2. $1\frac{1}{2}$ lengths; 3 min. 41 sec.

Final: T.R.C., 1; King's School, Chester, B.C., 2. 1 length in a re-row from the Town Bridge after a dead heat.

STAINES REGATTA

26th July

Junior-Senior Fours

C. W. M. Hopkins (bow, steers); L. E. Stevens; J. Rickett; J. R. Cooper (stroke).

Race 6: T.R.C., 1; Weybridge R.C., 2.

Race 72: T.R.C., 1; Kensington R.C., 2.

Race 87: T.R.C., 1; Kingston R.C. 'B', 2.

Final: Eton Vikings B.C., 1; T.R.C., 2.

Staines Sculls

A. M. Provan.

Race 33: B. D. Vaughan, 1; A. M. Provan, 2. Easily; 4 min. 53 sec.

Junior Sculls

T. C. Harding.

Race 24: C. E. Gibson, 1; T. C. Harding, 2. $3\frac{1}{2}$ lengths; 4 min. 27 sec.

MAIDENHEAD REGATTA

2nd August

Daily Telegraph Challenge Cup (Thames Cup Eights)

D. King (bow); M. J. Long; J. R. Hegarty; A. Ruddock; J. N. Gladstone; R. Neale; R. D. F. Anderson; M. S. Atkins (stroke); J. T. Shaw (cox).

Race 35: T.R.C., 1; Vesta R.C., 2. $1\frac{1}{2}$ lengths; 3 min. 30 sec.

Race 49: Sabrina B.C., 1; T.R.C., 2. $\frac{3}{4}$ length; 3 min. 27 sec.

Orkney Cottage Challenge Cup (Senior Fours)

G. S. Dear (bow, steers); J. P. M. Thomson; F. D. M. Badcock; J. F. C. Badcock (stroke).

Race 16: T.R.C., 1; Twickenham R.C., scratched. Race 66: T.R.C., 1; Furnivall S.C., 2. 1 length; no time taken.

Race 81: Sabrina B.C., 1; T.R.C., 2. 2 lengths; 3 min. 40 sec.

Town Challenge Cup (Junior-Senior Fours)

C. W. M. Hopkins (bow, steers); L. E. Stevens; J. Rickett; J. R. Cooper (stroke).

Race 19: Glasgow University B.C., 1; T.R.C., 2. $\frac{1}{2}$ length; 3 min. 56 sec.

Junior-Senior Sculls Challenge Cup

D. R. Mount; A. M. Provan.

Race 9: N. D. E. Wakefield, 1; D. R. Mount, 2. Easily; 4 min. 55 sec.

Race 65: B. D. Vaughan, 1; A. M. Provan, 2. $2\frac{1}{2}$ lengths; 4 min. 17 sec.

Junior Sculls Challenge Cup

T. C. Harding.

Race 24: C. McKay, 1; T. C. Harding, 2. $3\frac{1}{2}$ lengths; 4 min. 29 sec.

HENLEY TOWN AND VISITORS REGATTA

4th August

Haileywood Challenge Cup (Senior Eights)

D. King (bow); M. J. Long; J. R. Hegarty; A. Ruddock; J. N. Gladstone; R. Neale; R. D. F. Anderson; M. S. Atkins (stroke); J. T. Shaw (cox).

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

Old Town Challenge Cup (Senior Fours)

G. S. Dear (bow, steers); J. P. M. Thomson; F. D. M. Badcock; J. F. C. Badcock (stroke).

Heat 2: Putney Town R.C., 1; T.R.C., 2; Gladstone Warwick R.C., 3. $1\frac{1}{2}$ lengths; 5 min. 13 sec.

David Challenge Cup (Junior-Senior Fours)

C. W. M. Hopkins (bow, steers); L. E. Stevens; J. Rickett; J. R. Cooper (stroke).

Heat 4: T.R.C., 1; St. Edward Martyrs, 2; Putney Town R.C., 3. $1\frac{1}{2}$ lengths; 5 min. 13 sec.

Heat 9: Elizabethan & Westminster B.C., 1; T.R.C., 2; Glasgow University B.C., 3. 2 lengths; 4 min. 49 sec.

Gill-Mardon Challenge Cup

(Junior-Senior Sculls)

D. R. Mount; A. M. Provan.

Heat 2: O. N. Tubbs, 1; J. P. Gilmore, 2; A. M. Provan, 3. $2\frac{1}{2}$ lengths; 5 min. 42 sec.

Heat 9: J. A. Millbourn, 1; D. R. Mount, 2. 3 lengths; 5 min. 51 sec.

