

ROWING  
IN  
VICTORIA

The First 100 Years  
of the Victorian  
Rowing Association  
1876-1976

*Field Richards*

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C O N T E N T S

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A U T H O R ' S F O R E W O R D

To commemorate the 100th birthday, on 4 October 1976, of the Victorian Rowing Association, the Executive pressed into service the Elected Members with the request to organise a dinner dance a booklet and a Centenary Regatta. Under the energetic chairmanship of Ray Hammon, and reinforced by Messrs. Cairnes and Bradshaw, this sub-committee met frequently from August onwards.

Messrs. Jopling, Clegg and Cayser organised a successful and memorable dinner dance at Leonda Restaurant on 4 October. His Excellency the Governor and Lady Winneke attended.

Executive Member Mr Bradshaw, the King of the Regatta organisation, is at the moment stepping up his final preparations for the Centenary Regatta on 4 December (on which date this book will be for sale). William Stokes has completed the design and die for the Centenary Medallion, and I now hand the manuscripts to the printers.

My guide lines were clear : to produce a booklet to coincide with the Centenary Regatta.

Material came in from a number of clubs, mostly in the form of Club reports, and, in three cases, written notes. My thanks go to these clubs for their assistance, especially those who quite obviously went to a lot of time and trouble in assisting with this publication.

Newspapers over decades, and John Lang's 'Victorian Oarsman', which was published in 1919, were culled, and as time went by the book grew and grew. It was therefore with regret, with the time involved in producing the typing and printing, that a large section of the early history of rowing in the colony had to be discarded as a separate lengthy chapter. But the strain of our early history runs through the chapters of the clubs. The Association owes its existence to the clubs; it is comprised of the clubs. I have, therefore, given the clubs predominance in this book. The overall result is that it can only be regarded as a brief survey of events in the history of the Victorian Rowing Association.

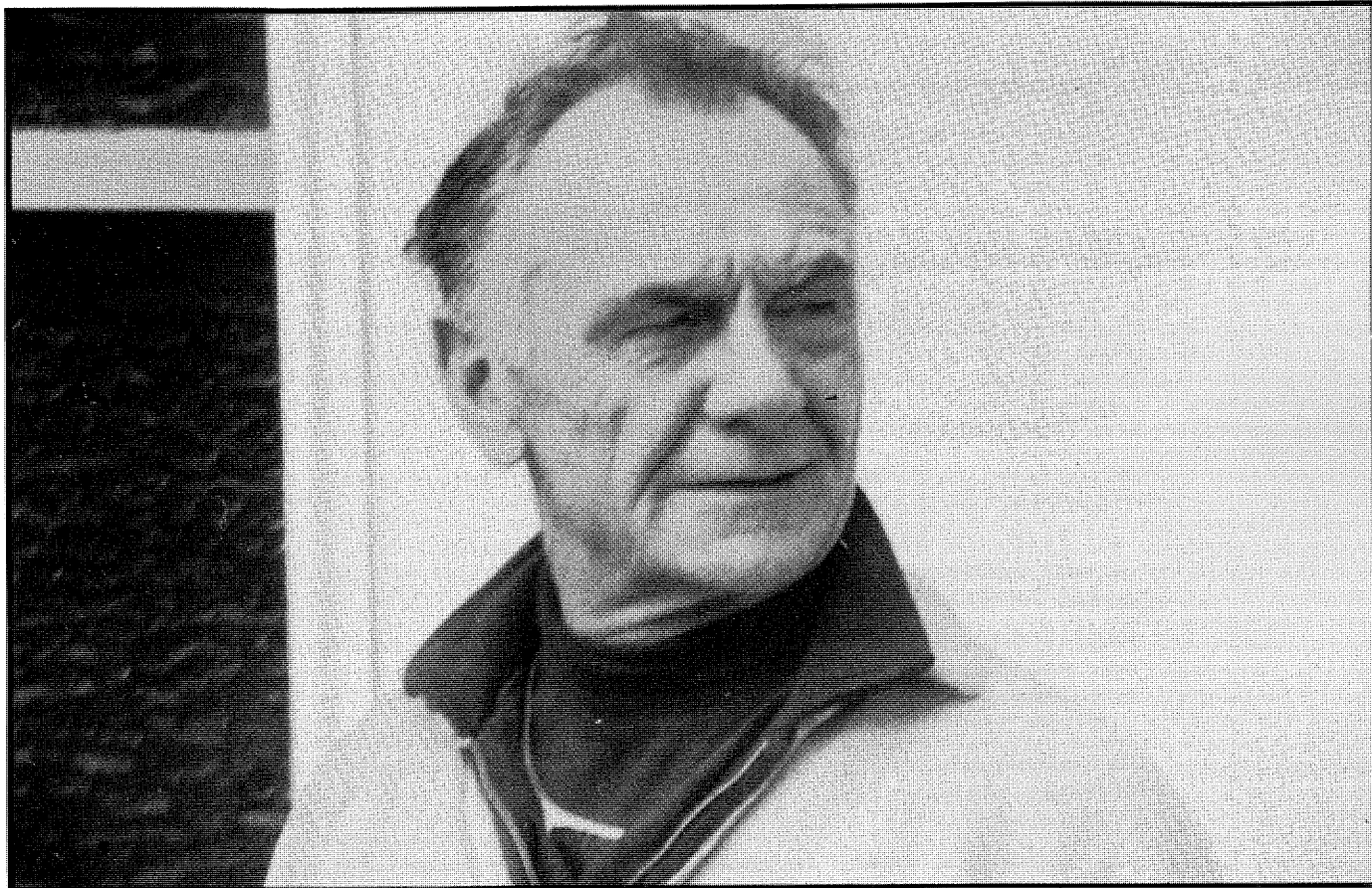
But I feel it will be a forerunner to the day when eventually the second volume of John Lang becomes a reality.

My thanks go to W R B Todd, the Herald rowing writer for forty years, who has been a mine of information, and help, to Jim Blake for his article on Public School rowing, and to Peter Gill for his additional notes on the John Lang book. My thanks also go to the Herald and Weekly Times, who received and assisted me, and through whose courtesy a number of photographs have been printed.

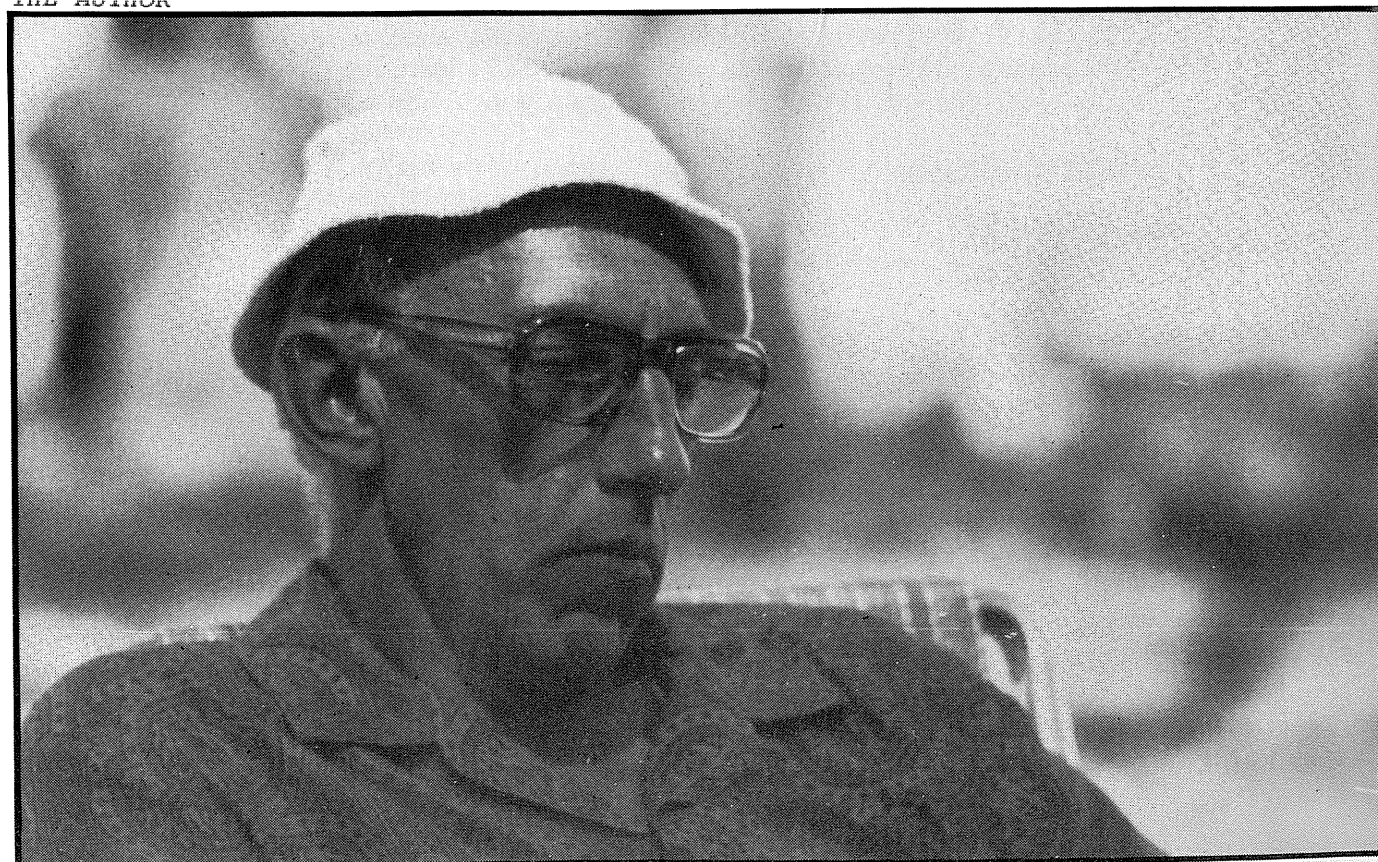
But above all my gratitude and thanks go to a fellow-oarsman, John Hoffman (MUBC), of the Herald, who, as sub-editor of this book, carried out the Herculean task, with hours of work, in reducing a spate of words into what we trust is accurate and readable form.

Field G Rickards

29.10.76



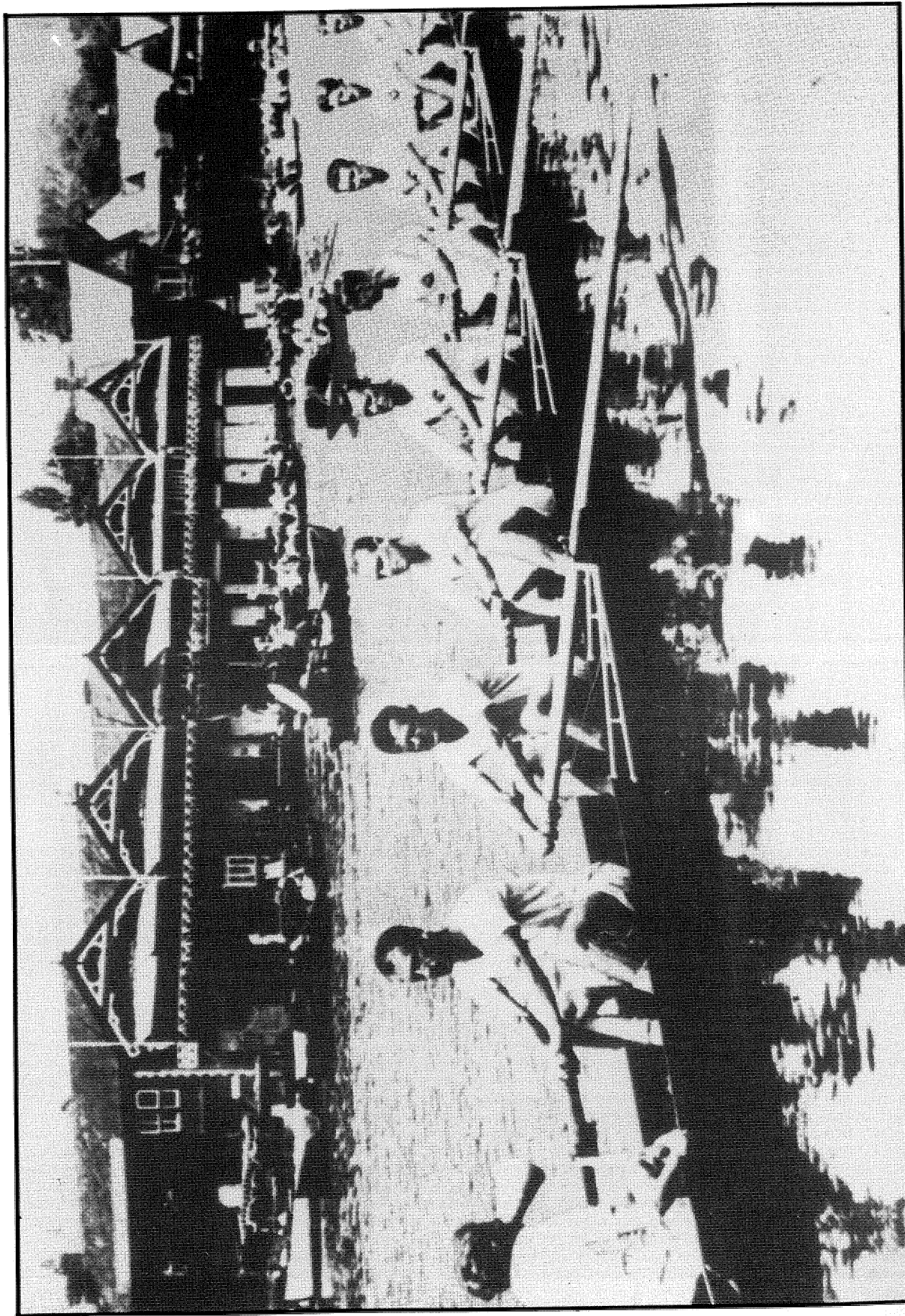
THE AUTHOR



THE KING OF REGATTAS

CHAPTER I

*The Beginnings*



The A.I.F. crew, stroked by the late Dr Clive Disher, that brought the King's Cup to Australia through victory in a London regatta in 1919 for crews of the Allied Powers. Subsequently, the Australian Rowing Council had to fight a two-year battle with the Australian War Memorial Council before the late King George V ordered that the cup be handed over for annual competition should be between State crews. (Herald & Weekly Times Ltd.)

The earliest record of Victorian rowing is *The Victorian Rowing Register and Oarsman's Companion*, compiled by M S Glynn in 1878, only two years after the Victorian Rowing Association was formed. Glynn had been a committee member of the VRA's predecessor, the Melbourne Regatta Committee. An excerpt from the *Register* follows:

#### THE VICTORIAN ROWING REGISTER

#### The Victorian Rowing Association

#### Rules

- 1 That a permanent body be established under the name of the Victorian Rowing Association.
- 2 That the Victorian Rowing Association shall consist of the following Clubs:
  - Ballarat, Ballarat City, Banks, Barwon, Boroondara
  - Albert, Albert Park
  - Civil Service, Corio, Crown
  - Footscray
  - Hawthorn
  - I Zingari
  - Melbourne, Murray
  - Richmond
  - University
  - Warehouse, Williamstown
  - Yarra Yarraand such other Clubs as may be hereafter admitted, as hereinafter provided.
- 3 That the management of the affairs of the Victorian Rowing Association be entrusted to a Committee, which, in addition to the power given to it by these rules, shall also have all the rights, powers, and privileges formerly possessed by the Melbourne Regatta Committee. The Committee shall from out of its own Members elect a Secretary and a Treasurer.

- 4 That the members of the Committee shall be chosen in the following manner:
- a) Subject to Rule 7 each Club belonging to the Victorian Rowing Association may nominate one Member, who shall hold office for one year, and shall be called the Representative Member.
  - b) Ten members shall be elected by a General Meeting of the Members of the Victorian Rowing Association, who shall be called the Elected Members, and shall hold office for five years, subject to Rule 5.

John Lang, barrister and solicitor, VRA committee member, and honorary secretary of the 'Australian Henley Regatta' from 1904 until 1916, published in 1919 the now-rare *The Victorian Oarsman with a Rowing Register, 1857 to 1919 - 62 years*. Lang explained that he had begun the work in 1912, but had been obliged to suspend it during absence overseas with the Australian Imperial Force in the First World War (in which 1380 Victorian club oarsmen enlisted, 263 dying in service). An excerpt follows:

THE VICTORIAN OARSMAN with a ROWING REGISTER

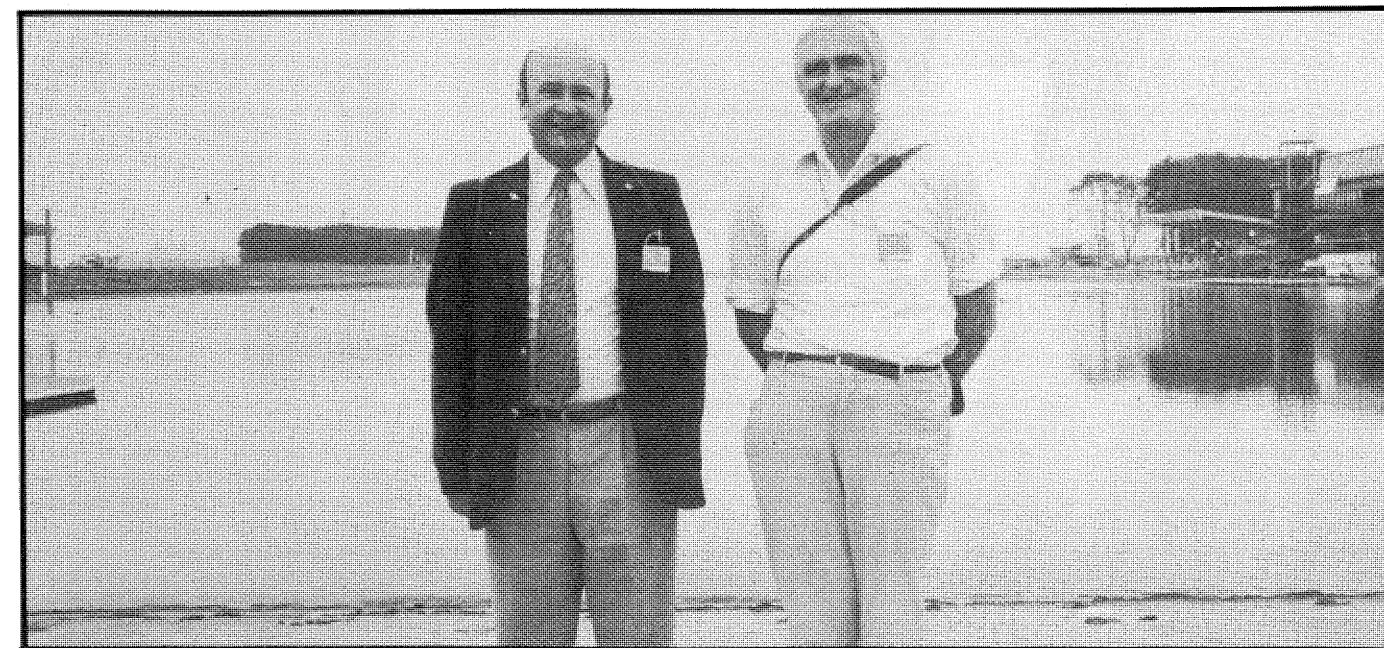
'The Victorian Rowing Association'

The Victorian Rowing Association is the oldest rowing association in the world. The New South Wales Association was formed in 1878, and the Amateur Rowing Association (England) in 1882. The Victorian Rowing Association was founded at a meeting of oarsmen on 7th October 1876, to conduct the Melbourne Regatta and to manage Victorian rowing affairs. The proposal to form the Association was made by Mr J H Hood (now Mr Justice Hood), and at the meeting referred to the rules drafted by him were adopted after some few amendments. The Association consisted of the following clubs - Albert, Albert Park, Ballarat, Ballarat City, Banks, Barwon, Boroondara, Civil Service, Corio, Footscray, I. Zingari, Melbourne, Murray, Richmond, University, Warehousemen, Williamstown, Yarra Yarra. The Committee consisted of ten 'elected' members and of one representative from each club subscribing 10 pounds annually to the Association. The Committee was to exercise the powers conferred by the rules, and to have the rights, powers and privileges formerly possessed by the Melbourne Regatta Committee. Mr Frank Shew (University) was the first Hon. Sec. The first event conducted by the V.R.A. was the holding of scratch eights on the 25th November, 1876, the final heat being won by F Taylor (bow), Snadden (2), Clegg (3), Hyslop (4), John Lang (5), Edward Carlile (6), Forrester (7), A Nichols (stroke), T Byrne (cox). The first Melbourne Regatta managed by the V.R.A. was on the Saltwater River on 31st March, 1877.