Miller Challenge Cup (Junior Sculls)

T. C. Harding.

Race 2: I. L. Elliott, 1; T. C. Harding, 2; R. A. Evans, 3. $4\frac{1}{2}$ lengths; 6 min. 8 sec.

SERPENTINE REGATTA

6th, 7th and 8th August

Grand Eights

D. King (bow); M. J. Long, 2; J. R. Hegarty, 3; A. Ruddock, 4; J. N. Gladstone, 5; R. Neale, 6; R. D. F. Anderson, 7; M. S. Atkins (stroke); R. A. Matthiae (cox).

Final: Mosman R.C. (Australia), 1; T.R.C., 2. 1 length; 2 min. 24 sec.

Senior Fours

G. S. Dear (bow, steers); J. P. M. Thomson, 2; F. D. M. Badcock, 3; J. F. C. Badcock (stroke).

Heat 1: Molesey B.C., 1; Isis B.C., 2; T.R.C., 3. 2 min. 41 sec.

Repêchage: Isis B.C., 1; T.R.C., 2; Vesta R.C., 3. 2 min. 48 sec.

This Isis four was the crew that had represented Wales in the Empire Games in North Wales.

Thames Cup Eights

F. C. Plumer (bow); J. Pope, 2; W. J. Griffith, 3; W. M. Nisbet, 4; A. R. Davidson, 5; R. A. F. Macmillan, 6; G. G. H. Page, 7; J. N. Eldeen (stroke); D. R. Glynne-Jones (cox).

Heat 2: Vesta R.C., 1; Cygnet R.C., 2; Quintin B.C., 3; T.R.C., 4. 2 min. 39 sec.

Wyfold Fours

'A' Crew: C. W. M. Hopkins (bow, steers); J. Rickett, 2; G. G. H. Page, 3; J. R. Cooper (stroke).

'B' Crew: C. E. Harrison (bow, steers); T. C. Harding, 2; P. M. G. Harris, 3; G. C. Crockett (stroke).

Heat 4: T.R.C. 'A', 1; Molesey B.C., 2; Vesta R.C., 3; T.R.C. 'B', 4. 3 min. 55 sec.

Final: R.A.F. Benson R.C., 1; T.R.C. 'A', 2. 2 min. 42 sec.

Double Sculls

A. M. Provan and D. R. Mount.

Final: D. Melvin and R. Beech, 1; A. M. Provan and D. R. Mount, 2. $\frac{1}{2}$ length; 2 min. 44 sec.

Junior-Senior Sculls

T. C. Harding; D. R. Mount; A. M. Provan.
Heat 1: J. Millbourn, 1; A. M. Provan, 2; I. L. Elliott, 3. 3 min. 13 sec.
Heat 2: G. Francis, 1; J. Beveridge, 2; T. C. Harding, 3.
Heat 5: B. E. Hayward, 1; D. R. Mount, 2; E. J. Goree, 3; J. Rolland, 4. 3 min. 8 sec.

THAMES ROWING CLUB REGATTA

27th September

C. W. Hughes Bowl (Club Fours)

Final: G. S. Dear (bow, steers); J. P. Thomson; W. M. Nisbet; J. F. C. Badcock (stroke), 1; D. King (bow, steers); J. A. Stephenson, 2; A. R. Reddin, 3; R. Workman (stroke), 2. 3 lengths.

John Lang Cup (Junior Scullers in Rum-tums)

Final: R. V. A. Temple, 1; J. N. Gladstone, 2. 3 lengths.

George Vize Beakers (Club Pairs)

Final: M. A. Newton (bow, steers); D. R. Mount (stroke), 1. A. M. Provan and A. Marx, scratched.

Beresford and Doubledee Cups (Club Senior Handicap Sculls)

Entry, with handicaps: J. N. Gladstone, 25 sec.; F. P. Rumney, 15 sec.; M. J. Long, 10 sec.; Bonnar Davies, 10 sec.; A. G. Sheil, 10 sec.; A. M. Provan, 5 sec.; D. R. Mount, scratch.

Result: F. P. Rumney, 1; D. R. Mount, 2; Bonnar Davies, 3.

Invitation Scratch Eights

Final: D. C. Gould (Bedford Park R.C.) (bow); B. D. Rippin (Bedford Park R.C.), 2; A. Marx, 3; W. Lawrence (Eton Mission R.C.), 4; F. P. Rumney, 5; J. N. Gladstone, 6; R. D. F. Anderson, 7; R. J. Workman (stroke); R. A. Matthiae (cox), 1.