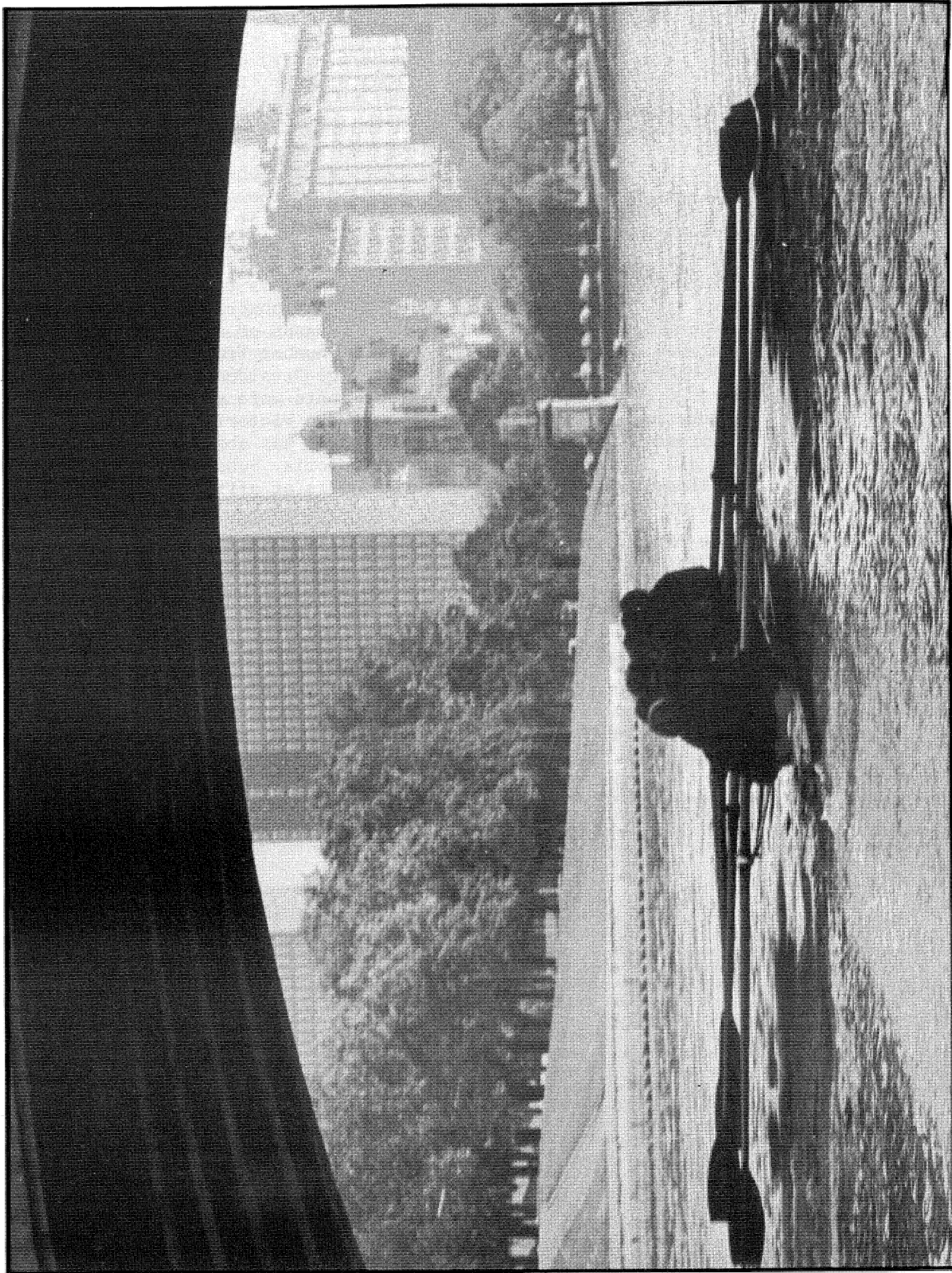
The first annual meeting was on 29 September 1877. In 1881 the rules were altered and the Association was formed of the following clubs :- Albert Park, Ballarat, Ballarat City, Banks, Barwon, Boroondara, City, Civil Service, Corio, Electric Telegraph, Footscray, Geelong Grammar, Lake, Melbourne, Mercantile, Port Adelaide, Queenscliff, Richmond, Sandhurst, University, Victoria, Williamstown, Yarra Yarra. An important provision in the rules was that no one unless specially authorised should compete at a regatta unless he was a member of one of the associated clubs. The Committee constitution was much the same as before, with the addition of a President, Mr Justice Eyre Williams being the first to fill that office. 10 pounds and 5 pounds were the annual fees for metropolitan and country clubs respectively. The rules were again amended in 1883, and it was decided that the V.R.A. should consist of subscribers to the funds of not less than 5 shillings a year, and of all clubs subscribing to the funds on membership basis. The management was in the hands of a committee of representatives from clubs - up to three in number from each club - twelve 'elected' members, and a President, two Vice-Presidents, and other usual officers. From time to time other amendments were made, until the important alterations made in 1906 which gave the Victorian Rowing Association its present constitution, under which it has absolute and complete control of all amateur rowing events in Victoria. Subscribers of not less than 2 shillings and 6 pence a year and members of affiliated rowing clubs are members of the Association.

In addition to being the Parliament of rowing, the Association has annually conducted the Melbourne Regatta. It has sent a succession of victorious crews through the Interstate Eight-oared Race with few defeats. Under the management of the present Hon. Sec. Mr E Kenny, the body has advanced and expanded in every way, so that its influence on the sport of rowing is far-reaching and good.

The Rowing Association for very many years held its meetings at that famous old rowing hostelry, Messrs. Young & Jackson's Princes Bridge Hotel. The Association, on affiliation with the Amateur Sports Club, changed its rooms to the club building, and the July meeting in 1907 was the last held at the old place.



WATERFIELD and NICHOLSON at Montreal



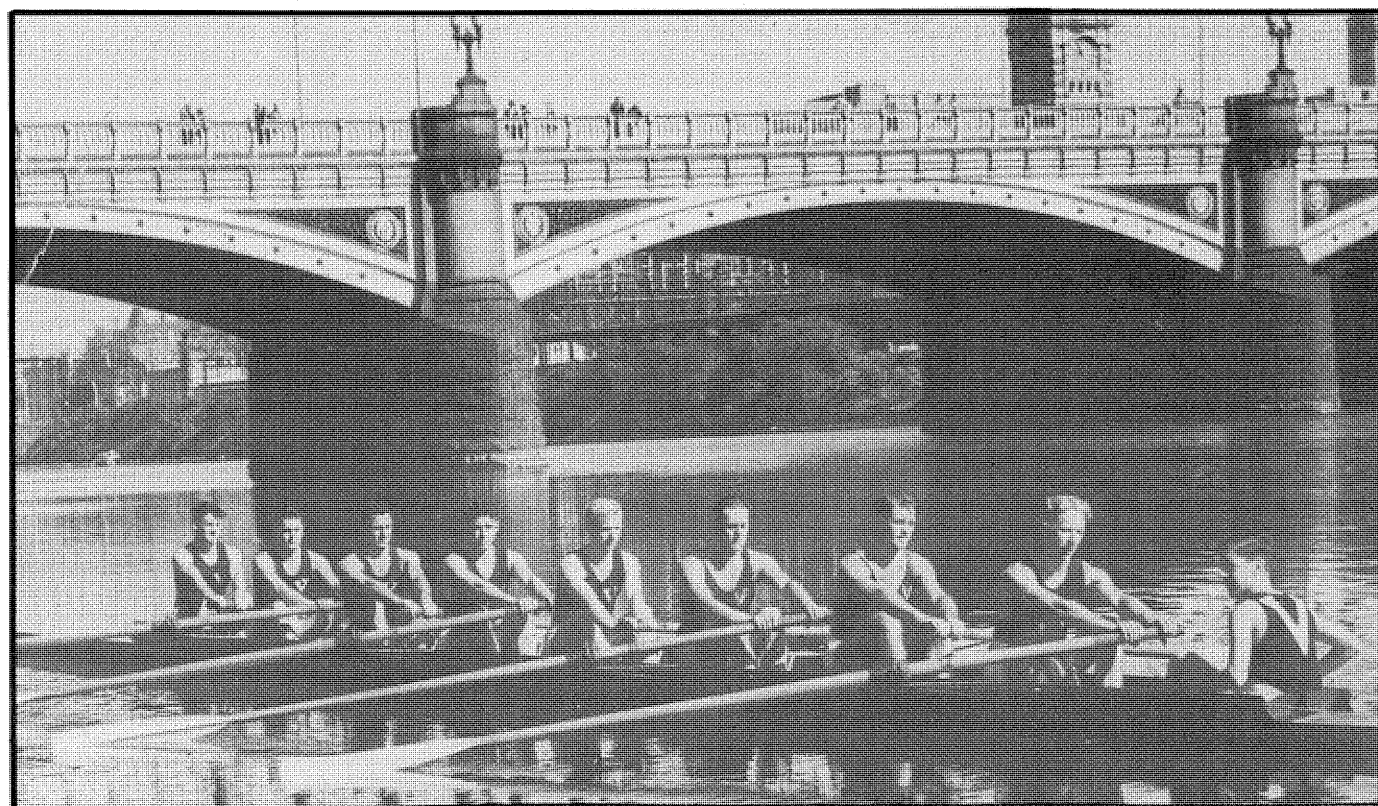
THE HENLEY FINISH AND MELBOURNE SKYLINE.

CHAPTER II

100 Years of Rowing



A RUTHERGLEN CREW, CIRCA 1890



WINNERS OF THE KING'S CUP, PERTH 1947. Bow - Jack Webster, (2) Clive Gibbs, (3) Ken McWilliams, (4) Les Wilkinson, (5) Dick Boynton, (6) Len Slorack, (7) Hugh Lambie, Stroke - Male Lambert, Cox - David Salmon, Coach - Ray Todd.

## ONE HUNDRED YEARS OF ROWING IN VICTORIA

The greatest event in the 100 years history of rowing in Victoria was, without doubt, the Olympic Regatta, held on the Lake Wendouree 2000 metres course at Ballarat, 23-27 November 1956, when oarsmen from many parts of the world competed.

Australia won three medals, a silver for sculling, and two bronze for eights and double sculls. All Australian crews reached the semi-final, and five out of seven crews started in finals.

Victorians figured prominently, as seven members of the eight that won its heat and were third in the final, and the emergencies, the coxswain, and the coach were all from this State. Mr R R (Bob) Aitken of Mercantile, the present V R A President, was coach of the crew stroked by Brain Doyle, with Adrian Monger No 7, Neville Howell 6, Garth Manton 5, Jim Howden 4, Fred Benfield (New South Wales) 3, David Boykett 2, Michael Aikman bow, and Neil Hewitt cox. Brian Dawes and John Morganti were reserves.

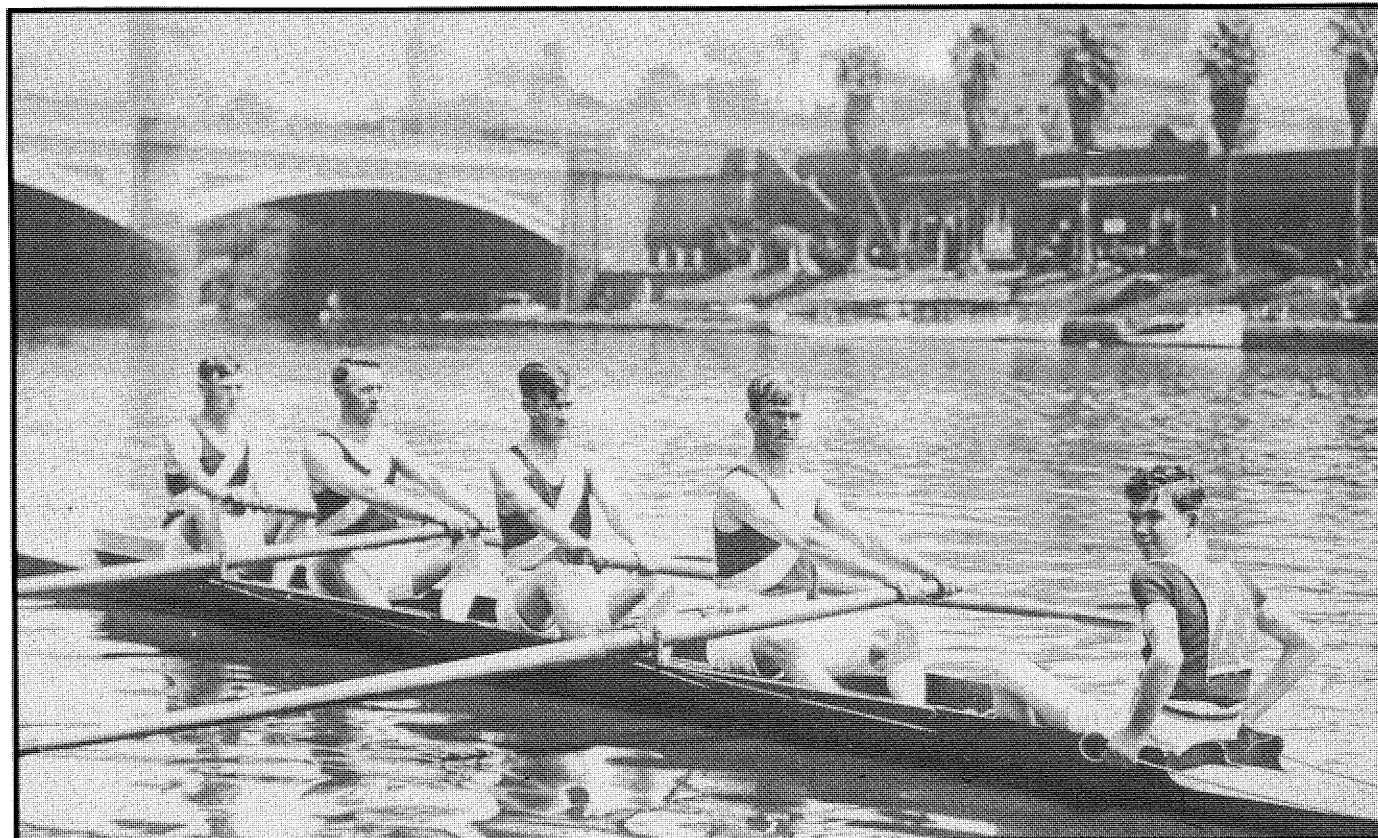
Other Victorians representing Australia at the 1956 Olympic regatta were the coxed pair from Albert Park: Bob Duncan bow, Bruce Dickson stroke, with John Cockbill cox. Their coach was Harry Duncan. The coxed four was also a full Victorian combination, comprising Gordon Cowey, K McMahon, Reg Libbis, with Ian Allen (stroke), John Jenkinson (cox) and F (Nick) Easton coach. W R Todd, of Victorian, was manager.

The double-scutt crew, Murray Riley and Merv Wood, bronze medal winners, and Stuart Mackenzie, silver medal winner in single sculls, were all from New South Wales.

Victoria was also well represented by officials at the 1956 Games regatta. Mr N W Cairnes was course manager, and Mr T Rodda assistant course manager. Mr G H Taylor was secretary. All were from Victoria. Many others from this State acted as officials such as starters and umpires.

The development of the 2000 metres Olympic distance rowing course for Lake Wendouree at Ballarat was a very important achievement and another milestone for the Ballarat Rowing Association, the VRA, and the Ballarat





RUTHERGLEN AT PRINCES BRIDGE 1932 Bow - Reg Chandler, (2) W Jones, (3) Michael Briggs, Stroke - George Briggs, Cox - Tony Bourke.



WORLD GOLD AND BRONZE WINNERS (bow) Colin Smith, (2) Geoff Rees (3) Andrew Michelmore (stn) Campbell Johnston (Coach) Peter Philp

City Council, at considerable expenditure.

A Victorian crew, stroked by Nev Howell, and coached by Mr Alan Jacobsen, won the eights gold medal event at the 1962 Empire Games regatta in Perth. This crew comprised I E Douglas bow, C Lehman 2, D Stankovich 3, T R Davies 4, P M Guest 5, G McCall 6, M Tomanovits 7, N H Howell stroke, and D Palfreyman cox.

Mr Noel Wilkinson of Banks Club, and VRA treasurer and life member, was manager.

Victoria has been the most successful State in the Australian eight-oared title since the event was first held in 1878, winning the title event on 44 occasions in the 88 races held.

Victoria has won the Australian sculling title on only nine occasions in the 71 events held since 1892. The Victorian winners were: 1895 G Powell; 1906 and 1907 P C Ivens; 1908 Harold Brasch; 1924 Jim Barton; 1925 Arthur Cambridge; 1964 Peter Edwards; 1966 and 1973 Jeff Sykes.

Victoria has won the Penrith Cup for lightweight fours 10 times in 19 years.

The late Jim and Charles Donald, Alex Chamley, and Alex Sloan were known as 'the greats' before 1900. Their records of wins in the Australian eights title have never been equalled since Charlie Donald had success in Australian titles in eight, fours, and sculls, and Victorian pairs.

The Donald brothers commenced rowing with the Wendouree club at Ballarat when they were members of the famous 'Snipe' eight a crew with an average weight of less than 10 stone a man. This crew won 398 - (\$796 dollars) in trophies. The Donalds transferred to Melbourne and rowed with Albert Park for many years, each winning many more than 100 races, seldom suffering defeat.

Jim Donald was known throughout Australia as the prince of strokes. Charles became one of the best and most successful coaches this country has seen, with University, Wesley College, and the Albert Park club.

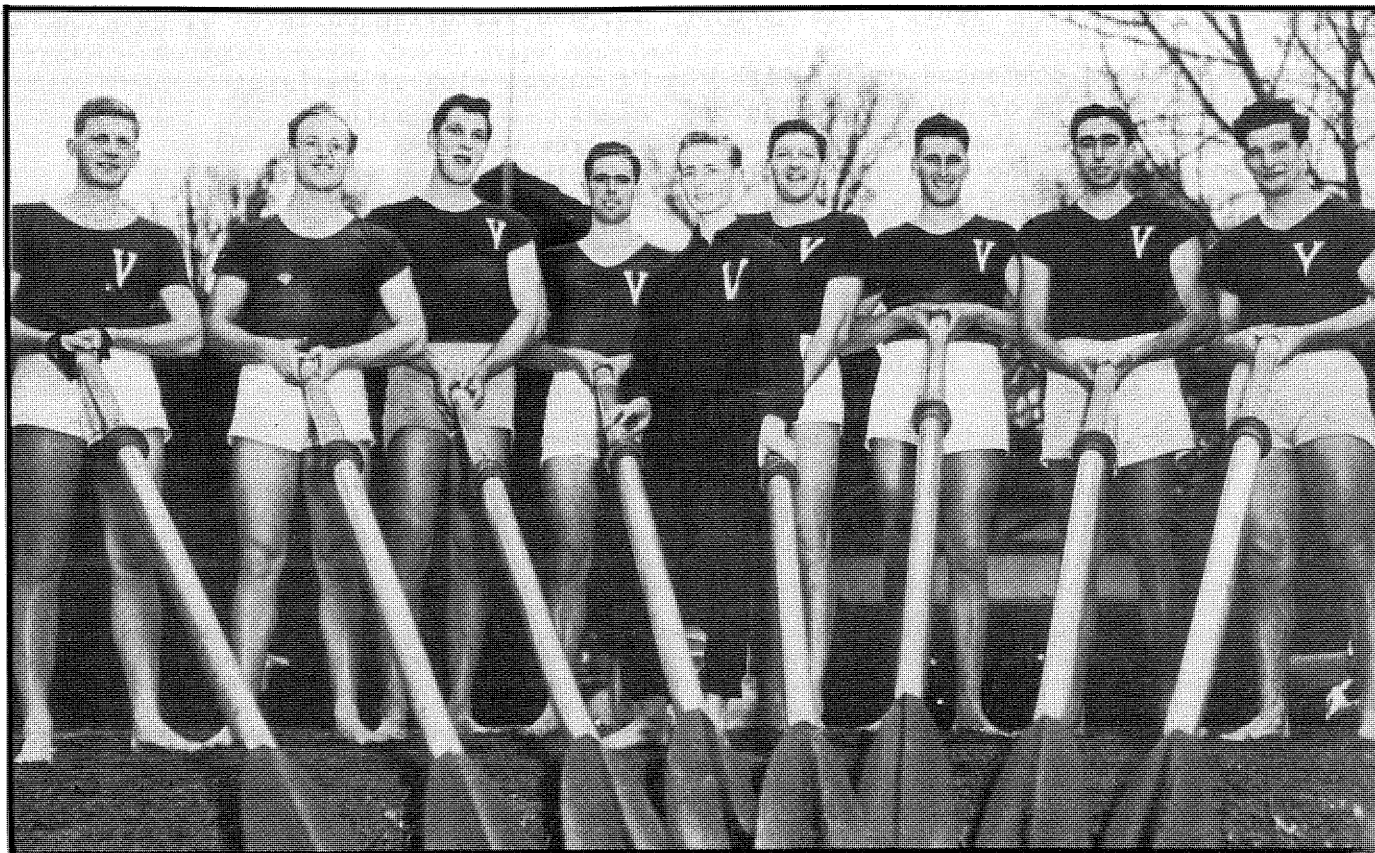
Chamley was perhaps the most successful Victorian oarsman ever in interstate events.