CHRISTMAS EIGHTS

20th December

The race was rowed as a handicap from Chiswick Steps to the University Stone, Putney. Five regular T.R.C. crews competed, as well as a scratch T.R.C. crew, a scratch combined Guy's Hospital/T.R.C. crew and the Emanuel School First Eight.

The handicaps were as follows: T.R.C. 1, scratch; T.R.C. 2, received 20 sec.; T.R.C. 3, received 40 sec.; T.R.C. 4, received 45 sec.; Emanuel School received 60 sec.; T.R.C. 5 (scratch crew) received 65 sec.; T.R.C. 6 (juniors in clinker boat) received 85 sec.; T.R.C./Guy's Hospital (clinker boat) received 88 sec.

The order of finishing was: T.R.C. 6, 1; T.R.C. 1, 2; T.R.C. 2, 3; T.R.C. 5, 4; Emanuel School, 5; T.R.C. 3, 6; T.R.C. 4, 7; T.R.C./Guy's Hospital, 8.

The actual times taken were: T.R.C. 1, 12 min. 7 sec.; T.R.C. 2, 12 min. 30 sec.; T.R.C. 3, 13 min. 1 sec.; T.R.C. 4, 13 min. 8 sec.; Emanuel School, 13 min. 14 sec.; T.R.C. 5, 13 min. 17 sec.; T.R.C. 6, 13 min. 19 sec.; T.R.C./Guy's Hospital, N.T.T.

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

Second Eight: J. K. M. Hennessy (bow); M. J. Long; M. J. Carrigg; A. N. Boydell; G. C. Crocket; P. M. G. Harris; D. King; R. Neale (stroke); R. A. Matthiae (cox).

Third Eight: G. S. Dear (bow); C. E. Harrison; A. Ruddock; M. Underwood; G. J. Peakin; J. W. Varian; P. J. Brown; P. C. Birkett (stroke); J. T. Shaw (cox).

Fourth Eight: T. M. Jonas (bow); T. Harding; P. J. E. Dowden-Parker; I. B. Hudspeth; D. H. McLellan; A. Marx; D. P. Wainman; J. E. Dove (stroke); J. W. Hatcher (cox).

Fifth Eight: R. C. Bray (bow); A. B. Martin; B. S. Tanner; P. B. Rooksby; J. Petersen; J. L. H. Ward; F. C. Plumer; A. R. Reddin (stroke); R. J. Workman (cox).

Sixth Eight: C. H. J. Stevens (bow); M. A. Newton; R. S. Wild; A. Sacker; A. Cooke; E. J. Hudson; A. M. Watts; V. B. A. Temple (stroke); P. J. Gollop (cox).

HOUSE STEWARDS REPORT, 1958

In addition to the usual series of events organised by the house committee, the past year was notable for the Empire Games Reception, a separate report of which follows, and the revival of the pre-war custom of holding a Plum Pudding Supper at the Club after the Christmas Eights races. This was very well supported, and, despite the heavy toll of breakages, will be continued in the future. On a somewhat lesser scale it is pleasant to record that several members took the opportunity to arrange private parties at the Club, ranging from a small dinner for six to a large Sausage and Mash Twenty-first Birthday celebration.

Mr. and Mrs. Harvey, ably assisted by Miss Gregory, have taken all these events in their stride, including the not inconsiderable difficulty of catering for the crews at Henley in

the very limited kitchen space that was available.

Bob Bray, who had held office as a house steward for five years, resigned in March and was replaced by Tod Hollom—obviously a retrograde step since it was from Tod that Bob took over, five years ago!

So far as the bar is concerned, it is interesting to note the increasing demand for cigars (happily, from those no longer rowing in representative crews), and the sustained demand for milk among the active members. The latter is particularly irksome to the house committee since it shows a relatively small profit margin, and with a view to increasing the turnover in the cellar it has recently been decided to offer wines for home consumption at reduced prices—an innovation which it is hoped will be appreciated by the members.



VIIth British Empire and Commonwealth Games

WALES 1958

by TONY HANCOX

The shouting and the excitement now is over; all that remains of the VIIth British Empire and Commonwealth Games are some fading newspaper cuttings, a badge or two swapped among friends, a photograph of a self-conscious group and a white cap with its resplendent red rose embroidered over the word ENGLAND.

Already one looks forward to the Olympic Games in Rome in 1960 and the VIIIth Empire Games in Perth, Australia, in 1962. For sport knows no sentiment, no fixed point; must achieve more with its next breath than its last.