Alex Sloan also had a great record in interstate, State and in club events. He was also a leading footballer with Fitzroy, playing as an amateur.

The late Jack Jopling, of Wendouree, was also one of this State's great strokes between 1920 and 1927. He competed in 14 state events - eights, fours and pairs - to record 10 firsts, three seconds and once unplaced.



Victoria's victorious 1964 King's Cup crew that went to represent Australia at the Olympic Games in Tokyo: B Vear (bow), D Boykett (2), R Lachal (3), D Ramage (4), P Guest (5), G McCall (6), M Tomanovits (7), T Davies (stroke), and K Wickham (cox). (Herald & Weekly Times Ltd.)



The Australian crew that won a bronze medal at the 1956 Olympic Games in Ballarat. They are (standing from left): Michael Aikman (bow), David Boykett (2), Benfield (3), Jim Howden (4), Hewitt (cox) Garth Nornton (5), Neville Howell (6), Adrian Monger (7), and Brian Doyle (stroke). All crew members except Benfield were Victorians.

The late Cecil McKay and Dr Jim Buchanan of Mercantile were also very successful as strokes after World War I. Cecil McKay stroked the Victorian eight to win the King's Cup race at Mannum SA in 1930, giving Victoria its first win for a long time. Victoria won the Cup again in 1932 with a crew stroked by Alex McLeish, of Albert Park, who later became Victoria's representative on the Australian Rowing team at the Tokyo Olympics in 1964.

Wal Lambert, of Richmond, is another stroke with a great record. He was stroke of Victorian crews that won the Kings Cup at Penrith, NSW, in 1946 and at Perth in 1947, and was stroke of the 1948 Olympic four in London.

Jack Webster, South Melbourne, and Wal Lambert, Richmond, who were bow and stroke in Victorian crews to win the 1946 and 1947 Kings Cup races at Penrith and Perth, won the coxswainless pairs at the 1950 Empire Games regatta in New Zealand.

In more recent years, Neville Howell, of Banks was outstanding both as a stroke and No 6 man. He first made a name for himself winning a Victorian pairs title with a Preston club crew. Bob Stanley was his bow man.

David Boykett and his brother Graeme, of Mercantile, have also been successful strokes in the King's Cup event. David was also No 2 in the Australian bronze medal eight at the 1956 Olympics.

Almost a full Victorian crew represented Australia in the fours event at the London Olympics in 1948. The crew comprised Jack Webster (South Melbourne) bow, Colin Smith (University) 2, Hugh Lambie (Banks) 3, Wal Lambert (Richmond) stroke. Mr W R Todd (Banks) was coach and manager. The emergencies were from NSW, and Tom Darcey (Tasmania) was coxswain.

The late Mr Justice Starke was VRA president for many years. He was followed by Sir Stephen Morell, a former Lord Mayor of Melbourne; Mr A J Shepherd (Banks), Mr A L Dobbie (Mercantile), and Mr M F William (Mercantile).

#### 'A Great Man For The Sport'

Sir Stephen Morell was bow in Mercantile's crew, stroked by Alex Sloan, that won the Victorian eight-oared title in 1896. Sir Stephen was also bow in the Mercantile crew that won the State fours title in the same year.

The former Government Printer, the late H G (Herb) Green, was VRA official starter for many years. He was also chairman of the committee in the absence of the president.

Another prominent VRA official was the late Mr H T (Bert) James of Albert Park Club. He was also a prominent Henley official.

In, this connection, the best known Australian was Mr Ted Kenny, who originally came from Sydney.

#### Secretaries of the VRA

Mr E Kenny, who was also secretary for Henley, and of the Australian Rowing Council; Mr T Mannix (Essendon); Lieut Col H G Butler (Melbourne), VRA secretary for many years, was manager of 11 Victorian King's Cup crews. Mr J P Rorke, honorary treasurer of the VRA for many years, was also from Melbourne Club.

As well as being VRA secretary for some time, Mr Cairnes coached the 1952 and 1954 Victorian crews that won the King's Cup at Penrith and Hobart.

#### Features of Victorian Rowing

Victoria has been represented in the King's Cup race on three occasions by a full club combination: in 1922 in Sydney by the Mercantile Club with a crew stroked by Dr Jim Buchanan and coached by Alex Sloan; in 1924 in Adelaide by the Wendouree Club with a crew stroked by Jack Jopling and coached by Alex Hall (Sen); and in 1948 at Hobart by a Corio Bay crew stroked by Ian Everist and coached by Albert Bell.

In 1976 Bob Aitken was appointed chairman of the Australian Rowing Council.

The Melbourne University lightweight four, stroked by Cam Johnston, and coached by Peter Philp, won the gold and bronze medals at the world title in 1974 and 1975.

In addition to his success as stroke of the AIF crew to win the King's Cup at the Allied Services Peace regatta at Henley-on-Thames in England in 1919, Dr Clive Disher had much earlier success with MUBC crews. He stroked crews to win the Inter-varsity race in 1913 and 1914 in Melbourne and Adelaide, and was No 3 in the crew that was successful in Sydney. Dr Disher was also stroke of the MUBC crew to win the Grand Challenge Cup at Henley-on-Yarra 1914. He also rowed in the Victorian crew in 1914 on the Lower Yarra, occupying the No 6 seat. He was successful, too, as stroke of Ormond College crews in inter-collegiate races in 1913 and 1915. He was No 4 in the Ormond winning eight in 1912.

Mr Cotter James (Essendon) was treasurer of the VRA for a long period as was Mr Noel Wilkinson.

The Jelbart family, most of whom started rowing at Ballarat, and then went to MUBC, have perhaps been the most prominent rowing family in Victoria in the last 40 years.

Paul Guest (MUBC and Banks Club) represented Australia at the Rome Olympics in 1960 in pairs, with Neville Howell; and in 1968 at Mexico in pairs, with David Ramage. He was also a member of the Victorian crew that represented Australia in eights at Tokyo, stroked by Terry Davies.

Percy Ivens (Mercantile) won the Victorian sculls title on eight occasions from 1901 to 1910. He also won the Australian title on two occasions in 1906 and 1907.

Jim Barton (Richmond) was a very successful sculler, winning Victorian titles on four occasions. He also won the Australian title in 1924 at Adelaide.

George Xouris, who started rowing and sculling at Mildura, and later raced with crews at Mercantile, was Victoria's most successful lightweight. He won more than 30 title races before transferring to Perth.

One of Australian's most versatile oarsmen was Stan McGorm, who started at the Sandhurst Club in Bendigo. He won the Victorian title in the 1922-23 season. He has a record of winning a senior scull, a senior eight, and senior pair in one afternoon, rowing bow side in the eight and stroke side in the pair. He also rowed with Ballarat and Banks.

Before World War I, the Albert Park Club was Victoria's most successful club. After the war, Mercantile and Wendouree led the way.

#### The London Eight

The London Club crew that competed, by invitation, at the Henley-on-Yarra regatta in 1934 created a great deal of interest in rowing in this State.

The crew, stroked by, Tim Turner included two Victorians, Sambel and Wilson, who had been Melbourne Grammar School students. The crew comprised oarsmen from various clubs in England who became members of the London Club.

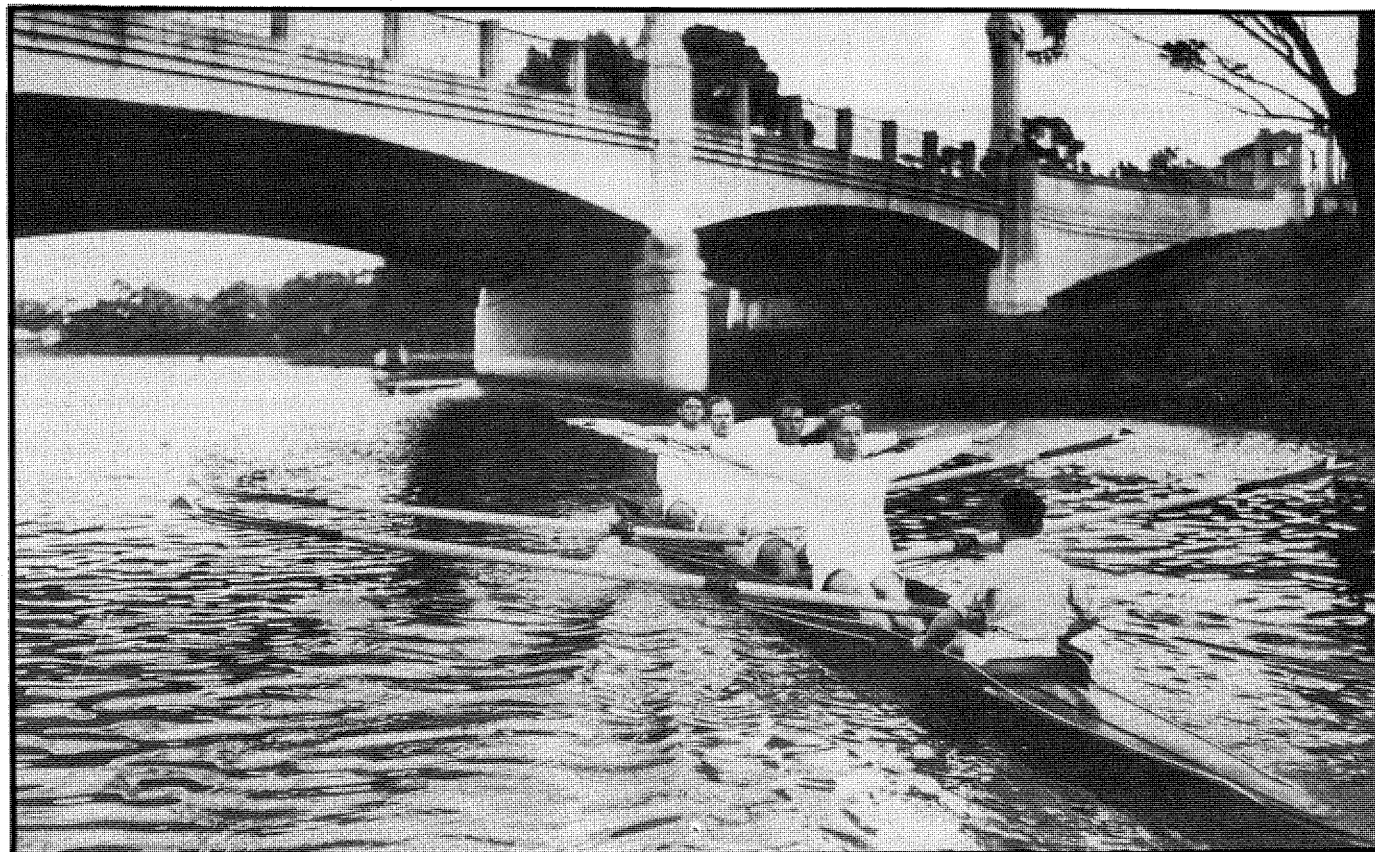
This crew won the Grand Challenge Cup in fine style, covering the measured mile in 4 mins 37 secs. The London eight also won the Victorian eight-oared title over the two-and-a-half mile course on the Lower Yarra before returning to England.

#### Youth Rowing

Present youth rowing in Australia owes its origin to David Boykett, of Mercantile. Boykett was an outstanding athlete at Scotch College, where



AUSTRALIAN OLYMPIC TEAM, LONDON 1948.



AUSTRALIAN COXED FOUR FOR 1948 LONDON OLYMPICS TRAINING ON YARRA.

he is now a staff member. With rowing his favourite sport, he excelled in the stroke seat, and for years was perhaps one of, if not *the* dominating oarsman in Mercantile and among Victorian oarsmen.

He represented the State in the King's Cup during the 1950s and 1960s, and became an Australian oarsman and King's Cup coach. His experience abroad prompted him to establish youth rowing in regatta programmes, as in Europe.

As a forceful and respected executive member of the VRA, Boykett in 1971 formed a sub-committee with Peter Downey (Mercantile) as secretary, and Field Richards, as chairman. With delegates from clubs and schools, with the financial help of the Rothman Foundation, with lectures and photographs and audio visual aids, a selected team of experts toured country centres and organizations in the city.

Boykett's drive and knowledge soon showed affect because, with the backing of the VRA, led by Bill Bradshaw and Peter Watkins, youth races made their appearance in Melbourne and, later, country regattas.

The next step was interstate fixtures. With world competition in mind, Boykett from the outset was a traditionalist under FISA requirements. Changes have been made to youth eligibility status within Australia from time to time.

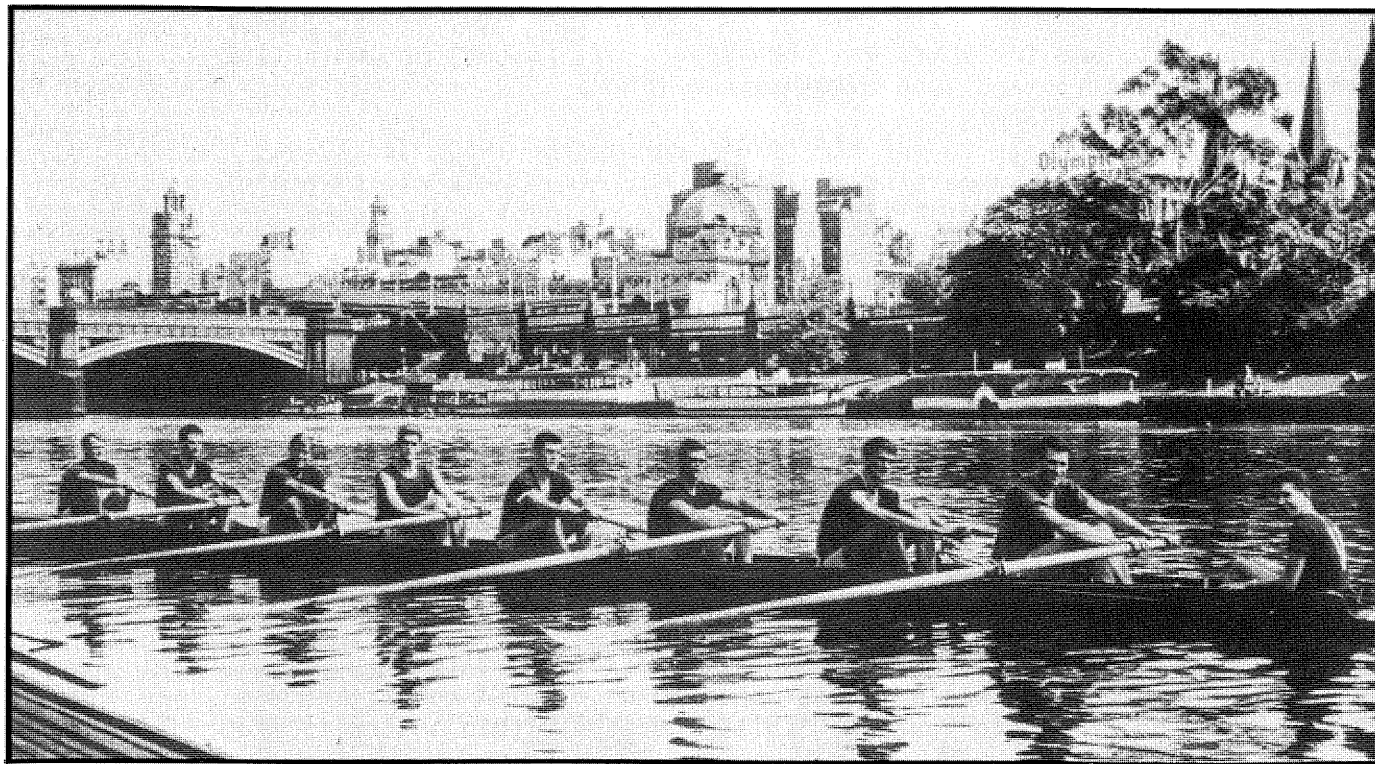
In 1974, youth rowing finally became of age, adding another major event to the King's Cup Regatta. Noel Wilkinson donated a handsome cup. The event has been won twice by Geelong College youth eight in the first two years of the competition, and by the composite Corio Bay-Barwon crew in the third year, at Penrith. To date, the cup has not left Victoria.

#### Lightweight Rowing.

Well before 1958, lightweight crews from various Australian clubs had travelled interstate to gather experience; but the credit for the idea of lightweight rowing should go to Joseph Wright. An ex-coach of Pennsylvania University, USA, and a champion sculler, he formed the idea of lightweight crews in 1916. By 1919, Canada and Europe followed.

In Australia the Penrith Cup was donated for the first event in 1958, won by Victoria. Western Australia won in 1959 and 1960, and New South Wales in 1961. From then on, Victoria has had seven wins, with the golden period being from 1971 onwards, when the MUBC lightweight oarsmen predominated.

Raising a large proportion of the money for their boats, lightweight oarsmen raised the stature (as well as the weight limit) in their classification. This culminated in a Gold Medal victory at Nottingham in



*This Victorian crew which won the 1962 King's Cup at Ballarat was also later victorious in the 1962 Empire Games in Perth. Here it is seated as: Ian Douglas (bow), Charlie Lehman (2), Doushan Stankovitch (3), Graeme McCall (4), Martin Tomanovits (5), Terry Davies (6), Paul Guest (7), Neville Howell (stroke), David Palfreyman became the coxswain in Perth.*



*The Victorian crew that won the 1971 King's Cup on a training run against the background of Princes Bridge, Melbourne. The seating is : G Boykett (bow), E Vahl-Meyer (2), D Douglas (3), D Michelmores (4), D Bishop (5), W Ballieu (6), J McKeand (7), K Jelbart (stroke), and A Maginn (cox). (Herald & Weekly Times Ltd.)*

In the late 1950s, additional regattas were added to the annual rowing programme, including the Head-of-the-Yarra, five mile time-trial fashioned on a similar annual event held in the United Kingdom, and the Scotch-Mercantile regatta. Both of these, by their location in the rowing calendar, have attracted entries from the Associated Public Schools and others where rowing forms part of the sporting activities, from crews in the senior grades, and more recently from an increasing number of junior crews. These two fixtures laid the foundation for school participation in qualifying regattas.

The increasing popularity of the Scotch-Mercantile regatta is evidenced by the rise in the number of competitors entered, from 695 in 1959, to the present record of more than 1550 in 1976. Other regattas in the February-March period have followed a similar pattern, particularly Henley-on-Yarra, Ballarat and Barwon regattas, all of which are presently receiving a record number of entries.

A recent introduction has been championship events for schoolboy oarsmen in both four-oared and eight-oared crews.

It is interesting to note that, for the 1931-32 season, the total entry for all regattas was 3,032 oarsmen. We are presently receiving entries from a number in excess of 10,000 oarsmen annually.

CHAPTER III

*Metropolitan Clubs*

## Albert Park Rowing Club

The Albert Park Rowing Club, founded in 1873, was, prior to the First World War, Victoria's most successful Club; and, from 1900 to the 1914-15 season, won the Victorian eight-oared title on 12 occasions, the fours 10 times, and the pairs four.

The club has occupied three boathouses at the lake during its 100 years existence. The first building, a single-storey structure, was destroyed by fire before the first World War. The second, a two-storey building, was burnt down in 1945. The club now has a very fine single-storey boat-house and dressing rooms built of brick by club members.

Up to its jubilee year in 1922, the club had scored 322 victories in regatta and championship events.

There have been no greater men in the sport of rowing than the two Donald brothers of Albert Park. The late Jim Donald was known throughout the Commonwealth as the prince of strokes. His brother, Charles, actually won more races than he did. Charles was also a master coach. Jim Donald was seldom defeated when in the stroke seat of a crew. Charles Donald was most versatile, and has a unique record. He won 121 races, including championships in sculls, pairs, fours and eights. His list of successes in championship events is: Australian eights titles (7), Australian fours title (1); Victorian titles in eights (13), in fours (11), pairs (4) and sculls (3). He won 32 races with the Wendouree Club at Ballarat before coming to Melbourne, and 89 with Albert Park. He coached Wesley to win the Head-of-River title in the first year in which it was held (1901) as an eight-oared event. His crews won the title 12 times in 15 years. Charles Donald also had a great deal of success as coach with Melbourne University and the Albert Park Club.

Alex Chamley, who was associated with the Donald brothers, was regarded as the best bow side oarsman in Australia. He was the most successful oarsman to row in the eight-oared title. He scored 10 wins in 10 starts in the Australian title event from 1886 to 1905. His Victorian title record is also very colourful. He was 42 years old when he retired after rowing for 20 years.

After the First World War, 'Park' was again prominent in senior rowing in the 'twenties. In the 'thirties, the State eights and fours were each won twice, and the pairs three times, with the three (eights, fours and pairs) being won in the one season, 1937-38.

The 'forties were mainly taken up by the Second World War, and, in 1945, a second fire destroyed the Clubhouse and all contents.

Despite the fire, the 'fifties saw Park again prominent in senior rowing. For the 1956 Olympic Games, Albert Park supplied the coach, and three members of the Australian four, as well as the pair, coxswain and coach. This pair, Bob Duncan (bow), Bruce Dickson (stroke), won 33 senior pair-oared races from 1950-57, and won the State pairs five times in succession, equalling the record set by Ray Todd and Jack Jobling, of Wendouree.

The 'sixties and early 'seventies were a period of decline in the club because of weed infestation in the lake each spring and summer, making it virtually impossible to row, thus leaving the club nothing to offer new members. The infestation now appears to be overcome, and the club is on the way up again, having won the second division junior premiership for the 1975-1976 season.

Some personal notes from Albert Park:

Many oarsmen who represented Albert Park were also very successful in the business world. The late Herbert Green, a member of several championship crews, was Victorian and Commonwealth Government printer for some time. He was also VRA official starter, and chairman of the association when the later Mr Justice Starke Sen was president.

Tom Rider, who also had success with Albert Park championship and club crews, succeeded Herbert Green as Victorian Government printer.

The late Stan Stewart, former advertising manager of The Herald, will be remembered as an official and president of the Albert Park Club; he was also a VRA official for many years.

The late Bert James is another who gave great service to the Albert Park Club, and to rowing generally for more than 50 years. He held many official positions, and was president for some time. Bert was also a top Henley and VRA official.

The late J M McFarlane, a company director, was a top coxswain and coach of Albert Park and Victorian state crews. He wrote a book on rowing which was adopted by the VRA, and by most other state rowing associations.

Bob Weir, who is now a prominent Victorian company director, was a successful oarsman with 'Park' before transferring to Mercantile. He also

rowed no. four in the 1923 Victorian King's Cup eight at Perth.

George Patterson, former Australian Trade Commissioner in England, rowed for Park, and was bow in the Victorian crew that won the King's Cup in 1930, at Mannum, SA.

Alan (Jiggy) Spowers, former manager of the Argus, who stroked the Victorian eight in 1921, had much success as a representative of the lake club.

Another prominent businessman who rowed very successfully with Albert Park is J P (Jack) Gaskin, Victorian Housing Commissioner. He and his brother Max were members of the Victorian State eight in 1937. Jack Gaskin, with Tom Warburton, won the Victorian pairs title in 1938, and both were members of the winning eight and four that year.

The late Bill McIlroy, former secretary of the Lands Department, had much success both as an oarsman and coach with Albert Park.

#### Banks Rowing Club Melbourne

For more than 104 years, the Banks Rowing Club has played an important role in the social and recreational lives of bank officers in Melbourne.

The club, which is unique, was founded on 29 August 1866, the foundation meeting being held at the Port Phillip Club Hotel, where the chairman, I G T Horne (National Bank), stated that the object of the club was: 'the encouragement of amateur rowing on the River Yarra among bank officers'.

It was decided that all managers of the banks in Melbourne would be made ex-officio honorary members of the club. This custom has continued, and today the chief executive officers are honorary members and also vice-presidents.

The original office-bearers elected were: Adam Burnes (General Manager, Colonial Bank of Australasia), president; I G T Horne, vice-president and Captain; W C Johnson, hon Treasurer; W G Rhind (Wales), hon secretary; J F Daniels, W W Birkmyre (A/asia), J D Pinnock (Bank of Victoria), and A D Mitchie (Wales), members of committee; and J H Williams and J G Sawell, auditors. Fifty-seven gentlemen handed in their names as foundation members. The entrance fee was set at £1/1/-, and subscription at half-a-guinea a quarter.

The club got away to a good start. The chairman stated that arrangements would be immediately entered into with Mr Edwards, of Princes Bridge, for

the hire of boats and the use of facilities, and that operations might be expected to commence on the following Saturday.

A maiden four was entered in the Melbourne Regatta held on 20 April 1967. Entry fee was £2/10/-. The crew must have been enthusiastic, because at a meeting just before the regatta a member moved that 'taking into consideration the great expense incurred and exertions used by the gentlemen comprising the crew, the Club place the sum of ten pounds at its disposal whilst residing at the course (Salt Water River) for a week prior to the race.' However, the result of this generous motion was not recorded.

In May, the foundation president, Adam Burnes, offered a challenge prize, valued at twenty five pounds, to be competed for by the crews from different banks in four-oared open gigs. The trophy was won in 1867 and again in 1868 by the Bank of Australasia, which, under the rules governing the competition, retained the cups. Two of the crew members, Edward Shew and Henry Gyles Turner, reached high positions in banking. The latter also became an outstanding benefactor of the club, over which he presided for a period of almost half a century.

At first, the club hired boats and later bought its own. In 1869, due to repeated complaints from members regarding incivility and discomfort experienced at Edwards' boatshed, the club moved to Greenlands.

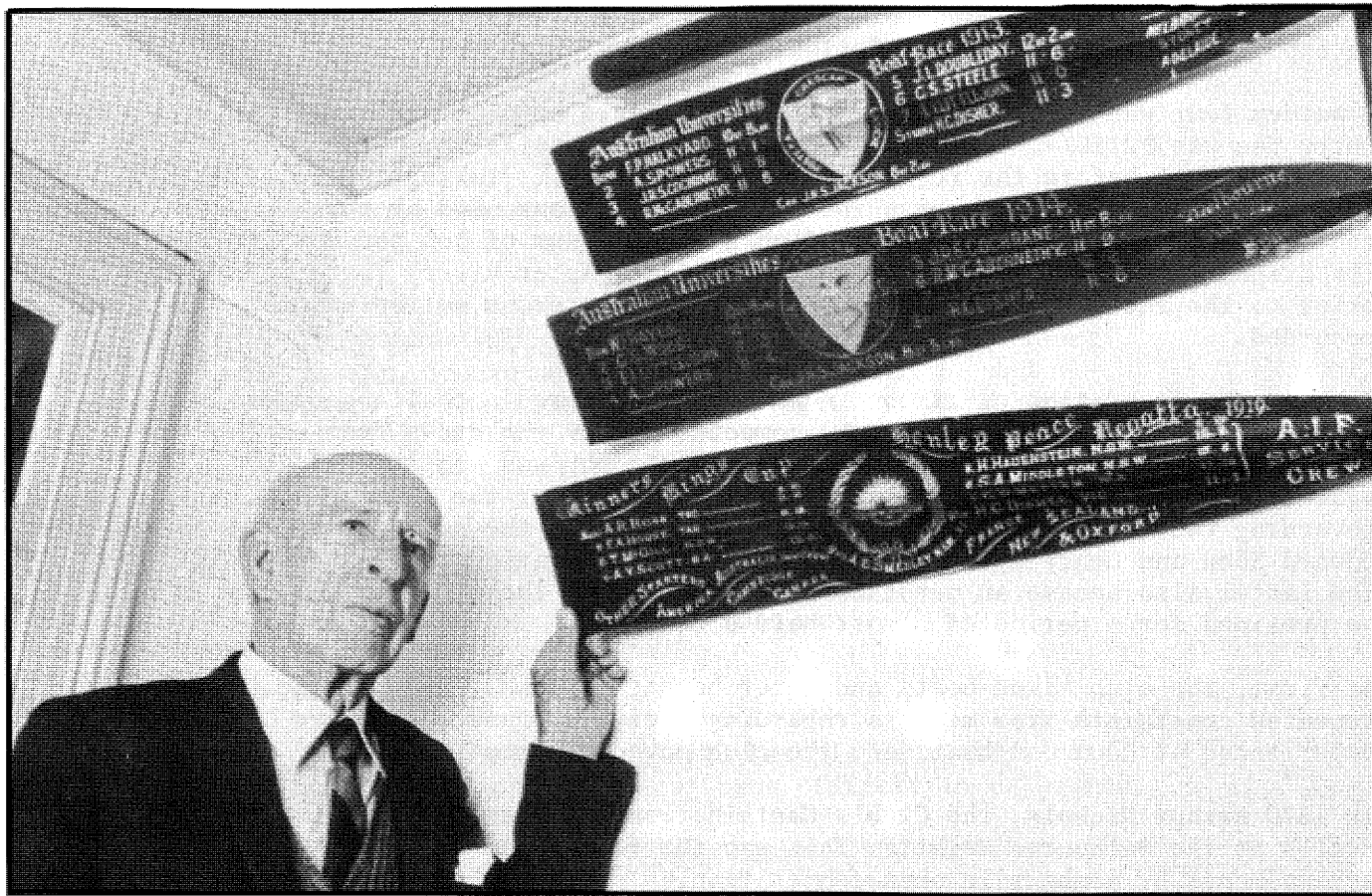
In 1870 Arthur Nichols, the Club's Captain, won the Grand Challenge Sculls at the Melbourne Regatta. This was the first of many fine achievements by members in open competition.

In the following year, H Gyles Turner, who had recently left his position as Melbourne accountant of the Bank of Australasia to become general manager of the Commercial Bank of Australia Ltd, succeeded Adam Burnes as president, and held this position until his death in 1920.

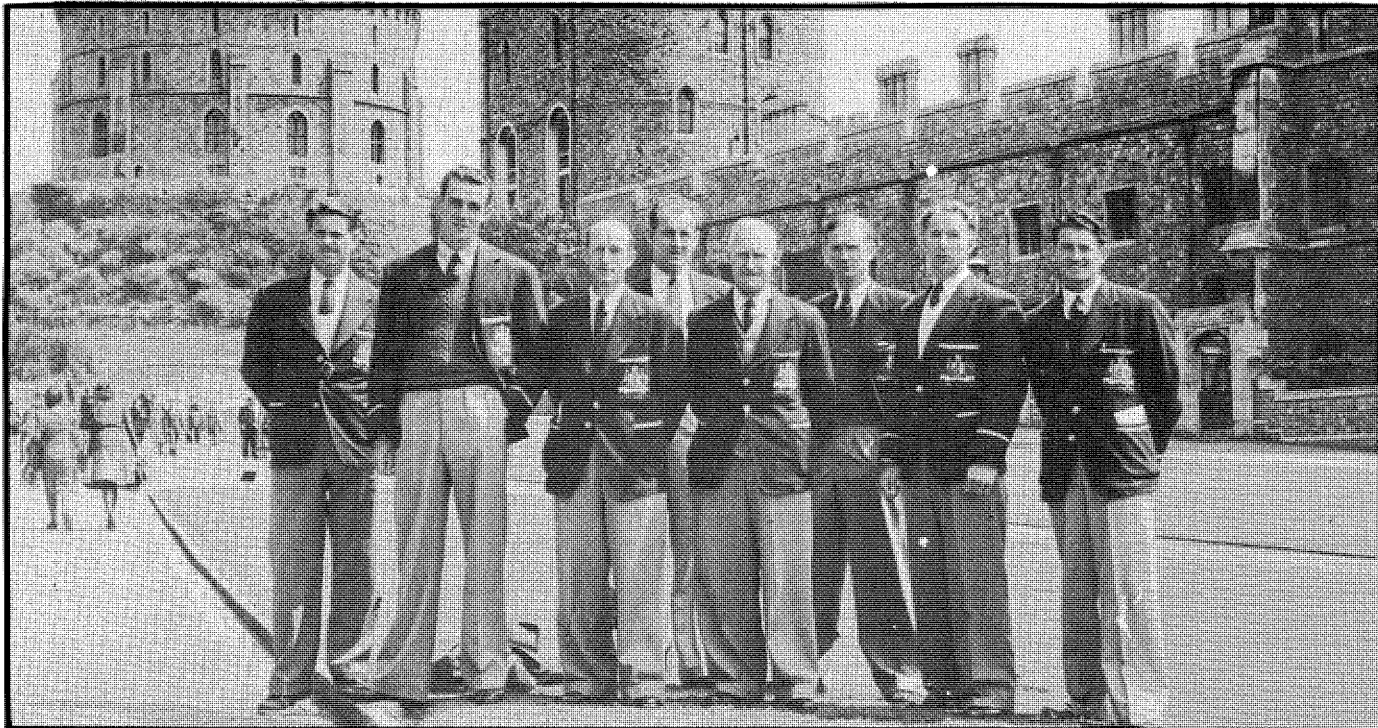
The club's 1872 annual report mentioned a problem that is common to clubs made up of bank officers everywhere. 'The difficulties of the Banks Rowing Club', it declared, 'are further increased by the fact that in consequence of the frequent removal of bank officials from Melbourne to country districts it is very difficult to preserve a body of practised oarsmen from which to choose a crew able to distinguish themselves. If, however, you are for the present content with the attainment of what after all are the main objects of your association - namely health and recreation - your committee are confident that at any time such a combination of circumstances may occur as would place the club in a more gratifying position relatively to other and at present more powerful clubs.'

In 1873, a challenge cup was presented by the managers of the Melbourne banks for inter-bank four-oared competition. This was won by the Wales





THE LATE DR H C DISHER Standing by some of his oars - the top two he used when stroking the winning Melbourne University crews of 1913 and 1914 and the bottom oar is the blade he used when stroking the winning A.I.F. crew that originally won the King's Gold Cup at the Allied Services Peace Regatta at Henley Royal Regatta in 1919. This cup is now the perpetual trophy attached to the Australian Eight Oared title.



MEMBERS OF THE 1948 OLYMPIC ROWING TEAM AT WINDSOR CASTLE, LONDON. Five of the eight in the group are Victorians, Mr W R B Todd is in the centre.

in 1873 and 1875, and by the Commercial Bank of Australia Ltd in 1874, 1876 and 1878. It then became the property of Commercial for having won it on three occasions.

The club took delivery of its first eight-oared boat in 1876. The president, Mr H Gyles Turner, visited England, and, while there, ordered and supervised the building of an eight for the club. The boat arrived in December 1877 having cost a total of one hundred and two pounds and two shillings (boat seventy four pounds and ten shillings, freight twelve pounds and twelve shillings, insurance etc ten pounds five shillings, railway cartage three pounds fifteen shillings, and hire of man one pound). Perhaps this purchase gave added encouragement to members, as the following year three of their number represented Victoria in the inter-colonial eights.

In 1880, the club moved back to Edwards' boatshed, Greenlands being considered too isolated. Two years later, consideration was given to amalgamating with the Civil Service Rowing Club, but this was rejected because of the views of the younger members. Financial difficulties were experienced during the 1882-83 season, and most banks contributed ten pounds, with an undertaking to contribute five pounds annually thereafter. This custom has also carried on, and most banks today contribute twenty-one dollars annually.

The latter part of this decade saw the club adopt a uniform, and obtain its own clubhouse. The uniform of sky blue jersey, cap and jacket of darker blue with white breeches was introduced in 1886, but pink jerseys were to be worn by crews competing on regatta days.

A meeting of the Club held on 6 December 1887 agreed to application being made to the secretary of the Lands Department for an allotment of land between Greenlands sheds and the proposed site of the pontoon sheds to build a boatshed. This was granted in the following month, and, in May 1889, H Annear was asked to prepare plans for a one-storey building to cost not more than three hundred pounds. In October, the tender of Messrs Arnott & Butler for one hundred and seventy five pounds was accepted. This was apparently exclusive of timber, which was purchased direct from John Sharp and Sons. The new shed was formally opened on 14 December by Mrs H Gyles Turner.

The annual meeting for 1890 fixed subscriptions at two guineas for senior members and one guinea for juniors. It also decided that colours would be a dark blue jersey for practice, pink jersey with light blue cap for racing.

To help reduce the club's overdraft, a moonlight excursion on the *Hygeia* was arranged in 1893. Tickets were two shillings and a string band was engaged. A profit of forty pounds resulted.

A significant step was taken at a special general meeting held in February 1894, when the rules were amended to provide for the admission of up to forty members from kindred institutions. However, the committee and office bearers were to remain exclusively bank officers. This widening of the membership attracted many prominent Australians to the club's ranks, including Mr S M Bruce, later to become Prime Minister, and Viscount Bruce of Melbourne (he joined in 1901), and the prominent sharebroker Mr Staniforth Ricketson (1913).

In 1898, the club won the champion eights, and in the following year 28 members competed in handicap sculling races.

The inter-bank four-oared races were revived in 1899, when H Gyles Turner (one of the crew who won the first challenge prize offered in 1867) provided a handsome trophy - a silver model of a racing four held in position by a set of oars. This permanent trophy is held by the winning bank until it is defeated. Original winners were the Union Bank, and the present holders of the trophy are the Commercial Bank of Australia Ltd.

The club moved quietly into the twentieth century. In 1903, two members, F W Bainbridge and R W May, were included in the successful Victorian interstate crew, and May was a member of the successful interstate eight the following year. E E James and V N Gard were members of the successful Victorian crew in 1907.

The Inter-Bank Regatta of 1908 must have been quite a social event. Afternoon tea was provided at Branders Ferry, and Di Gilio's band supplied the music. Votes of thanks were accorded to Messrs Bligh and Harbottle for a case of whisky, Victoria Brewery for 27 gallons of ale, and Kronheimer Ltd for cigars.

The 1909-10 season saw the club win the junior premiership. An additional storey costing six hundred and twenty-seven pounds was added to the clubhouse. These additions were opened by the president on the day of the Inter-Bank Regatta held on 18 March 1910.

Members were strongly represented in the Victorian eights interstate crews in 1911, 1912 and 1913. C. G. Davies was stroke on each occasion, and the crews were coached by A J Shepherd in 1911 and 1912.

During the First World War, 58 members of the club enlisted, and nine were killed in action. One of those who paid the supreme sacrifice, Lieut R W May, left a legacy of one hundred pounds to the club.

The senior eight was successful at the Barwon Regatta in 1920, and the club also won the junior premiership.

A severe blow to the club was the death of H Gyles Turner on 30 November 1920. He had been president for 49 years, and, in recording their loss, members found it impossible to estimate the valuable services rendered by him to the club and to rowing generally throughout Victoria.

In August 1921, O Morrice Williams, the recently retired general manager of the London Bank of Australia Ltd, was elected president, a position he held until his death in 1938.

The club won the junior premiership for the 1923-24 season, and, in May 1926, W L Pincott was a member of the Victorian crew in the King's Cup.

During the 1926-27 season, a club four was smashed to pieces by a car in front of the shed. Two members of the crew were injured. However, the club was more fortunate than three others in Melbourne which had sheds and boats destroyed by fire, in one case on the eve of the Henley Regatta.

The Banks Club continued to prosper, and in 1929, the banks made a donation of four hundred pounds towards the cost of extending the dressing room. These additions to the clubhouse were completed in 1930.

In August 1931, the constitution and rules of the club were completely revised. Thenceforth bank officers were to comprise at least 60 per cent of the membership and 75 per cent of the management committee. Despite this, membership continued to fall, and was down to 116 in 1935, and to 98 a year later.

In 1937, the club won the lightweight eight championship, and, in 1938, made a successful return to senior rowing. Membership had risen to 165. A N Jacobsen was stroke in the Victorian King's Cup crew.

Following the death of O Morrice Williams in 1938, Sir Leslie McConnan (chief manager of the National Bank of Australasia) became president. The club won the 1938-39 junior premiership.

Members again distinguished themselves in their country's service in the Second World War. Eleven members were killed on active service.

After the war, the club continued to show its pre-war strength in competitions by winning the champion fours in 1946, having two representatives (Lambie and Slorach) in the victorious King's Cup Victorian crew in 1947; winning the championship junior eight for the first time; and also regaining the junior premiership in 1948. Mr H Lambie was selected as a member of the Australian four at the 1948 London Olympic Games.

Following the death of Sir Leslie McConnan in 1954, Mr Hugh D T Williamson (general manager of the Australia and New Zealand Bank Ltd) was elected president.

The club entered the '60s with a good show of strength. Three members, Messrs Brian Vear, Neville Howell and Ian Johnston, were in Australian crews at Rome Olympic Games in 1960.

In 1961, Mr H F Clarke (general manager of the Commercial Bank of Australia Ltd) succeeded Mr Williamson as president.

The 1961-62 season proved to be the club's most outstanding up to that time. It won the senior eight event at a qualifying regatta, the State eight-oared championship, and the Victorian Rowing Association senior premiership, and also provided for the first time the coach for the Victorian King's Cup crew.

These successes were eclipsed in the following season, however, when the club won both senior and junior premierships for the first time in its long history, and was also strongly represented in Victorian and Australian crews. At the first World Rowing Championships, held at Lucerne, Switzerland, in 1962, the Banks Club provided five of the Australian eight crew and also the coach. A similar number represented Victoria in the King's Cup. But the highlight of the season was the club's strong representation in the Australian eight which set a new Games record at the British Empire and Commonwealth Games in Perth. The crew comprised: bow, I E Douglas (Banks); 2, C J Lehman (Banks); 3, D Stankovich (Banks); 4, T R Davies (Banks); 5, P M Guest (Banks); 6 G A McCall (Mercantile); 7 M G Tomanovits (Mercantile); stroke W N Howell (Banks); cox, D Palfreyman (Mercantile); coach, A N Jacobsen (Banks). In an exciting race, with the New Zealand crew pressing Australia all the way, the Australians won the event in the time of 5 minutes 53.4 seconds. New Zealand rowed into second place, followed by England.