But, for a moment before we forget them, take a look at the great, the truly great Games of 1958. One speaks of them in the same terms as the Olympics; the standard of performance was as high, in some events higher, since several world records were broken. The organisation was the equal of Wembley in 1948. Wales and Cardiff may feel justly proud, for no city or country will ever be able to do better. But an Empire and Commonwealth Games has what an Olympics will never have: an atmosphere of real friendship. All speak the same language and share, regardless of colour, race or creed, an understanding that the Games have a value which cannot be measured only in terms of sporting prowess. Ever since the second world war, the Olympics have become an East-West struggle for supremacy. There is no such struggle in the Empire Games. Where but at such a gathering would all the participants spontaneously link arms before the crowds at the closing ceremony? Such a gesture crystallised for all who took part in the Games the value they saw in them and amply showed to the world—yes, let us say it, how great in spirit is the Commonwealth today.

The 1958 gathering was the largest since the Games were first held in 1930. Over 1,400 competitors and officials from 37 countries lived in the Empire Games village, 17 miles from Cardiff. Two hundred and four athletes were capped for England, the team taking part in all the nine sports of the games—Athletics, Boxing, Cycling, Fencing, Lawn Bowling, Rowing, Swimming, Weight Lifting and Wrestling. All but the rowing took place in or close to Cardiff, which had transformed itself to accommodate

its guests. £700,000 was spent on an Empire Pool. Cardiff Arms Park was converted into an athletics stadium with what was probably the finest track in Britain, the Royal Engineers building a Bailey bridge over the River Taff to serve as the competitors' entrance. The Empire Village was a model of smooth planning and working. It had, apart from the accommodation, a cinema, a photographic centre, hairdressing salons, shops, mobile kiosks serving free drinks, a laundry, a mending service run by the W.V.S., a Boy Scouts messenger service, a bank and several N.A.A.F.I.s. The village was on the site of the R.A.F. station at St. Athan and had, therefore, a permanent look that it would not otherwise have had.

The rowing took place 180 miles away on Llyn Padarn, at Llanberis in North Wales, amongst some of the most breathtaking scenery in the world. The lake, two miles long and about a quarter of a mile wide and very deep, lies at the foot of Snowdon and is sheltered from all but a head or following wind on account of the steepness of the mountains on either side of its length. The crews stayed at the University College of North Wales at Bangor close to the Menai Straits and Anglesey. The twice-daily journey to and from Llanberis through the stone-walled lanes was tremendously exciting, the colours of the mountains changing each journey, in different weathers. In the morning sun, the greens would predominate, in the evening the greys and browns. Quite often, of course, being in Wales it would rain, when the wet slate rock would glisten purple on the foot-hills but would grow blacker and darker as the eye travelled higher, until the mist merged earth into cloud.

The setting was at once vast and dramatic.

For Thames, whose first crew represented England in the Eights, the story began in June at Henley one hot afternoon when by a canvas from the 1st and 3rd Trinity Boat Club, Cambridge, they won the final of the Empire Games Trials.

In the weeks of training which remained before the Games, interest grew in the Commonwealth entry. It was learned that five countries had entered for the Eights, Northern Ireland,

Australia, Scotland, Canada and England. Thames had beaten Scotland in Amsterdam earlier in the season and the Thames Second Eight was to beat the Northern Irish crew, the Queen's University of Belfast, at Henley Royal Regatta on their way to the final of the Thames Challenge Cup. The opposition from Canada and Australia seemed, therefore, to be the strongest and least known. When the Royal Regatta at Henley was over and the crews moved up to Lake Padarn for the final fortnight of preparation it was seen that the Canadian crew, the University of British Columbia, were in world class, with Australia not much slower.

Practice was unlike anything the oarsmen had experienced before. The feeling in the middle of the lake was one of tremendous isolation. The water was quite black, as at that distance from the shore it was away from any colour which might be reflected in it. When it was smooth, which was not very often, there was an intense silence; when conditions were rough, the wind and the water and the overwhelming presence of Snowdon and the surrounding mountains contrived to make the boats feel rather small and very slow.

In the regatta, the first two days of racing produced no surprises and all the English crews qualified for the final either by winning their first heat or through the repêchage system. Conditions were smooth and easy, but for the final day a howling following wind whipped up waves which came over the saxboards of the boats. For England these were ideal conditions. Generally the men were lighter and as a result the boats sat higher in the water and were blown by the wind over the rough water rather than through it as were the heavier crews. The Eight came third to Canada and Australia and England gained medals in every event, including three gold ones. Only the fencing team equalled the feat of a medal in every event. The rowing team manager was a very happy man as he saw the last boat safely on to its rack. Bill Williams, the deputy Captain, coached the Welsh crews at Lake Padarn, the Four winning a bronze medal.

And then—so many things happened at once and one after another; the victory ceremony, with the Duke of Edinburgh giving the medals; his reception for the oarsmen in the evening on the lawns of a magnificent white house on the Menai Straits, his talking, simply, as one of the chaps, to everyone, moving from group to group; the party afterwards which lasted for hours, enlivened by impromptu performances on the stage of the hall where it was held—Maori war cries, Rocky Mountain hill-billies, the bagpipes and, of course, Welsh singing; the journey the following day from north to south of Wales, quite incredibly beautiful; arrival at

St. Athan, to be besieged outside the gates by hordes of autograph hunters.

And then it was over: we had marched into the arena, the athletes, not in teams, but mingling together, had listened to the Duke and to the voice of the Queen and the roar from all Cardiff as she announced that Prince Charles was to be Prince of Wales, had sung Auld Lang Syne, and had filed out for the last time.

No one who was there would be afraid of acknowledging that he was very moved. It was over: there was a sense of loss. For some, the moment was perhaps the high-point of their athletic careers, perhaps of their lives; for some the end of performance, for others the beginning.

The Queen has called on the youth of the Empire and Commonwealth to meet again in four years' time. The span of a man's athletic life is very small; some will compete again in Perth, but most will be there only in spirit. But all will be there.

BRITISH EMPIRE & COMMONWEALTH GAMES AT LAKE PADARN 19th, 21st and 22nd July

Eights

Heat 1: Canada, 1, 6 min. 36.1 sec.; England, 2, 7 min. 5.8 sec.; Northern Ireland, 3, 7 min. 30.1 sec.

Heat 2: Australia, 1, 6 min. 55.1 sec.; Scotland, 2, 6 min. 57.8 sec.

Repêchage: England, 1, 6 min. 44.9 sec.; Scotland, 2, 6 min. 46.5 sec.; Northern Ireland, 3, 6 min. 47.0 sec.

Final: Canada, 1, 5 min. 55.1 sec.; Australia, 2, 5 min. 56.1 sec.; England, 3, 6 min. 10.2 sec.; Scotland, 4, 6 min. 15.5 sec.

Empire Games Reception (29th July)

As a climax in a London Welcome Week following the Empire Games, Thames R.C. gave a reception at the clubhouse to the Commonwealth oarsmen.

The evening was memorable, one of the most glittering and splendid at the Club for many years. Lord Iveagh received our guests (and made a hit with the press, who feted him next day in the gossip columns).

Among those seen from time to time behind the glasses of champagne were Gully Nickalls, Chairman of the A.R.A., Harold Rickett, Mervyn Wood of Australia, for whom 1958 was a rowing swansong, Meineke from South Africa, Strickland, of the Empire Games Committee, Terence Boyland of London, the Commonwealth oarsmen and, of course, the body of Thames R.C. It is a great sight to see Thames of all generations together—an occasion.

The organisation of the reception was in the hands of John Macmillan, Tod Hollom, Jack Southern, the House Committee and the Club staff. Their combined work produced the party of the year.

HISTORY OF THE THAMES ROWING CLUB

International & Championship Rowing:

Olympic Games

1912 STOCKHOLM

Coxed Fours

J. BERESFORD

C. ROUGHT

H. B. LOGAN

K. VERNON

G. CARR (Cox)

Lost by 2½ lengths to Germany in final.

1920 ANTWERP

Single Sculls

J. BERESFORD, JR.

Lost by 1 sec. to J. B. KELLY in final.

1924 PARIS

Eights

G. C. CHANDLER

R. BARE

H. W. DULLEY

H. L. MORPHY

H. C. DEBENHAM

C. H. REW

A. F. LONG

S. I. FAIRBAIRN

J. S. GODWIN (Cox)

3rd to U.S.A. and Canada in final.

Single Sculls

J. BERESFORD, JR.

Won.

WORLD SCULLING CHAMPIONSHIP

J. BERESFORD, JR.

Philadelphia Gold Cup, 1924-25.

1928 AMSTERDAM

Eights

H. E. WEST

J. BERESFORD, JR.

G. C. KILLICK

H. M. LANE

D. H. L. GOLLAN

J. C. BADCOCK

G. O. NICKALLS

J. HAMILTON

A. L. SULLEY (Cox)

Lost by ½ length to U.S.A. in final.

1932 LOS ANGELES

Coxless Fours

Of the four

R. D. GEORGE

J. BERESFORD, JR.

J. C. BADCOCK

were from T.R.C. Won.