The 1962-63 season also saw the retirement from active rowing of Mr Neville Howell, a member who had represented Victoria in 10 King's Cup crews, winning five times. He had also represented Australia in international events on several occasions.

In the Australian eight-oared crew for the Toyko Olympic Games in October 1964, the club has six representatives: T Davies, P Guest, D Ramage, B Vear, K Wickham (cox) and A N Jacobsen (coach).

The centenary of the club was appropriately celebrated by a dinner at the Princeton Rooms, Exhibition Buildings, on 27 August 1966. One of the oldest members, Mr Justice R A Smithers, traced the club's history, performances, and members from inception. His 30-minute address, into which he introduced much humour and nostalgia, received a standing ovation from the 170 members and former members present. From the small club of 57 members that was formed 100 years earlier, the Banks Club had become one of the leading rowing clubs in Australia. Membership then stood at 290.

Two members of the club, Messrs David Ramage and Paul Guest, represented Australia in the coxswainless pairs event in the 1968 Mexico Olympic Games. When in a seemingly winning position in the semi-final, they ran into 'oxygen debt', and David Ramage was barely conscious as the crew crossed the line in third position. They won the 'little final' comfortably in a faster time than the winning crew, but it was small consolation.

The club entered the 1970s with a membership of 307, and plans to improve on this figure, and eventually rebuild the clubhouse.

Mr Clarke, who, as President, saw the club through its greatest rowing successes and its centenary, did not seek re-election. He was succeeded by Mr C H Rennie (chief general manager of the ANZ Banking Group Ltd).

The Banks Rowing Club is dear to the hearts of many Melbourne bank officers, and others who have moved on to other areas. Like the banks which were responsible for its foundation, it has become an institution. Indeed it has out-lived some of the banks which have lost their identity through amalgamations, etc. It exemplifies the best in Australian sporting life. Its members have served their country at rowing in peacetime, and on the battlefield in time of war. The sound aims and objects of its founders have been fully achieved to the benefit of bank officers and Australian rowing generally.

#### Essendon Rowing Club

The Essendon Rowing Club was founded in 1880. The inaugural meeting was held in Spong's Hotel, Spong being a well-known sporting identity whose trotting colours were black with a red sash. These colours were adopted forthwith, and Essendon is one of the few rowing Clubs to have kept its uniform unchanged through out the years. Other Essendon sporting bodies, including the football club, adopted this uniform, which for many years has been symbolic of Essendon.

Squires Gymnasium, at the time a double-storeyed timber building at the rear of the hotel, was the training venue for many of the oarsmen, and the club settled down to rowing on the Maribyrnong. Records are not available for the first ten years, but, in October 1898, the annual general meeting was held at the Junction Hotel, Moonee Ponds. The chair was taken by Mr Towit in the absence of the president, Mr Alex McCracken, and the secretary's report related that, financially, the club was in a very good way, with subscriptions totalling fifty pounds, and donations bringing receipts to eighty-five pounds. Fifteen new members were enrolled in that year. The Patrons of the club were the Hon Thomas Brunton, the Hon Alfred Deakin, and the Hon S T Staughton. Mr McCracken held the post of president for many years, and in 1906 a farewell was given to Mr Jack

Brown, who had been the treasurer for a number of years. The political careers of Thomas Brunton and Alfred Deakin are well known. Their places were filled on their deaths by the Hon Aikman MLC and the Hon W A Watt MLA.

Pairs races were the major form of racing at Essendon in the early part of the century, but, as the century progressed, bigger boats were introduced.

In 1907, in the Barwon Regatta, the weather was the worst in living memory. Crews scratched and others caused fouls, but Essendon went on to win the maiden fours, beating Albert Park by only two feet, having led the whole way. C A Loxton, a veterinary surgeon, was captain in the years leading to 1906. In that year, Essendon organised combination fours, in which a record was established for 156 entries received from nine clubs. The event attracted 1200 visitors to the boatsheds.

The Second World War affected the club's active membership; and indeed 41 members served in Australia's defence forces.

Immediately after the war, Essendon had a strong, if not large, membership based to a large extent on the comradeship of returned servicemen. Unfortunately, however, the club was not as strong on the active side, and, and, from this time through to the late 1950s, Essendon's only real effort in the sport won them the champion junior eight title in 1948.

In the late 1950s, Essendon started to pick up again, and, in the 1958-59 season, won the championship lightweight eights. From 1959 through the early 1960s, the club produced many talented young oarsmen, and was rewarded by victories in the 1963-64 junior premiership, and in the champion junior pairs in 1963-64, 1965-66, and 1966-67, and the champion junior four in 1964-65. It was also during this period that two of Essendon's oarsmen were selected to row in the King's Cup for Victoria: John Stuckey in 1965-66 (he also represented Australia in Yugoslavia in 1966) and Ian McBain in 1966-67. By comparison, the latter half of the decade was a bleak period for the club, and the active membership fell drastically.

The start of the 1970s was on a bright note when, with its meagre membership, the club won the champion junior pairs in 1970-71. From this period on, Essendon started to grow, and, although the three years from 1971-72 to 1973-74 were not significant on the scoreboard, they were important in the build-up of membership of young boys who learned how to row. This patient and steady process proved worthwhile when the club won the junior premierships in 1973-74 and 1974-75, and were runners-up in 1975-76. Despite Essendon's dominance in the junior class in this period, however, the coveted state championships have eluded them; and they have had to be content with second place in the junior four and junior pair titles in the last two seasons, 1974-75 and 1975-76.

The club's home territory, the City of Essendon, is today dominated by older citizens, and the 17 to 30 age group is the smallest group in the city. Fortunately, the neighboring suburbs are predominantly young, and it is from these areas that most of Essendon's young oarsmen now come, and will continue to do so for the foreseeable future.

#### Footscray City Rowing Club

The 92 year-old Footscray City Rowing Club, formed by a band of young sportsmen (many of whom went on to make their marks in the business field) has a proud record of endeavour and achievement.

It is unfortunate that many of the old records were not kept, but the past secretary, Max Knott, has made exhaustive research in an effort to recapture most of the highlights of the days gone by. Some old members can still vividly recall the fraternising times at both the 'old shed' and its present site on the Maribyrnong River in Farnsworth Avenue.

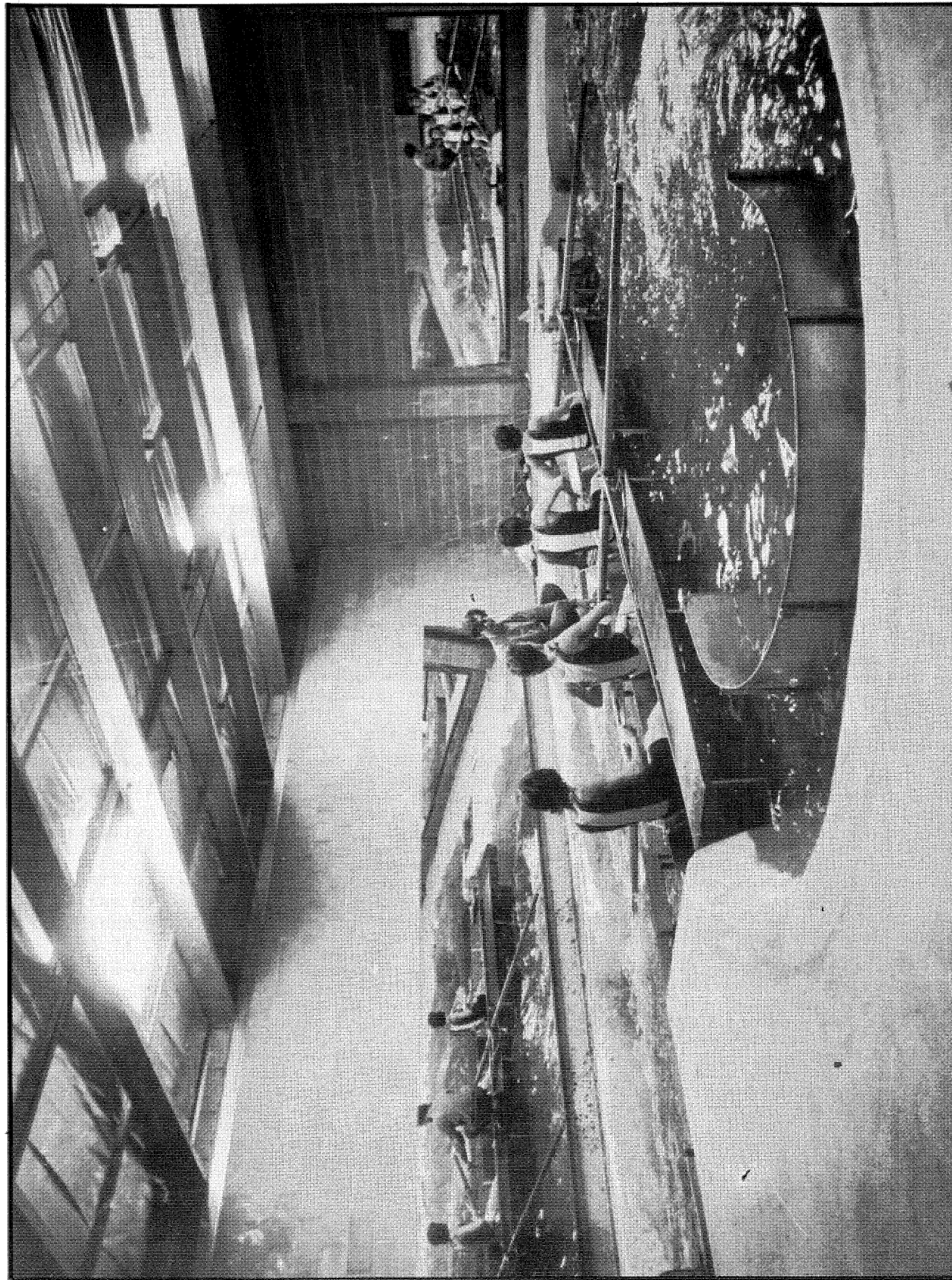
The club's inaugural meeting was held at the Mechanics' Institute, on 11 November 1884, office-bearers elected being: patron James Cuming, JP, president, Commissioner J Stewart; vic-presidents S J Jones, H Huxtable, C Norval, F W English; club captain W Dohery; vice-captain W Gierik; treasurer G C Shallard; secretary J J Mills; committee D S Spurling, H Johnson, D P Griffiths, S I Camton, L Greenwood.

Over the years, the club had the distinction of winning various cups, including the Buchan Cup for maiden eights (Ballarat and Barwon 'double' junior four), the Elswick Cup (Henley), and the Stewards' Grand Challenge Cup at Henley in 1910.

The original clubhouse was situated at the rear of the area where Bradford Cotton Mills now have a factory, with a membership of more than 100 men. The president was Dr Ramsey Webb, who had purchased the practice of Dr Andrew, following his death. The club was continually winning races at every regatta in which it entered, but it also grew in numbers, and it was necessary to obtain new quarters.

In 1925, the memorial clubhouse was erected at an initial cost of fifteen hundred pounds. The land on which it was built was leased from the VRC at 1 peppercorn per annum. The membership fee, one pound, was not adequate to cover the cost of the building; debentures of five pounds per member were issued, which were repaid within 8-10 years.

Among those who came to the club's aid were old members in George McPherson, D Sparling, George Farnsworth, Andy Hansen - and The Footscray Advertiser.



The rowing pool that the Power House club installed at a 1972 cost of \$11,000. (Herald & Weekly Times Ltd.)

A W B Fawcett was elected secretary in 1904; and much is due to his foresight. His own history is very interesting. He was a well-known identity in this district, and held in high esteem in the city.

Solicitor Arthur Secomb was also connected with the club. Joining in 1889 and competing to 1907, he still has a medal which was won for Footscray City Rowing Club time-trials at the first Henley Regatta in 1906. It is interesting to note also that this was won in a tub pair.

Mr Secomb can recall gathering together a scratch eight, and rowing to St Kilda Pier for a Sunday morning outing of racing 'The Courier', the bay paddle-steamer, and beating it over a two-thirds of a mile course.

During the 1945-46 rowing season, the club past-president, L A J Wilkinson, was chosen by the selectors to row in No 5 seat with B Fraser, also of Footscray City, as emergency, in the King's Cup crew. These two were the first, since the inception of the club, to be chosen in the State crew.

The next season of 1946-47 saw five members in King's Cup challenge rounds - R Armitage, K O'Donohue, A Gibbs, M McWilliams and L A J Wilkinson.

To provide a source of revenue, the club introduced a Saturday night dance in 1930, with an eight-piece orchestra. During the 20 years in which the dances were held, the club prospered financially, and a great deal of money raised was invested in public companies and in war bonds, the last of which have been sold.

On 1 August 1970, in the early hours of the morning, an era in the history of the Footscray City Rowing Club ended when the clubhouse was completely destroyed by fire, and all boats and equipment and most of the club's records and trophies were lost. Fortunately, the club's caretaker of 20 years service escaped, although he was found in an unclad condition in the Maribyrnong River.

The struggle since this time to rebuild has been both frustrating and rewarding. The club came within an ace of moving to Keilor to become the Keilor Rowing Club until an approach was made by the Footscray Institute of Technology to combine to form a community boating complex on the old site of the Club.

As a result of much hard work by all concerned, we can now see the most modern boat clubhouse in Australia rising from the ashes. This \$450,000 clubhouse will be opened on the 100th anniversary of the first regatta run by the Victorian Rowing Association on the Saltwater (Maribyrnong) River. This has assured the future of rowing in Footscray for the next 100 year.

### Hawthorn Rowing Club

Hawthorn Rowing Club commenced its existence as Boroondara Rowing Club, which was founded on Wednesday 26 September 1877 at Finn's Terminus Hotel. The name probably changed to 'Hawthorn' about the turn of the century. The original boatshed, which was erected on lands purchased in St James Park by Messrs Edwards and Morris, was later swept away by the floods of 1934. A permanent boathouse was not erected until 1937 on the site of the present Club House. Even now, when the river runs high, members strap down their boats and oars, as at the Carey boatsheds. Xavier College, next door to Hawthorn, likewise is ready for an alert should the river reach abnormal heights.

The club uniform was changed in 1913 to the present white singlet with navy-blue hoops from a salmon coloured singlet.

The Feldt family have been prominent in Hawthorn Rowing Club for three generations, Mr W Feldt being secretary for a number of years. The original Feldt's grandson, Tony, was a prominent lightweight oarsman, making up the third generation.

### Melbourne Rowing Club

Founded on the 12 March 1862, the Melbourne Rowing Club became the second oldest of existing clubs in Victoria, MUBC being founded on 3 September 1859. Adopting the colours of the Thames Rowing Club - crimson and blue - and commencing with 41 members, it made rapid strides in winning major races. In 1878, seven Melbourne Club oarsmen filled the seats of the winning Victorian crew in the first intercolonial eight-oared race.

But membership declined, wins were a matter of the past, and, by the end of the century, the club was in debt.

Simultaneously, the enthusiastic and growing Melbourne Amateur Athletic Club was cramped for space at its shared accommodation at the Christ Church Hall in South Yarra. On an amalgamation taking place, and with the debts of the club paid off, the rowing members increased to a certain degree, and the character of the club embraced boxing, wrestling, and physical culture. It was not until after the First World War that the club entered again into competitive racing.

The Civil Service Rowing Club, founded on the 17 June 1866, for 56 years enjoyed competitive rowing. But at the turn of the century, membership had declined to such a degree that the original rules confining membership to past and present members of the civil service were expanded. Membership was not greatly helped by this relaxation, and finally, in

1922, the two clubs amalgamated under the title of the Melbourne Rowing Club.

With the club house burnt out by fire on the 24 October 1948, the fleet, winning pennants, and pictorial records all went in the conflagration. Thanks to the co-operation of the Melbourne City Council, the present boatshed was in operation only 14 months later, the members being guests of MUBC in the meantime.

That the club won the senior premiership in the season immediately following the fire is a tribute to the spirit of the members.

The late Mr Ted Horsburgh, the best known of the club's coaches, had a fine record of wins from 1920 to 1928; he coached the Victorian crew on five occasions.

In more recent times, Bill Waterfield has given years of valuable service as secretary. The VRA is fortunate to have Jack Ramsbottom to conduct the sculling side of activities with such marked skill. Jack Ramsbottom is the link in rowing and sculling between autumn and spring, when, under grey clouds, on winter Saturday afternoons, scullers compete for the Herald Shield and other classes.

### Melbourne University Boat Club

Melbourne University Boat Club was founded on the 3 September, 1859, and is the oldest rowing club in Australia.

Its founder was Professor Martin Howy Irving, who was president of the club for 31 years, and is regarded as the founder of amateur boat-racing in Australia.

Professor Irving was born in London and matriculated at Balliol College, Oxford, where he graduated as Bachelor of Arts in 1853, and obtained his Master's degree three years later. He was one of the leading oarsmen of his college, rowing in the Head-of-the-River, and winning the University Sculls. In 1855, he was appointed Professor of Classical and Comparative Philology and Logic at Melbourne University, and occupied the chair until 1871. He resigned to become headmaster of Wesley College, which has been one of the leading rowing schools, particularly under the late Charles Donald and, since the second World War, under Alan Mitchell.

Throughout its long history - it has recently held its 117th annual meeting - MUBC has taken a major part in Australian rowing. It has dominated the Inter-Varsity Rowing Championships with the most wins in the Oxford and Cambridge Cup, 33½ (there was a dead heat in 1951), the Lightweight fours (the Sir Fred J Schoneill Cup) with 10 wins in the 13

years of the event, and the coxless pairs (the Carlton and United Goblets) with six wins in eight years of the event. Only in the Inter-Varsity Sculling has Melbourne not had the most wins.

In international rowing, MUBC has had its members selected to represent Australia on 27 occasions while they were active members of the club, as well as on a number of other occasions when former members of the club were selected while rowing for another club.

MUBC's first International representatives were Simon Fraser and Harry Ross-Soden, who were members of the first Australian Olympic eight at the Stockholm Games of 1912. The eight, rowing under the colours of the Sydney Rowing Club, first competed in the Henley Royal Regatta where they defeated Canada by a length-and-a-quarter in their first round (7 min 4 sec), then defeated New College, Oxford, by a length in the second round (7 min 10 sec) and Leander Rowing Club in the final by three quarters of a length (7 min 6 sec). The distance at Royal Henley Regatta is 1 mile 550 yards and the course is rowed upstream, although occasionally there is minimal flow. Their Majesties King George and Queen Mary followed the race in the umpire's launch on this occasion. Conditions were stated to be flat calm.

At the Olympic Games, the Australian eight was beaten by the Leander crew by a quarter of a length (6 min 10 sec). According to a report, the finish of the course was approached by a sharp curve, and this was in favour of the winning crew. In passing, it is worth recording that during the 1914-1918 War, five members of that crew were decorated - four Military Crosses and a Distinguished Service Order.

The club's next international representative was Captain Clive Disher, who stroked the No 1 AIF eight at the Peace Henley of 1919. The principal event at this special regatta, held from 2nd to 4th July, was the King's Cup, a gold cup open to crews from the forces of the Allies.

The No 1 Crew, which included two members who had rowed at Henley and Stockholm in 1912, defeated the No 2 AIF eight by three-quarters of a length, while the United States beat France, and Cambridge University beat New Zealand. In the next round, Australia beat Cambridge University in 7 min 24 sec, and Oxford University beat United States in 7 min 25 sec. In the final, Australia led Oxford by a quarter of a length at the quarter-mile post, and steadily increased their lead to a length by the three-quarter mile post. Australia withstood Oxford's challenge, and won by a length in 7 min 7 sec. The Australian Crew was coached in turn by Steve Fairbairn, S A Middleton (who was a member of the 1912 crew), Norman Marshall, a former Scotch Collegian and a member of the Banks Rowing Club, and finally during the last week by Harry Ross-Soden. The crew, still stroked by Clive Disher but with several changes, as all members were not available, rowed at the Paris international regatta, where they were defeated by Cambridge.

The club's next Australian representative was in the 1948 Olympic Games at London, when Colin Douglas Smith rowed (2) in the coxed four coached by Ray Todd. Colin had stroked the Inter-Varsity eight on five occasions, in '38, '39 and '40, in the last two years winning the Oxford and Cambridge Cup. He then served throughout the war, and returned to his medical course, stroking the Melbourne I-V Eight again in 1946, retaining the Cup, and in 1947. A fact that was as remarkable as it was significant was that he rowed unorthodox or Fairbairn style, which he had learned at Geelong Grammar and continued to practice under Lex Rentoul at MUBC, whereas the other three members of the crew rowed Victorian orthodox.

The Melbourne Olympics of 1956 saw Australia win the bronze medal for the eights, with an impressive crew coached by Robert Aitken, and containing three MUBC members - Michael Aickman (bow), Jim Howden (4) and Adrian Monger (7).