Single Sculls

L. F. SOUTHWOOD

Fourth in final to Australia, U.S.A. and Uruguay.

1936 BERLIN

Double Sculls

J. BERESFORD, JR.

L. F. SOUTHWOOD

Won.

1948 HENLEY

Eights

J. G. DEARLOVE

Coxed a composite crew which lost to U.S.A. in final.

Coxless Fours

A. S. F. BUTCHER

T. H. CHRISTIE

H. W. RUSHMERE

P. C. KIRKPATRICK

Did not reach final.

Coxed Pairs

H. B. JAMES

M. B. SCOTT

D. S. WALKER (Cox).

Did not reach final.

1952 HELSINKI

Coxed Fours

P. A. DE GILES

G. C. FISK

R. A. F. MACMILLAN

P. M. O. MASSEY

L. K. GUEST (Cox)

Fourth in final to Czechoslovakia, Switzerland and U.S.A.

1956 BALLARAT

A. R. WATSON

rowed in a composite crew which did not reach final.

British Empire and Commonwealth Games

1930 CANADA

Single Sculls

J. BERESFORD, JR.

Second in final to

R. PEARCE (Australia).

1938 AUSTRALIA

Eights

J. H. BURROUGH

rowed in a composite crew which won.

1950 NEW ZEALAND

Eights

A. S. F. BUTCHER

P. A. DE GILES

H. W. RUSHMERE

P. C. KIRKPATRICK

J. G. DEARLOVE (Cox)

rowed in a composite crew which came third to Australia and New Zealand in final.

1954 CANADA

Eights

G. G. H. PAGE

J. POPE

M. G. C. SAVAGE

A. R. WATSON

A. R. DAVIDSON

R. A. F. MACMILLAN

M. LEGG

J. N. ELDEEN

D. R. GLYNNE-JONES (Cox)

Lost to Canada in final.

1954 CANADA (continued)**Coxed Fours**

G. G. H. PAGE
 R. A. F. MACMILLAN
 A. R. DAVIDSON
 M. LEGG
 D. R. GLYNNE-JONES (Cox)
 Lost to Australia in final.

1958 WALES**Eights**

R. J. WORKMAN
 J. P. M. THOMSON
 J. A. STEPHENSON
 H. A. WOBER
 A. C. HANCOX
 J. F. C. BADCOCK
 D. R. MOUNT
 D. S. S. ELLIOT
 R. L. PENNEY (Cox)
 Third to Canada and Australia in final.

European Championships**1947 LUCERNE****Coxless Fours**

J. P. DIZER
 J. A. WILMOT
 H. W. RUSHMERE
 P. C. KIRKPATRICK
 Fifth in final.

Coxless Pairs

R. C. MORRIS
 A. BURROUGH
 Fifth in final.

1955 GHENT**Eights**

M. LEGG
 R. H. NICHOLLS
 A. R. WATSON
 C. F. PORTER
 R. A. F. MACMILLAN
 W. H. RAND
 A. R. DAVIDSON
 J. M. BERESFORD
 D. R. GLYNNE-JONES (Cox)
 Did not reach final.

1956 BLED**Eights**

R. A. F. MACMILLAN
 rowed in a composite crew
 which did not reach the final.

A.R.A. Regattas**1951****Coxed Four Championship**

G. C. FISK
 R. A. F. MACMILLAN
 S. HOBBS
 P. M. O. MASSEY
 G. J. ALWIN (Cox)

1952**Coxed Four Championship**

M. LEGG
 S. HOBBS
 R. A. F. MACMILLAN
 G. C. FISK
 L. K. GUEST (Cox)

1953**Coxed Four Championship**

A. C. RIEMER
 M. S. ATKINS
 R. A. F. MACMILLAN
 M. LEGG
 G. J. ALWIN (Cox)

1956**Coxed Four Championship**

A. R. DAVIDSON
 R. A. F. MACMILLAN
 D. H. MCLELLAN
 M. LEGG
 D. R. GLYNNE-JONES (Cox)

1957**Trials for European Championships Eights**

A. C. HANCOX
 J. F. C. BADCOCK
 B. S. TANNER
 F. D. M. BADCOCK
 D. H. MCLELLAN
 D. S. S. ELLIOT
 W. M. NISBET
 I. WILSON
 R. L. PENNEY (Cox)

1958**Trials for Empire Games Eights**

R. J. WORKMAN
 J. P. M. THOMSON
 J. A. STEPHENSON
 H. A. WOBER
 A. C. HANCOX
 J. F. C. BADCOCK
 D. R. MOUNT
 D. S. S. ELLIOT
 R. L. PENNEY (Cox)

THE CLUB DINNER

The Club Dinner was held on December 5th 1958, at Crosby Hall, Cheyne Walk, Chelsea. The spacious Tudor banqueting hall was filled to capacity with members and their guests and a very enjoyable evening was enjoyed by one and all. It was a happy choice of John Macmillan's, Chairman of the Dinner Committee, and he was commended on his innovation in moving from the West End for a change of venue.