Six MUBC members were selected to represent Australia in the Rome Olympics of 1960: John Hunt and Terry Davies in the coxless pairs; Paul Guest, who rowed with Neville Howell of Banks, in the coxed pairs; and Kim Jelbart (stroke), Peter Gillon (3), Peter Guest (2), with Brian Vere of Banks (bow) (bow), coached by Rob Jelbart, who rowed in the coxless fours.

The club's next representation was two years later in the First World Rowing Championship at Lucerne, where the Australian coxed four, stroked by former member Jim Howden, with Peter Edwards of Melbourne (3), Rob Jones (2) and John Castle of Yarra Yarra (bow) and coached by Ron Jelbart, came fifth in the grand final. The Australian Eight, which also rowed at Lucerne, and came fifth, contained three former members, Ian Douglas (bow) Terry Davies (4) and Paul Guest (5). Less than three months later, the Commonwealth Games were held on the Canning River at Perth, and the Australian eight containing the three former members mention above, with the addition of Duchan Stankovitch in the three seat, won the gold medal by a canvas from New Zealand.

Two years later at the Tokyo Olympic Games in 1964, Peter Gillon rowed (3) in the Australian coxless four, and former members Terry Davies and Paul Guest rowed (6) and (4) respectively in the Australian eight.

Three years later, Jon Harry rowed (3) in the Australian coxed four which won gold medals at the North American Championships and Expo '67, and was very narrowly defeated in the USA national championships before proceeding to the European Championships at Vichy.

Kerry Jelbart, a life member of the club, rowed in the Australian eight which came fifth in the 1970 World Championships, after featuring in a sensational incident in the semi-finals, which is still regularly referred to by Thomas Keller, President of FISA. At the order 'partez' and the drop of the flag, all other crews raced away, with Australia left at the start. Australia claimed their cox's hand was up. This was verified

in the TV film later, and Australia was permitted to start in the Grand Final in the outside lane as a seventh crew; but only after racing flat-out over the course under supervision, so that it could not be claimed they had an unfair advantage. Kerry was also a member of the Australian eight at the Munich Olympics in 1972.

In the European Championships at Moscow in 1973, the club was represented by Bill Liley, who rowed (3) in the Australian coxed four.

In 1974, three lightweight events were included for the first time in the World Rowing Championships at Lucerne, and the MUBC lightweight coxless four, consisting of Campbell Johnston (stroke), Andrew Michelmore (3), Geoffry Rees (2), and Colin Smith (bow), with Peter Philp as coach, were selected to represent Australia. Shortly after their arrival in Europe, they raced in the West German national championships, being beaten by Holland in their heat, winning the repechage, and then coming a very close second by 0.91 sec to Holland in the final. At Hanover international regatta, they came third in the heavyweight coxless fours, and later, in a borrowed boat, won the coxed lightweight fours. At Lucerne, in excellent conditions, the crew won its heat by three lengths in fastest time and proceeded direct to the grand final three days later, when they became the first Australian Crew to win a gold medal at World Championships or Olympic Games. Their winning time was 6 min 38.12 sec, and the margin over Holland, in second place, of 5.14 sec, was the second largest winning margin of all the grand finals in the men's rowing. In addition the club was represented by Bill Magennis in the Australian heavyweight coxless four.

In the following year, the lightweight coxless four was again selected unchanged to represent Australia at the World Championships at Nottingham, 1975, and, after winning its heat and semi-final, put up a magnificent performance in the grand final, in a less favoured lane, to come third, and win the bronze medal. This was the first time an Australian crew had won two medals at World Championships or Olympic Games regattas. Also selected in the Australian team was Bill Liley, who was emergency for the eight, which came sixth in the Grand Final. At each of these World Championships, Harvey Nicholson was a member of the Jury, and a 'juge-arbitre' on four days of racing. As the entire Australian lightweight coxless four was from the one club, MUBC - in accordance with FISA articles - was awarded a large bronze-gilt medal and a large bronze medal.

This extensive representation in Australian crews followed from successful participation in Australian championships and test races as well as the King's Cup regattas. Over the years, MUBC has been well represented in the Victorian King's Cup Crew and in the Penrith Cup event for lightweight coxed fours, where on a number of occasions, the whole crew has come from the club.

Until the introduction of lightweight coxed fours into the Inter-Varsity Rowing Championships, Inter-Varsity had meant the annual Australian Universities Championship for eight-oared crews, raced over a three-mile course (except where not practicable) for the Oxford and Cambridge Cup. There had been a sculling championship since 1927, but the event had only been held on five occasions, including two row-overs, when MUBC, represented by John Hunt, had its first and only win in 1953. Despite a shaky early history however, the event has been regularly and well contested since 1952, winners on at least eight occasions being Australian champions.

Inter-Varsity was first rowed in 1870, in fours, between Melbourne and Sydney Universities. The contest was held again the following year: both races were won by Melbourne. There followed a break of 17 years, however, before the event was recommenced with eights, the contest now including Adelaide University.

The race has been held every year since, except from 1915-1918, and 1941-1945 inclusive, and the year 1965 when, quite unreasonably, it was not held on account of activities alleged to have taken place during the all-day ferry picnic in Tasmania on the day after the championships in 1964. The stories made good telling, but, needless to say, lost nothing in the telling.

With a few notable exceptions, the Inter-Varsity boat race was mainly an annual match between Melbourne and Sydney; and from 1934, when Adelaide won, no other University carried off the Oxford and Cambridge Cup for nearly a quarter of a century until Queensland in 1958 demonstrated that champions are there to be beaten; in that year, they recorded that University's first win for 35 years, with an outstanding victory on the Port River at Adelaide. Tasmania came back into the picture in 1966 with a fine win at Mannum, its first for 41 years. Then relative newcomer Monash University won the coveted title in 1971 in an extremely close finish and retained the Cup in the following two years, although its win at Mildura was only by the width of the rubber ball on the bow of its racer.

It is not surprising that, from the outset, the influence of the Oxford and Cambridge Boat Race was very great, and this was seen in the perseverance with the three-mile race, well after the King's Cup race had been reduced to the international distance of 2000 metres. The influence, too, was seen in other smaller matters like the practice of giving the oarsman's School and University College when announcing the composition of the Inter-Varsity Crews. Apart from tradition, this had the value of showing the broad base of the club's membership. The Inter-Varsity eight was always a composite crew, and, in fact, every school competing in the Public Schools' Head-of-the-River has at some time or another had representatives in the Melbourne Inter-Varsity Eight.



The Inter-Varsity regatta programme was further increased in 1969 by the introduction of coxless pairs for the emergencies; and this event has greatly added to the interest of the regatta, as well as providing a very real incentive for the emergencies.

As mentioned above, the eights race was traditionally over three miles. The exceptions were in Melbourne, where the race on the Lower Yarra was two-and-a-quarter miles, and in Western Australia, where the three-mile course on the Swan River was often too rough to use; the last three-mile on the Swan being rowed in 1930. The two-mile University course, starting in the shelter of the Royal Perth Yacht Club and finishing appropriately near the brewery, was used instead until 1968, when a two mile course, finishing over the Commonwealth Games course on the Canning River, was used.

The increase in the number of participating Universities and the introduction of the additional events, as well as the very big difference in the standard of the eights, brought pressure to reduce the distance for the Oxford and Cambridge Cup to 2000 metres, the same as for the other events. This became the big issue over several years, with the older Universities, except Adelaide, generally favouring the retention of the long race. In the event, the battle for retention of the long race was lost, and the last three-mile race for the Oxford and Cambridge Cup was held at Penrith in 1967, and won by Melbourne. Next year's course was the two-mile course on the Canning River, won by Melbourne and the first 2000-metres race was held the following year on the Olympic Course at Ballarat in 1969, also won by Melbourne, which seemed to demonstrate that a well-trained crew can win over any distance.

In covering briefly more than a century of the club's history, it is only practicable to refer to a very limited number of persons. Those who reached the top by representing Australia have been referred to in detail. But few would have made the grade without the drive, cajoling and assistance of the coaches who have at times given up to more than six months a year, six or seven days a week, coaching MUBC crews.

The records from last century are meagre but over the last seventy-five years quite a few have coached for many years. Charles Donald was one, and although his long, continuous service to Wesley is well known, it is not generally known that he successfully coached many Melbourne Inter-Varsity eights, as well as coaching the Queen's College eight for many years. Clive Disher also coached the I-V eight for several years, as did E C H (Bully) Taylor, better known for his successful coaching of Melbourne Grammar Football teams.

One of the most colourful coaches was Russell Keon-Cohen, who had many distinctions including a Full Blue for Athletics as well as for Rowing. He stroked the winning eight in 1924, and, in the following year, won the Inter-Varsity 880 yards championship as a last minute substitute, when he was really away with the Inter-Varsity eight. The 'Incident',

which has been referred to repeatedly over the years, occurred at Henley in 1924 when he was stroking the MUBC senior eight in the Grand Challenge. Russell used to wear his cap while rowing, which was unusual in those days, and, according to the story, as the crew swept past the Governor's house-boat, well in the lead, he doffed his cap to the Governor. Russell coached Trinity for many years, and the I-V Eight in 1933. Later, he coached Newman. He was a schoolmaster for many years, and the first Rowing Master of Brighton Grammar School. Many knew him for his great knowledge on the TV Quiz 'Pick-a-Box' where he won a trip to England. Needless to say, the trip was planned to take in Henley Royal Regatta.

Lex Rentoul, Ormond's Coach for many years, took over the I-V eight in 1934, and changed to the Fairbairn style following the London Rowing Club's visit that year for Melbourne's Centenary. He coached I-V for seven years with wins in 1939 and 1940. Part and parcel of 'Fairbairnism' was doing more rowing, which, of course, was one of the reasons for its great success. 'Mileage makes champions', said Fairbairn, and this was put into effect by Ormond and Trinity, the I-V eight and several of the schools. On a Saturday, after loading a crate of milk into Lex's half-ton inboard coaching launch, Ormond would set out for the River-View Tea Gardens, about three miles beyond the Essendon Rowing Club. Trinity and Scotch crews would do likewise, and, on occasions, as many as five eights would make the trip, usually all the way by water, but, in one case, partly on land, when the I-V eight hit a rock and sank, the crew completing the journey on land with a final swim across the Maribyrnong for lunch at the Tea Gardens. The staple diet was steak and eggs, which cost two shillings and threepence. Lex's first I-V eight featured in another incident, which could have had fatal consequences. In 1935, while turning near the Williamstown Ferry, the crew was swept by a swollen river into the ferry. The racer and crew disappeared, while Lex performed a count of heads from his launch, as they re-appeared.

In England during the war, he organised and coached some RAAF crews. Later, he became manager of the Hotel Australia in Sydney, where he entertained visiting I-V crews from Melbourne. He has always been intensely interested in the club, and a very generous supporter of its appeals. Typical of his attitude was when the MUBC team was invited to go to Tokyo to compete in the All-Japan Rowing Championships in 1969. He gave the coach, Harvey Nicholson, a substantial donation, with instructions that it was to be specifically used to take the team out to dinner to provide a break in their intensive training. Lex became one of the club's two patrons following the death of Clive Disher.

A number of well-known names appear among the club's I-V Coaches in the post-war years. Those who coached at least three Varsity crews were Bob Ampt; David Salmon (three wins); the present senior coach Bill Stokes with wins with the lightweight four and eight, as well as a second by inches only; Keith Bilney who have the club its first three wins in the



A YMCA crew in training early in 1976: Pam Murray (bow), Jill Callan (2), Viv Rowe (3), Sally Harding (stroke), and Jan Coxhead (cox). (Herald and Weekly Times Ltd.)

I-V lightweight fours; Mark Schapper who followed him and added another three wins and was very narrowly defeated another year; and Harvey Nicholson who coached I-V each year from 1957, except '59 and '61, with a total of eleven wins and five seconds, mainly with the eight but also with the lightweight four and the coxless pair. In his second year as I-V coach, he introduced rowing 'the Bridges' against the watch - Princes Bridge to Church Street Bridge and return - a total of about four miles at full pressure, which provided the crew with intense competition against itself during the lonely training for I-V. In the latter part of the sixties, he introduced Ratzberg methods with interval training and with the longer I-V training period which is so essential. These methods brought four Oxford and Cambridge Cup wins in a row over distances of three miles, 2 miles and 2000 metres.

On the administration side, MUBC has been fortunate in having a succession of members who have served the club for long periods, particularly in the position of honorary treasurer. In fact, there have only been four in the last 40 years.

The first of these was the late Sidney R Bell, who set the pattern of conserving the club's meagre finances so that there would be something for the following year. Then there was Ron Jelbart, who has already been mentioned as coach of two Australian crews, and who also coached Trinity and the senior eight and the 1959 I-V eight. Ron had the rare experience of being selected for the King's Cup while still at school; he was a good sculler and a generous benefactor. David Salmon, who had successfully coached the I-V on three occasions, and later Ormond, followed him. William Stokes is both the current treasurer and the club's senior coach.

Perhaps the most important development in the club's history has been the increased participation in the VRA regatta season. For a long time, participation had been limited, and was almost confined to the senior eight. This had resulted in some oarsmen who wished to compete throughout the season (and found they could do this and pass their year), joining other clubs which competed regularly at all levels. From 1965, however, the club commenced to compete in even remote country regattas, and, with Peter Nicholson as captain of boats, was soon entering with increasing success in virtually every regatta on the rowing calendar.

Before long, the regular entry of crews throughout the season not only brought many wins, but MUBC won its first lightweight premiership under Mark Schapper in 1972-73, and repeated this performance in 1973-74, and 1974-75. The club won its first junior eight-oared championship in 1968, and, within a few years, almost carried off the junior premiership, only losing because at one regatta the only other competitor holed its racer at the start, and withdrew, thereby losing MUBC eight points.

The first senior premiership came in 1973-74 by a large margin, with William Stokes as senior coach, and the club's champion lightweight four under Peter Philp contributing many senior points. The senior premiership

was again won in 1974-75. An annual trip to Sydney for the NSW Championships became a regular event for the eight, and usually for the lightweight four, together with an occasional trip to Murray Bridge.

The club's most historic trip occurred in 1969, when the president of the Japan Amateur Rowing Association wrote to Harvey Nicholson as president of MUBC, inviting MUBC to send an eight to compete in the All-Japan Rowing Championships on the Toda Olympic Course, JARA paying the team's 'staying expenses' in Japan. The details of the crew were as follows:

Bow	W J McMeckan	6' 1	12. 5	23 3/4	5th year Science
2	R S Zahara	5'11	13. 5	20 3/4	3rd year Chem Eng
3	P M Norman	6'3½	13.12	19 1/2	3rd year Arts
4	P S Wilson	6' 2	13.10	17 3/4	1st year Commerce
5	P D McSweeney	6' 2	13.10	20 3/4	3rd year Arts & Law
6	G N Withers	6' 4	14. 7	21 1/2	3rd year Vet Science
7	D T Hornsby	5'11½	13. 3	22 1/4	5th year Engineering
Stroke	I G Farran	6' 4	13. 7	19 1/2	1st year Engineering
	Average	6' 2	13. 8	20 3/4	
Cox	M J Nicholson	5' 2	6.11	15 1/4	Student
Coach	G H Nicholson				
Substitutes:					
Bow	R S Benson	6' 3	13. 5	19	1st year Medicine
Stroke	W G Magennis	6' 2	13.10	18	1st year Law

The two emergencies, Rob Benson and Bill Magennis, winners of the I-V coxless pairs, were entered for both the coxed and coxless pairs championships. Michael Nicholson, cox of the eight, also coxed the pair: as a junior member of the club, he had coxed numerous crews since 1965, and was cox of the senior eight in 1968.

The honour of being invited to Japan had only been previously accorded to two other crews - Cambridge University Boat Club in 1954, and Oxford University Boat Club in 1959. Neither had won the Championship.

In a field of 25 eights, MUBC won its heat by nearly three lengths, and its semi-final by more than 3½ lengths. It came third in the final, the winners being the Japanese Olympic eight from the previous year. The pair won the coxed pairs by more than four lengths, and came second in the coxless pairs.

The only other MUBC crew to have competed overseas was in 1963, when a coxed four was entered for the Prince Philip Cup, an event being held for the first time at Henley Royal Regatta. The crew, comprising Jon Goodsall (bow), Rob Jones (2), Phil Roff (3) and Kim Jelbart (stroke)

was steered by an OUBC cox who had been made a member of MUBC, and was coached by Ron Jelbart. In their first round, they beat Sydney University Boat Club easily, and were narrowly beaten by Thames Rowing Club in the next round. Thames were beaten in the final by the NZ Commonwealth Games Four from Auckland Rowing Club.

Apart from Professor Irving, the club's founder, there have been a number of members who have taken an active part in rowing administration in Victoria. John Lang, who had served MUBC as honorary secretary and honorary treasurer for some years, and was president in 1913-14, was secretary of the Henley Regatta from 1904 to 1914. He later moved to England, and immediately became involved in coaching there. He died in 1921 after watching his crew come up from behind and win: surely the ideal death for a coach ...

Lloyd Williams, who coached the winning I-V crews of 1955 and 1956, before being equally successful with the Victorian King's Cup crew, was a state selector for many years. In more recent times, Harvey Nicholson has been a vice-president of the VRA, and of the Amateur Sculling Association, a state selector of the King's Cup crew and the Penrith Cup, and was elected Victoria's delegate to the AARC in 1976. William Stokes is an elected member of the VRA, and coached the Victorian Colt's eight in 1976. Campbell Johnston was elected a member of the VRA executive in 1974 and was captain of the Australian rowing team in 1975. Field Rickards, secretary of MUBC since 1974, has served on the permit committee for six years, was manager of the King's Cup Team in 1976, and will be again in 1977.

Just as Inter-Varsity Rowing has had a long history and tradition of its own, so, too, Inter-Collegiate rowing has had its own long history and separate tradition, starting as it did with a four-oared race between Trinity and Ormond in 1881. After four years, with Trinity winning, the annual contest became a race for eights. Queen's College joined in in 1891, and Newman College in 1918. Originally the contest was a two-mile race on the Lower Yarra, but in 1909 the Upper Yarra Course of one-and-a-quarter miles was adopted. The stated reason for the change was to allow for a shorter College training period and a longer period for Inter-Varsity, as traditionally, with only a few exceptions, the I-V eight has always been selected after Inter-Collegiate. The magnificent bronze Mervyn Bournes Higgins Shield was presented by Mr Justice H B Higgins of the High Court of Australia in memory of his son Captain M B Higgins, 8th Light Horse Regiment, who was killed in action on 23 December 1916. Except during the two world wars, the Inter-Collegiate contest has been held every year, and, later a seconds eight contest was added. Since 1923, the winning college eight has raced against the Extra-Collegiate Crew for the John Lang Cup. In 1965, Dr Clive Disher presented a Challenge Cup, which was named after him, for annual competition between Extras and an undergraduate crew from Monash.

Until recent years, when the pattern of not living in College for the whole of one's University course became the vogue, the Colleges had been the strong-hold of rowing in the University, and produced the majority of the members of the I-V Eight. The very strong tradition to row for one's College made attempts to alter the Inter-Collegiate period abortive, with the result that, for a time, Melbourne's regained the Cup, and retained it for the following three years.

Any history, however brief, must refer to the club's relationship with the Sports Union, or, more particularly, the Recreation Grounds Committee, with dispenses the compulsory sports fee among the ever-growing number of undergraduate men's and women's sports clubs. As an affiliated member of the Sports Union, MUBC used to obtain a small, more or less fixed, annual grant with which, together with its very limited income, it endeavoured to maintain a very small rowing fleet. The club prided itself on its long history and independent status, located as it was outside the University grounds, with a lease from the Melbourne City Council, which is really a permissive occupancy. However, independence with only a nominal income is not independence at all, and the post-war period of increasing costs made balancing its budget impossible. Without the loan of College equipment and an occasional special grant from the RGC, it would not have survived.

The then Vice-Chancellor, Sir George Paton, being aware of the situation, convened a series of meetings between the club and the RGC, which he chaired himself; and out of this came a formal agreement, signed by the University Council, the Sports Union and MUBC, whereby the boatshed and whatever equipment the club owned was transferred to the Sports Union, which undertook the maintenance of the shed and fleet, and provided new and replacement equipment over a period of years. The Sports Union's statutes were amended to allow it to run and maintain property outside the University Grounds.

This 'new era' for the Boat Club, as it was referred to in 'Mubc' of 20 September 1961, came into effective operation that year. The new arrangement proved most successful, and played a major part in the club becoming a dominant force in rowing in Victoria. What other clubs at Princes Bridge may not always appreciate is that the Sports Union fee, plus the MUBC subscription, is equivalent to their own annual subscriptions, and, in many instances, exceeds them.

#### Mercantile Rowing Club

On the evening of 19 September 1880, a meeting was held at Young and Jacksons Hotel to form a new rowing club which was called the Junior Warehousemen's Rowing Club. However, as there was at this time a Warehousemen's Rowing Club in existence, it was decided at the first

annual meeting to change the name to Mercantile Rowing Club to eliminate the possibility of confusion.