A pleasant gesture was the reception of the Club's guests by the Chairman, Ian Fairbairn, at his flat in More's Gardens, a few steps from the Hall.

After an excellent dinner, the usual soporifics of port, brandy and (for those out of, or past, training)—cigars, left the diners at the mercy of the speakers.

Tony Hancox opened the barrage with the toast of 'The Guests,' and a characteristic, amusing reply was enjoyed from Harold Rickett, Chairman of the Henley Stewards.

This was followed by the main items, 'The Club,' by Dr. Raymond Owen, the well-known Cambridge coach, and the response from the Captain, Geoffrey Page. The latter touched briefly upon the events of the 1958 season, with its many successes, culminating in the appearance of the Club First Eight as the 'England' crew in the British Empire and Commonwealth Games. He then spoke of his plans for the coming season, with particular emphasis on the preparation for the Olympic Games of 1960.

'Swat' Swatton then proposed the health of 'The Chairman,' Ian Fairbairn, *Vice-President* of the Club. He reminded those who know Ian well, and enlightened the newcomers to the rowing scene, with reminiscences of the Chairman's distinguished history. He spoke of Ian as the son of his famous father, Steve Fairbairn; as the Captain of Boats at Eton; the Public Schools heavyweight boxing champion; the stroke of the Eton Eight in the Ladies Plate and his entry into the 1914-1918 Great War, straight from college. He served in the 'Blues' and was wounded in France and subsequently sent back to 'Blighty' in 1915. After the war, he overcame the partial disablement to do great things on the river. He stroked the Thames winning Grand Eight in 1923 and again the following year, when it represented the country in the Olympic Games in Paris.

Ian subsequently succeeded his father as Chairman of the Head of the River Race, which was, of course, started by Steve.

The Chairman is a well-known and greatly respected figure in the City of London, and has achieved prominence with the growth of investment trusts. In his more private capacity, he has done a great deal for the Federation of Working Boys Clubs movement, of which he is a vice-president.

The speech was well received, and Ian made the appropriate reply, thanking the speaker.

A very enjoyable evening was concluded with the traditional pilgrimage to the Club, where suitable libations were offered to 'Old Father Thames'—with encores.

List of Members

for whom we have no known addresses. Information will be gratefully received by the Hon. Secretary.

Bailey, M.	Fitzgerald, M.	Jeffries, S.	Pillar, L. W. L.
Beadell, C. F.	Garrard, B.	Kater, J. A.	Poulton, P. C.
Betts, R.	Gilbert, J. M.	Kay, A. A.	Pounds, E. A.
Bonner-Davies, B. R.	Gimblett, J. L. A.	King, A. D. N.	Purbrick, W.
Bradbury, R. J.	Gourd, J.	Lambert, D. M.	Roberts, I. S. M.
Brodie, J. P.	Graham, G. P.	Lee, A. M. D.	Roberts, P. G.
Brown, H. A.	Gray, D. R.	Loebel, J. P.	Rodger, D. A.
Browning, R. F.	Gunn, D. R.	Lynch, J. R. M.	Ruthven, P. C.
Bullen, R. E.	Hall, E. M.	McArthur, Major M. V.	Sears, R. A. W.
Cadman, R. A.	Hall, M. M.	Macneile-Dixon, F.	Shield, R. T.
Campling, N. H.	Halton, D. C.	Marks, N. G.	Simpson, A. J.
Carr-Jones, C. R.	Hampel, G. P.	Matthews, R.	Simunek, N.
Cave-Penney, A. L.	Harding, G. W.	Middleton-Trim, G. C.	Soden, C. A.
Cumming, F. A.	Hilder, J. G.	Miller, G. D.	Tempest-Radford,
Dale, B. N.	Hill, J. A.	Palmer, M. O.	C. H. G. de B.
Doughty, J. B.	Hodgson, H. J.	Partridge, Capt. J. W.	Tennant, H.
Dowell, D. M.	Holgate, M. M.	Paterson, Lt. Cdr. R. A.,	Twynam, J. J.
Dunkley, H. A.	Hounslow, K. M.	R. N.	Waldron, E. J.
Edwards, K. P.	Howard, F. C.	Patterson, T. F.	Webley, K. G.
Farrel, J.	Hutchins, E. A.	Peggram, L. K.	West, A.
Ferguson, A. I.	Inglis, G. R. R.	Perryment, K.	Willcock, R. P.
		Pickles, G. K.	Yeo, J.