The club was then a tenant of W T Greenland, situate on the west side of Princes B ridge. The principal office-bearers were A Lord (president), W S Boyd (captain), F Baldwin (secretary).

For a long time, the fleet consisted of a clinker racing four, a clinker eight, and a tub pair of even greater age. The club did not own sufficient oars to allow all of these boats to be afloat at the one time. Because of the lack of equipment, members were often compelled to compete at regattas in borrowed practice boats of other clubs. Despite these handicaps, the club won its first race, a maiden four, at the Melbourne regatta in 1882.

Preparations for the erection of the new Princes Bridge in 1884 necessitated the demolition of Greenland's boatshed, and the Mercantile Rowing Club received approval from the Lands Department to use the present site for the erection of a boatshed. At that time, the site was part of a lagoon extending to Linlithgow Avenue. The Harbour Trust provided barges of silt, and the club members spent their leisure hours wheeling the silt in barrows to reclaim the site.

A new boatshed 30 feet x 60 feet ground floor, with an upstairs dressing shed 30 feet x 20 feet, was then erected at a cost of \$430, and opened on 17 October 1885. To celebrate this event, Mercantile then won its first maiden eight at the Upper Yarra regatta. In the following two years, the club had occasional successes in a maiden four and two maiden pairs before breaking through to win junior fours and junior pairs in 1888.

The rapidly rising flooded river one evening in 1891 sent a member rushing to Young and Jacksons, where he found some 20 members to return to the club and lash the boats to the racks.

It was not until the 1893-94 season that the club successfully entered senior rowing, winning a senior four treble at Upper Yarra, Richmond and Melbourne regattas. The crew was coached by Syd. Edwards whose interest led to the recruitment of two members who were to become famous in rowing and Mercantile: Stephen J Morrell, later to become Sir Stephen Morrell, president of the club 1905-1933, president of the Victorian Rowing Association 1936-1944, and, in a civic capacity, a councillor, alderman, and Lord Mayor of Melbourne; and Alex B Sloan one of the greats of Victorian rowing, gaining many successes as an interstate and senior oarsman, and being elected Captain of Mercantile from 1899 to 1908.

At this period, the club was very successful. Alex Sloan, Stephen Morell, F S Gibbs, H Lindgren, W H T Davis, P C Ivens, B G O'Connor, A E Hood, R E Dawson and Billy Potter winning many senior races. Selection in the Intercolonial eight went to Alex Sloan, H Lindgren, R E Dawson, F S Gibbs with V Jones (cox). Alex Sloan, H Lindgren, R E Dawson, and Charles Donald

of Albert Park and V Jones (cox) were also successful in winning the champion fours of Australasia, with New Zealand second.

At this time, Mercantile won the Victorian Premiership in 1900-01 and 1907-08; champion eights in 1896, 1897, 1901, 1908; champion fours in 1895, 1897, 1900, 1901, 1906; champion pairs in 1900, 1905, 1906; and champion sculls in 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909.

Also then the club was fortunate in having as its principal officers :

president, Sir Stephen Morell, 1905-1933;  
captain, Alex B Sloan, 1899-1908;  
captain, Arch. L Dobbie, 1908-1919;  
secretary, Wally Joseph, 1909-1919.

Among the outstanding oarsmen and scullers of this period, the contribution of Percy C Ivens to Mercantile and Victorian Rowing must be mentioned. He won in :

champion sculls on eight occasions between 1901-1910; champion pairs in 1901-1902; champion fours in 1900-01, 1901-02, 1906-07; champion eights in 1901 and 1908; the Australian sculling championship in 1906 and 1907; and the Australian champion eight in 1901 and 1902.

In the years immediately following the 1914-18 war, the club had only moderate success, winning a maiden eight and two maiden fours in the first year of regatta racing.

At the conclusion of the 1918-19 season, Arch Dobbie, who had been captain for the previous 11 years, including the difficult war years, resigned as captain. His term had followed a successful rowing career which included winning the Interstate Eight in 1904 as well as champion eights and senior eight races.

He was followed by E (Ted) Kenny, who was to become the outstanding administrator in Australian rowing, as secretary of the Australian Amateur Rowing Council on its formation in 1925, efficiently directing that organisation until his death in 1956.

The club was successful in winning the senior premiership in 1921-22, this being made possible by winning the champion eights and champion fours. In the following season, although successful in the champion eights, the club failed to win the premiership.

During the next few years, although reasonably successful in regatta racing, the club was unsuccessful in premierships and championships until the season 1926-27, when it won its first junior premiership.

A tireless worker for the club, Jack Mounsey, was captain during the period 1923-27; it was in his term of office that, in April 1927, the club suffered a disastrous fire which destroyed the whole clubhouse, leaving only the front wall and portion of the side walls standing. Thanks to the wholehearted support and assistance of its 143 members, in a time of economic depression, the club was rebuilt at a cost of 2,330 pounds.

In the following years under the guidance of J G (Jim) Sprigg, as captain, the club was successful in winning the champion fours in 1928-29 and 1929-30, and the champion eights, together with the senior premierships, in 1928-29 and 1929-30. Additionally in this period, the club had many regatta successes, including the Grand Challenge Cup at Henley, and the Gilbey Cup at the Melbourne Regatta; and it was in 1930 that the Victorian crew, which included six Mercantile members, plus the coach, won the King's Cup by one foot over the three-mile course at Mannun S.A.

The club in this period was also successful in winning the junior premiership in 1929-30 and 1930-31. These were the years of the depression, and the club, with a depleted membership and a chronic shortage of funds, continued with reasonable success in regatta racing, but without success in championships and premierships.

At the end of the 1932-33 season, Sir Stephen Morell resigned as president of 27 years standing, having materially assisted the club through some of its most difficult years.

Sir Stephen was succeeded as president by A L (Arch) Dobbie who had been captain in the 11 years to 1919. Arch proved a worthy successor, coaching crews, constantly in attendance at the club, and providing the leadership so necessary for success. He was also very active in the administration and guidance of the Victorian Rowing Association. He continued as president until his death in 1955, a period of 22 years in which the club achieved many successes.

The club was not notably successful in the period of 1934-36, this being attributed to a lack of keenness and enthusiasm among the members. In an effort to encourage winter training, and greater enthusiasm, it was decided that a gymnasium and hot showers would be of great assistance. With the enthusiasm of Frank Raven, vice-captain at this time, a project to develop the club by extending 10 feet to the rear, and building the upper floor at the rear over the two outside bays, provided a new shower area and a gymnasium. This project was approved by the Melbourne City Council in 1935, and the work was completed in 1936.

It was hard to say whether this was the reason for a marked improvement in the showing of Mercantile, but the club was successful in winning the junior premiership in 1936-37 and 1937-38, and the senior premiership in 1938-39.

With the outbreak of war in 1939, the activities of rowing, and the Mercantile Rowing Club in particular, were curtailed by the early and rapid enlistment in the services of a large number of eligible oarsmen.

In the early stages of the war, vacancies on the executive were filled by younger members, but as they too followed into the services, the club was fortunate in the number of older members who came forward to hold the club together during these difficult years. Foremost among these older members was Wally Joseph, who had been secretary from 1909 to 1919, and who now took over again as secretary. It was also particularly fortunate in its treasurer, Alex Clarke, who held this position from 1916 until his death in 1946.

The Victorian Rowing Association had suspended all championships for the duration of the war, and instituted a modest series of regattas, consisting of open, challenge and novice rowing events. A reduced programme of club races confined to fours and pairs helped to provide activity, and an opportunity for servicemen on leave, members of the club, and those members from interstate and country clubs who were stationed in Melbourne.

The J G Sprigg Time Trial was reduced from seven miles to four miles, rowing through Church Street Bridge and back. The membership in 1939 was 236, but dropped to a low of 93 and then recovered to 141.

It was interesting for members who had been away on service to return to see the development of pre-war and early war coxswains who were now starting to win races for the club, among these being Barry Johnson, Bill Morrison, Jack and Bill Shears, and John Williams.

During the war years, the racing fleet had been placed on the top racks in canvas covers; and working bees of older members had worked at converting a number of boats from poppet to swivel rig. For some time following the war, with no boat builder operating in Victoria, all clubs found it impossible to purchase new boats, and the best use had to be made of pre-war ones.

After Deane Morgan had been elected captain in 1947, he immediately set about a programme of consolidating the rowing activities, and endeavouring to update the fleet and equipment. He organised the purchase of a new set of racing oars, donated by Roy Thursfield, and managed to purchase a new best-and-best four. Its delivery was expedited through the boat being made available for the four-oared crew with cox which had been selected to represent Australia at the 1948 Olympic Games in London. The remainder of the fleet was converted to swivel rig, and with our members achieving a small measure of success, the club was on the way to recovery.

In the first two seasons, the club contesting all major regattas, was unable to win a premiership, but managed a second in the junior premiership. The breakthrough came in the season 1948-49, with six senior oarsmen - Bob Aitken, Jim Ferguson, Laurie Moll, Herb Shears, Bill Wallace and John Williams - the club was narrowly defeated by four points by Melbourne in the senior premiership; this was after having won the championship fours, champion pairs, and champion sculls, as well as the junior premiership.

At the commencement of the 1949-50 season, a conference of club coaches agreed to a uniform style for the coaching of crews. The club was successful in winning both the senior and junior premierships, plus the champion fours, champion junior eights and a large number of regatta races.

With the King's Cup being held in Victoria in 1950, Deane Morgan was successful in purchasing the relatively new best-and-best eight in which Western Australia had won the race. There is no doubt that this boat, together with the best-and-best four 'Roy Thursfield', coupled with those enthusiastic and dedicated members who made themselves available for selection, contributed to the following years in which Mercantile enjoyed the most successful period of its history.

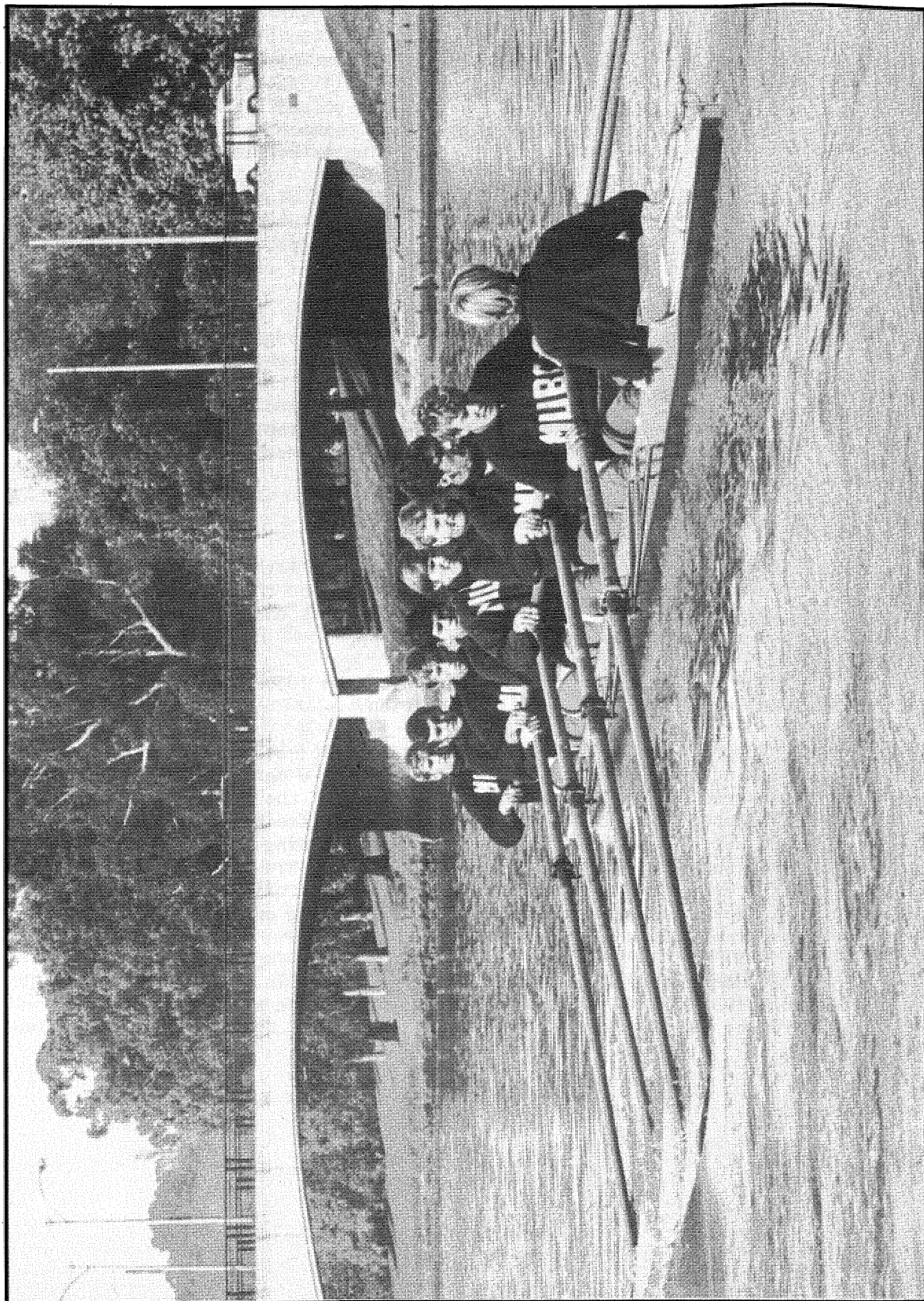
In the six years, 1950-1951 to 1955-56, Mercantile won :

Three senior premierships, three junior premierships, four lightweight premierships, six champion eights, three champion fours, one champion pair, three junior eights, two champion lightweight eights, three champion lightweight fours.

Deane Morgan resigned as captain at the conclusion of the 1950-51 season, and R R (Bob) Aitken was then elected to the position.

During his term as captain until the end of season 1955-56, Bob Aitken consolidated the rowing success of the club; he organised a management structure, which ensured a clean and orderly appearance of the clubhouse at all times, and created an atmosphere of efficiency and friendliness within the club, as well as friendly rivalry with our opposing clubs, and rapport with the business community. Before and during his term of office, he had a successful rowing career, representing Victoria in four interstate crews (three of which were successful), and going on to coach successfully a number of Mercantile and interstate crews.

It was with great sadness that the club mourned the passing in 1955 of its president since 1933, Mr A L (Arch) Dobbie who had given a lifetime to the sport of rowing and the Mercantile Rowing Club.



WINNERS OF THE OXFORD & CAMBRIDGE CUP, 1970. Melbourne University, Lake Burley Griffin by two lengths, fourth successive win. Bow - F W Rickards, (2) A J Oakley, (3) J Paterson, (4) R S Zahara, (5) W G Magennis, (6) P S Wilson, (7) L S Payne, Stroke - I G Farren, Cox - P W N Hyslop.

Mr James G Sprigg, a past captain of the club, was elected president. A dynamic personality, Jim has enthused the members, and constantly attends the club and regattas, cheering on the crews and exhorting them to better performances.

In this period of our rowing, a great deal of the success can be attributed to the co-ordinated coaching of members like Charles Saleh, Herb Shears, Bob Aitken, Norm Cairnes, Deane Morgan, Jack Shears, George Robertson, Beef Calder and Roger Day.

The rowing events of the 1956 Olympic Games, conducted at Lake Wendouree, Ballarat, provided Australian oarsmen with a feast of rowing, and a wealth of experience never to be forgotten. Clubs from all states participated in the test races for Australian selection, and many Victorian oarsmen gained selection. The Australian competitors were not disgraced in their confrontation of international rowing, their results being :

single sculls, second; light-oared crews, third; double sculls, third; four-oared crews with cox, fourth; pair-oared crews without cox, fourth; pair-oared crews with cox, eliminated in semi-final; four-oared crews without cox, eliminated in semi-final. The eight-oared crew was coached by Bob Aitken and was composed of Mike Aikman (M.U.B.C.), David Boykett (Mercantile), Fred Benfield (N.S.W.), Jim Howden (M.U.B.C.), Garth Manton (Mercantile), Neville Howell (Banks), Adrian Monger (M.U.B.C.), Brian Doyle (Mercantile), Neil Hewitt (Mercantile, cox). Emergencies were Brian Dawes (Mercantile) and Jack Morganti (Mercantile).

From then on, the basis and tempo of Australian rowing changed, with emphasis being placed on gaining selection to represent Australia in Test Races, and upon Australian championships which led to selection for international competition; these gained in importance, to the detriment, in many instances, of state regatta racing and club rowing.

In 1954, Mr M S Williams, of Mercantile, was elected president of the Victorian Rowing Association. Mick Williams had won his first race, a maiden eight, in 1919, and pursued a successful rowing career that was followed by his contribution to the sport, both in attendance at regattas and in administration. He was a great personality, and of some eminence in the legal world, and generously assisted many clubs and oarsmen with their legal problems.

On the death of Ted Kenny in April 1956, Mick was appointed Victorian delegate to the Australian Amateur Rowing Council; Norm Cairns, of Mercantile, was elected secretary, and became course manager for the rowing division of the 1956 Olympic Games.

Mercantile continued to be successful after the 1956 Olympic Games, winning in the following years :

senior premierships on 12 occasions up to 1973; junior premierships on eight occasions up to 1972; lightweight premierships on nine occasions up to 1976; champion eights on nine occasions up to 1970; champion fours on three occasions up to 1967; champion sculls on five occasions up to 1976; champion junior eights on seven occasions up to 1975; champion junior fours on ten occasions up to 1976; champion lightweight eights on eight occasions up to 1976; champion lightweight fours on six occasions up to 1976.

In 1958, a championship event for lightweight four-oared crews with cox was included on the programme of the Interstate Championships. A number of Mercantile oarsmen have successfully represented Victoria in the event since its introduction, culminating in an all-Mercantile crew, coached by Martin Tomanovits, successfully representing Victoria in 1976.

With the introduction of a National Championship Regatta at Ballarat in 1962, a further Australian championship programme became available for competition by Australian oarsmen; and Mercantile was successful in winning the lightweight eights at this first National Regatta.

At the National Regatta in May, 1968, the four with cox was won by a Mercantile/M.U.B.C. composite crew; and this crew was selected to represent Australia in the North American International Championships at St Catherine in Canada. The crew of Stephen Gillon, David Douglas, John Harry, Graham Boykett, with Tom Daffy as cox, and coached by Hu Frederico, was successful in winning the gold medal at the regatta.

A proposal to construct an additional boat bay on the east side of the shed and to rebuild the front 29 feet of the building on two floors - extending the upper floor to this depth across the whole of the 75 feet 6 inches frontage - was under consideration in 1969. The additional boat bay was to provide accommodation for Brighton Grammar School, and a new committee room for Mercantile, as well as a new social club room.

It was decided to go ahead with this project, and a fund was established to raise funds for the erection of the War Memorial Club Room. The additions were completed at a cost of \$35,200, of which members and friends contributed in donations \$13,200. The Memorial Club Room was officially opened on Saturday 7 October 1970. by Councillor Sir Bernard Evans, D.S.O., E.D., and the dedication was conducted by the Reverent Donald Macrae.

On Sunday 6 May 1973, fire damaged the upper floor of the clubhouse, destroying the locker room, shower room, gymnasium and part of the committee room. Fortunately the new front portion of the Memorial Club Room was only partly damaged, and, because of the prompt attendance of the fire brigade, the fleet and oars were saved.

This misfortune placed a great responsibility on the shoulders of our young captain, Martin Owen, who had been elected in 1971. Martin handled this, as he had with all other problems which had come up since his election, with confidence and sound organisation. With the aid of a building sub-committee under the chairmanship of Bob Aitken, plans and proposals for the reconstruction were soon being processed; and with the help of Peter Jones, an Architect and member, a recommendation that the clubhouse be re-built over the five bays, with a re-inforced concrete slab on the ground floor 75 feet 6 inches in width, to a depth of 60 feet to the rear of the Memorial Club Room, was adopted. The complete structure to the rear of the Memorial Club Room was demolished by volunteer Club labour and the Memorial Club Room, committee room and kitchen were restored by club labour while awaiting Council approval of our proposal, which was not received until April 1974.

The re-inforced concrete floor and pillars were constructed by club labour, and the contractor, Ian Staehr, with the occasional aid of club labour, finally had the building ready for occupation in May 1975. The upper floor comprised a locker room, gymnasium, showers, sauna, and an open recreational area, the structure finally costing \$70,000.

The club is greatly indebted to Ted Sorani, who organised and directed all of the club labour; to David Palfreyman and Andy Evans, who led the demolition team; to Warwick Hutchins, who organised the pre-stressing of the concrete; to Ron Negri, who organised the concreting; and to Ken and David Hume, who supplied and organised the erection of the steel work, as well as the many members who assisted in specialised areas of work, and the many willing labourers. In addition, the club is indebted to the many members and friends who donated \$22,000 to the Re-building Fund.

Martin Owen resigned in 1974 to enable him to devote more time to rowing; but he continued to serve, as vice-captain, in this capacity carrying out a remarkable achievement in organising lightweight rowing, which is making a big contribution to the rowing prestige of the club.