OBITUARY, 1958

Notices of deaths of the following members have been received during the last year:

COL. H. W. WATTS. S. W. C. SMITH. C. G. CHANDLER. C. G. CUMMING. T. JACOBS (1959)

S. I. FAIRBAIRN

Vice-President

Chairman

Annual Dinner

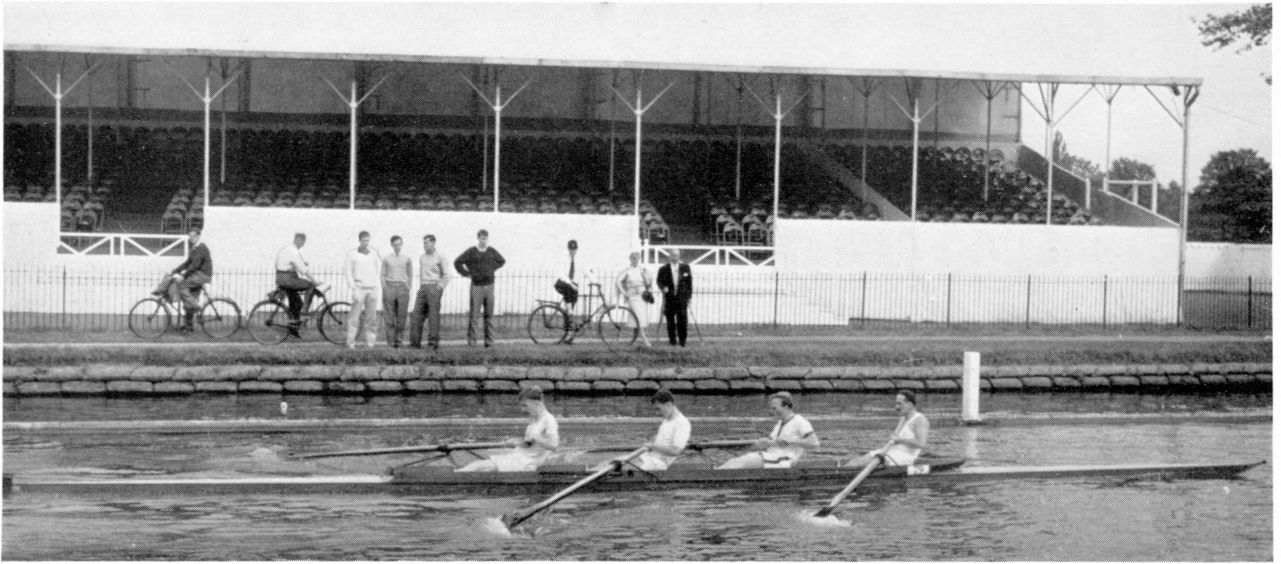
1958



The new Challenge Cup for Senior Sculls in the Club Regatta. Presented by J. Beresford, Sr., to encourage sculling in the Club, it was formerly a horse-racing trophy in Baden, Germany.



Dick Phelps at Lake Padarn.



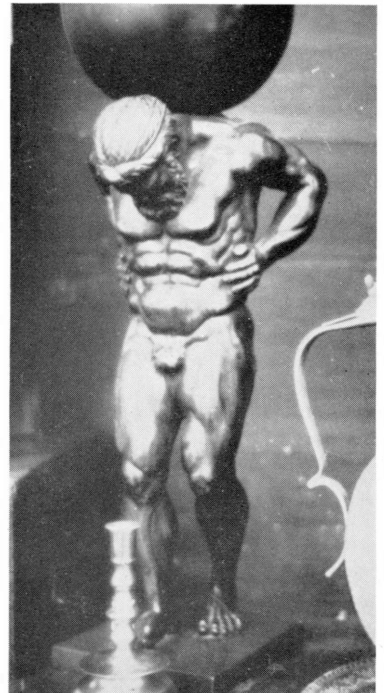
THE WYFOLD FOUR AT HENLEY

R. Neale (stroke); J. R. Hegarty (3); A. B. Martin (2); G. S. Dear (bow, steers)

*'Even Circuit Training
can be overdone.'*

PASTORAL AT LAKE PADARN

*Left to right: J. A. Stephenson; A. Wober; Don Elliot;
Gordon Dear (playing the 'Last Post') and Ray Penney
(trying not to hear it).*



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