Martin Tomanovits, a former captain, has, after a period of successful coaching, returned to the position of captain, also continuing with coaching. In the past season, Martin Tomanovits coached the lightweight senior four, which, in addition to winning many regatta races, won the State Championship and the Australian Championship.

Mercantile Rowing Club, now at the commencement of the 1976-77 season, had to look ahead to re-establish itself in senior and junior rowing, following the disruptions of the past few years, and must organise for its own centenary in 1980.



## Monash University Rowing Club

Monash University was opened in 1961, and within a year a Rowing Club was formed.

The prime object of the founders was to establish a club to represent the University in the Australian Universities eight-oar championship. Under the guidance of Jim Bradfield and Michael McKenna, together with the assistance of Mercantile, Monash University was represented by an eight at the 1963 Intervarsity Championships at Melbourne, and then again the following year at Franklin, Tasmania.

After a year of inactivity in 1966 the club acquired its first boat and a completely new stock of oarsmen. It finished fourth in a field of eight at the Intervarsity at Mannum, and on the same day the Monash sculler Peter Hoban convincingly took the sculling title.

In the following summer season, Monash entered the local club competition with a junior eight, having mixed success. The highlight of the year was a win in the Head of the Yarra. Again, the concentrated effort of the club was towards the Intervarsity competition which in this year was held at Penrith as the last Interstate eight-oared race over three miles. The club again improved its standing in this event, finishing third behind Melbourne University and Tasmania.

Throughout the 1967/1968 season, Monash entered a junior eight but won little success. The failure of the Intervarsity crew in Perth sparked the younger members of the club into activity led by Bill Gurry.

In 1969, the job of hosting Intervarsity fell to Monash, and a committee for this was formed by Christopher Dane. The mammoth task of staging an interstate regatta within eight years of our foundation was greatly facilitated by our then President, Mr R R Aitken, and the untiring assistance of the Ballarat Rowing Association. Despite the success of the regatta, the Club's fortunes on the water were not improving.

Not to be perturbed, Bill Gurry, together with Paul Espie, set out on a vigorous recruiting programme, with the result that David Bishop transferred from Adelaide University, Kerry Jelbart transferred from M.U.B.C., and Duncan Clegg and Eric Meyer came over from Oxford University. With this infusion of strength and experience, the club switched its attention to senior Victorian rowing. It has not looked back since.

In the 1969-70 season, the club recorded its first senior eight win in the Upper Yarra Regatta taking the Gilbey's Cup. More significantly for the club, and for Victorian Rowing, David Bishop and Kerry Jelbart won the Victorian coxed pair championship thereby serving notice of things to come.

The club's first Australian representative, Kerry Jelbart, was selected at the conclusion of the season to row in the Australian eight for the 1970 World Championship at St. Catherines, Canada.

Monash was fortunate in securing the services of Jim Bourke from Mercantile, and several able fishermen, for the 1970.71 season. The club was poised for its most successful year, and started well with a crushing victory in the coxed four championship, held in that year at Geelong. Victoria has not seen the likes of that four since. Stroked by Kerry Jelbart on the bow side, John McKeand was 3, David Bishop in tandem in the two seat, and Eric Meyer (bow). The cox was Robert England, steering from the bow.

The four's success was matched by Bishop and Jelbart taking the coxed pair championship for the second year. To complete the story of that year, the club eight won every race it completed including the State Championship, and consequently took out the Senior Premiership for the first time. It is significant to note that the club won the Steward's Challenge for coxed fours and the Grand Challenge Cup for eights at that year's Henley Regatta, a feat achieved by only one other club. On the same day the junior four won the Elswick Cup.

Monash members formed the basis of the 1971 King's Cup crew which was coached to victory by the club's Roger Moore. Three weeks later in Brisbane, the perfect season was completed by our first win in the Intervarsity competition, on that occasion stroked by Will Baillieu.

It is perhaps noteworthy that the success of the club in the 1970-71 season followed upon the entire renewal of the club's fleet after the destruction of the Richmond boathouse where once the old fleet had been housed.

The victor's crown weighed heavily on the young club's head and success in the following season was only spasmodic in comparison. Monash did, however, record its second successive victory in the Intervarsity eights, coached by David Bishop, and had one of its proudest moments: two members were named in Australian crews for the Munich Olympics. Kerry Jelbart in the eight and Will Baillieu in the coxed four became the club's first Olympians and the only Victorians competing at that regatta.

The club continued its concentrated efforts in senior ranks and under the guiding hand of John Marshall again won the Victorian senior eight-oared championship in 1973. Later that year, John Marshall helped complete the hat-trick at Intervarsity.

Following a poor 1974 season and a 1975 season when there was reduced senior racing, the club was sustained by the selection of Brian Richardson in the Australian eights for the World Championship at Nottingham. Unfortunately, the club was unable to keep its Intervarsity record of the past three years intact.

In the most recent season, the club again directed all its attention to the senior ranks. Again with limited numbers, but dedicated purpose, the club won the Victorian senior eight-oared title. This success gave Jim Bourke his fifth senior eight title, and is a record for a Victorian oarsman since the war.

After the titles, Monash again provided the bulk of the Victorian crew, including the club's coach, David Bishop, as State Coach, and David England as cox. A reconstituted senior eight continued under Christopher Dane, and won all the remaining eight-oared races for the season, and, again, the senior premiership. The season was capped by another proud moment when Brian Richardson was named in the Olympic eight for Montreal, being the sole Victorian representative.

Never more than 15 to 20 active oarsmen strong, Monash has, since its entry into senior ranks in 1968, made an impact on Victorian rowing of significant proportions. In that time it has won three championship eights, two championship pairs, and two championship fours as well as two senior premierships. In addition, it has won a junior four championship and junior sculling championship and provided added competition in the dwindling ranks of senior eights. Its contribution to Victorian rowing is substantial and its record since 1968 has been unsurpassed by any other club in senior ranks.



MERCANTILE WINNERS 1968 L to R: (Cox) Tom Daffey; (Str.) Graeme Boykett; (7) Steven Gillon; (6) David Douglas; (5) Greg Johnson; (4) John Burford; (3) Jim Burke; (2) Vic Mulder; (bow) Peter Pilp.

#### Power House Rowing Club

The Lord Somers' Camp at Somers, in Westerport, was established in 1929. The founders of this organisation, the then Governor of Victoria, Lord Somers, and one of his close friends, Dr C McAdam, believed that much could be achieved in dissipating restrictive social barriers by bringing together young men of different backgrounds. The annual camps were such a success that it was decided that a Melbourne base was also needed, and Power House was established at Albert Park in 1931.

Soon after this, the Power House Rowing Club was established, and competed with some success in Victorian rowing until the Second World War. During the post-war years, and up to 1957, some activity took place, but it was not until that year that a concerted effort was made to boat a variety of crews. This effort was rewarded by a steady rise in the club's position as a force in Victorian rowing and, in the 1958-59 season, Power House took second place in the Junior Premiership, the highest position it had achieved to that stage.

From its inception until 1969, the club had rowed on Albert Park Lake. The boathouse was situated on the site of McAdam House, which is well known to thousands of Melbourne's younger people who have attended the popular Power House dances. McAdam House remains the headquarters of the Lord Somers' Camp and Power House organisation.

Because of the problems caused by weed growth, clubs based at Albert Park Lake were at a disadvantage compared with clubs housed on the Yarra River, and a search was made for a suitable site. The club, while maintaining its level of success in Junior rowing in Victoria, found that a move to the river was imperative.

In December 1969, the Club's fleet of boats was transferred to the present clubhouse on the Yarra, near Como Park. The clubhouse contains a fully equipped gymnasium, sauna bath, meeting facilities and lounge and was officially opened by the then Mayor of Prahran, Councillor C Gahan, on 14 February 1970.

Further success soon came to the Club when it won its first-ever junior premiership in the 1970/71 season. Since that time, the club has diversified, and now regularly boats crews in senior, junior and lightweight classes as well as in sculling events. Its members have won a number of state championships in recent years, and the club has boated crews in National title events.

A major addition to Club facilities has been the building of an indoor rowing tank for the training of oarsmen of all standards. This facility has been used by Club members, schools, other clubs and also the State squads.

## Richmond Rowing Club

Richmond Rowing Club has had four homes since it was founded 113 years ago.

According to the original minute-book, the Richmond Club's first boathouse was a skittle-alley, two doors from the Sir Henry Barkley Hotel, now known as the Riverside Inn, alongside Punt Road Bridge. The skittle-alley was demolished to make way for a silverware factory.

The club was then given temporary accommodation at the Greenlands boat-builders' shed, which was on the site now occupied by Melbourne Grammar at Princes Bridge. Soon afterwards, Richmond transferred its fleet to Jas. Edwards & Sons boat-building establishment, nearer Princes Bridge. This building was destroyed by fire on 20 October 1926.

On 5 May 1927, the Melbourne City Council gave permission to Richmond to build a boathouse at Princes Bridge. The club contributed \$1,500 towards the erection of the shed. On 4 May 1927, an order was placed for a number of racing boats. At that time, a racing eight cost only \$200. Today's price is \$2,400.

The club moved into its first boathouse on the Yarra on 1 January 1928, and won the Victorian junior premiership that season, its first premiership. The boathouse was officially opened on 23 January that year by the Lord Mayor, Sir Stephen Morell. Sir Stephen had been a successful senior oarsman with Mercantile. He was also president of Mercantile and of the V.R.A. Mr Win Podmore was Richmond's president. Mr Jack Day was treasurer. Mr Podmore resigned as president in 1955 after holding the position for a record 30 years. Mr Alan Downing and the late Mr Ray Dunn were each secretary for 15 years. Mr Ronald March, captain for 18 years, and State selector for 19 years, was Richmond's president for six years. Others to be president for six years were Mr Bill Yoxon, former King's Cup oarsman, and Mr Wally Dennis who was in the chair. Mr Frank Peters and Mr Geoff Clegg, treasurer and secretary, have held their positions for 19 and 16 years respectively.

Richmond won the senior premiership in 1931 and again in 1932. They won the junior pennant in 1932, and the senior and junior in 1935. Many great oarsmen rowed for Richmond over the years, wearing the tiger colours, yellow and black. The late Roy Jenkins was No. 6 in the Victorian crew, coached by the late Mr A J Shepherd, that won the Australian eight-oared title in 1912 at Perth, W.A. Roy was also a Victorian amateur heavyweight wrestling champion.

Wally Lambert stroked the Victorian crews to win the King's Cup in 1946 and 1947 at Penrith and Perth. He also represented Australia in the 1948 Olympic team as four-oared stroke, and, with Jack Webster of South Melbourne, won coxwainless pairs for Australia at the Empire Games in New Zealand in 1950.

One of Richmond's most successful members was the late Jim Barton, who won the State sculling title four times and was Australian champion in 1924.

Don Dudgeon was also a state champion sculler several times.

Others to represent Richmond in the King's Cup event were Mal Gardner Lockie and Ben Thompson, members of the 1930 and 1932 winning crews, Ray Godfredson, Fred Penny, Leo Scully, Leo Glynn, Alex Kelly and Bill Yoxon.

Peter Wilding steered the 1946 winning crew at Penrith, and Dave Calnin was cox of the 1939 Cup eight. Ben Thompson also coached the 1939 Victorian King's Cup eight at Brisbane. Richmond coach George Hutton had charge of the 1935 Victorian eight at Penrith. The crew, which included his son, Max, was stroked by Tom Luxton, of Mercantile.

Richmond oarsmen had the use of the Melbourne Grammar School's spacious clubhouse and fleet of boats for almost three years after the last fire. They are grateful to the school authorities.

The present clubhouse was built as the result of close co-operation with the Melbourne City Council, which asked a council architect to prepare the plans. Opened in 1973, its spacious upstairs main room has been the venue for rowing social events not always limited to Richmond Rowing Club. The large windows give an inspiring view across the Yarra to the city skyline and the immediate buildings of St. Paul's Cathedral; to the west, the skyline of the rest of the 'Golden Mile'; and on the south-east, a view of the rich foliage of the Botanic Gardens. The whole prospect is unique among boathouses in the area.

With such an up-to-date boathouse and first class equipment and good coaching available, the Richmond Club is anxious to recruit new members.

## Foundation

The Richmond Rowing Club was founded on the 17 June 1863 by a meeting of gentlemen at the Sir Henry Barkley Hotel, Richmond. Among those present at that meeting were members of the Mitchell family, the Maltsters, who owned land at the rear of the hotel. This land is still the site of the descendant malting business.

Although Club records at present in our possession are sketchy the period from the mid 1870's to the early 1920's it is understood the Club ceased to function actively during the 1890's due in part to the economic depression of the time but mainly because a boat-builder by the name of Burns seized the Richmond shed and all its contents.

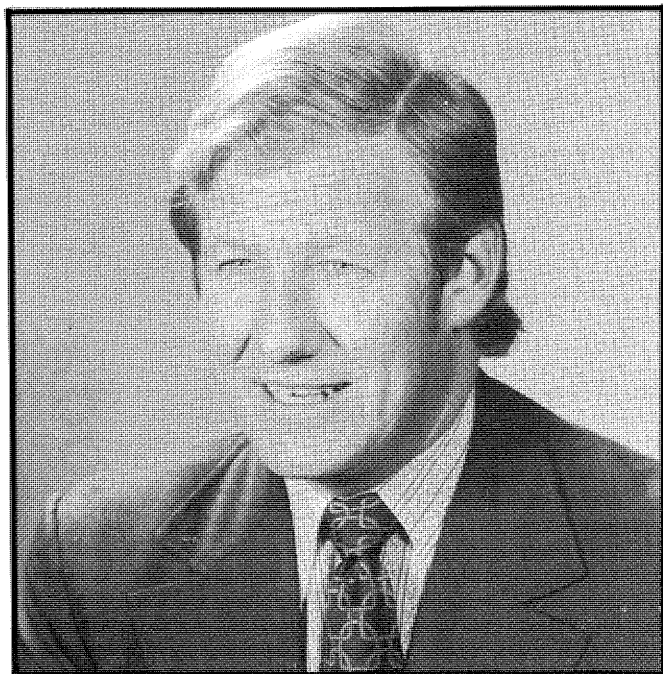
In 1903 the club again became active but as Mr Burns was still a creditor he refused to relinquish possession of the club's shed and equipment. As a consequence the club took up residence in a disused skittle-alley at the Sir Henry Barkley Hotel and two old Richmond Rowing Club boats, a gig four and an eight which had been stored in the Mitchell's malt-house for nearly a decade, were pressed into service.

Unfortunately dates are not at present available in our records, but it is known the skittle-alley was used until the club shifted to the Greenland's boat shed at Princes Bridge. The Greenland shed was later demolished and the Melbourne Grammar School shed was then built on the site. Richmond Rowing Club then transferred to Edward's boat shed which was situated on the present Richmond site.

On the evening of the 20 October 1926, the Edwards boat shed was completely destroyed by fire and with it most of the club's early records. After the fire, the Melbourne University Boat Club offered our club the use of its facilities and after a few months the club transferred to the Yarra Yarra Rowing Club. In the meantime, a new boat shed was erected for the club on the Edwards site and the club went into occupation on the 1 January 1928. On the evening of the 23 March 1970, this shed was also destroyed by fire, once again in our club's history forcing us to reply upon the generosity of our friends in the rowing world. With the close co-operation of the Melbourne City Council, our present clubhouse designed and constructed, and the club took residence on the 9 March 1973.

The club is proud to have in its history a president who held the chair for a continuous period of 35 years, that person being Mr Win Podmore, who is still a life member and patron of the club.

Records show that the most successful period for the club was during the 1930's, when 10 senior and junior premierships were won and it is the club's definite aim to carry on from its 2nd Division Junior Premiership win of 1974-75 and recapture the glory of those past years, under the leadership of another great president, Ron March.



JOHN BURFORD

#### South Melbourne Rowing Club

Founded as Lake Rowing Club, it changed its title to the South Melbourne Rowing Club on 13 April 1876. The club won junior premierships in 1911 and 1957.

Among its prominent members :

R Cazale, was a well known footballer. The V.R.A. excluded professional footballers in 1911, thus ending a prominent rowing career.

I Webster represented Australia in the 1948 Olympic Games. He also won the coxswainless pairs at the Commonwealth Games in New Zealand. The Penrith Cup was first won by Victoria with a club crew from South Melbourne.

R Taylor represented Australia in the Rome Games as heavyweight boxer.

Not being strong in senior rowing, we lost many members to the stronger clubs.

#### Yarra Yarra Rowing Club

Yarra Yarra Rowing Club property has been destroyed by fire on at least two occasions, in 1929 and 1886. So it is unlikely that original records (such as minute books prior to 1929) are still in existence. Families of former member have made available the oldest photographs in the present clubhouse, and some other items concerning Yarra Yarra Rowing Club's earlier years.

But many questions remain. We are able to state when Yarra Yarra was founded, yet we do not know the individuals who decided to establish our rowing club. The several first presidents in Melbourne, and they were all prominent citizens. How had they become interested in rowing? From the first recorded Yarra Yarra win at a public regatta (when P J Steel won the maiden sculling race at the 1874 Melbourne regatta), Yarra Yarra has been represented by several leading amateur scullers. Enthusiastic scullers have competed for Yarra Yarra during both the most buoyant seasons and the seasons when few crews were active.

On Saturday 9 September 1871 (according to the Leader, 16/9/1871), six Early Closing Association Rowing Club crews were dispatched from the Edwards boathouse. Four reached Hawthorn, yet the other two didn't. What happened to those two boats? It was probably easier to establish a rowing club in the 1870s because boats and clubroom facilities could be rented from the Princes Bridge boatbuilders. Our predecessors in the Early Closing Association Rowing Club created a club which has now completed

one hundred seasons. Those many members who have given that ounce of help (and often much more) are responsible for Yarra Yarra's achievements.

The first recorded discovery of the Yarra River was on 2 February 1803. Charles Grimes (Surveyor-General of New South Wales) and a party in the colonial schooner Cumberland were surveying the Port Phillip area. Studley Park and Dight's Falls were the limit of their exploration of the Yarra River. For Grimes, James Flemming kept a journal, which contained three names for the river; the Great River (until the junction with the Saltwater or Maribynong River), then the branch, and later the Freshwater River. John Helder Wedge (one of John Batman's party), in September 1835, believed that the aborigines called the river Berrern or Birrarang. Wedge then called the river Yarra Yarra as a modification of the aboriginal terms. It seems that Aborigines used variants of 'Yarra' to convey things of a rippling character (as flowing-flowing, or running-running). Accordingly, the tide rolling up on the beach became 'Yarrain' and a beard 'Yarragondook'. White settlers in Melbourne called it the Yarra Yarra River for many years, but the Victorian Place Names Committee states that the repetitive Yarra Yarra became less frequent in common usage.

A wide range of craft propelled by oars were to follow Grimes and Wedge along the Yarra. Probably nobody before 1880 had journeyed further than J Edge-Partington, who describes in Random Notes a journey by canoe from Melbourne to Watson's Creek (near Lilydale). The official name of the stream is now 'Yarra River'.

Earlier closing times for shops had been advocated by Birmingham drapers in 1825. By the 1840's, an Early Closing Association was active in England. Melbourne's Early Closing Association was formed during 1855, with the Acting Governor (Major-General Macarthur) as patron. Bishop Perry, Judge Barry, Judge Williams, and Judge Molesworth were other prominent supporters.

Those advocating "early closing" relied heavily on moral suasion. But until Alfred Deakin introduced legislation for early closing of shops in 1885, the Early Closing Association had only modest success.

On 29 July 1871, several Melbourne drapery stores decided to close at 2 pm on Saturday afternoons. Included were Buckley & Nunn, and Robertson & Moffat of Bourke Street.

With this new leisure time, only four days later, on 2 August 1871, about 30 persons met at the Bull and Mouth Hotel (in Bourke Street, now the site of the Eureka Stockade) to consider forming a rowing and cricket club. Another meeting at the Mechanics Institute (in Collins Street, now the site of the Athenaeum) on the 15 August 1871, adopted a report that clubs should be established in connection with the Early Closing Association. Between 50 and 60 persons attended, and Mr Moffat offered a prize 'to be rowed for'. During the first meeting for members of the Early Closing

Association Rowing Club on 23 August 1871, at the Bull and Mouth Hotel, some 50 members were enrolled, rules were passed, and office-bearers were elected.

The committee applied for accommodation in the James Edwards boatshed, then ordered four new four-oared gigs from Edwards.

Mr W T Moffat became president of the Early Closing Association Cricket Club at a meeting on 6 September 1871, held at the Mechanics Institute. Although the E.C.A. Cricket Club first practised on the day of the E.C.A. Rowing club's first outing, the clubs probably operated separately, with different office-bearers. Their ground is identified as the 'late Lonsdale', which was on the Yarra Park Reserve between Swan Street and the Yarra River.

Since 1860, amateur rowing in Melbourne had been regulated by the Melbourne Regatta Committee. The Early Closing Association R.C. became a recognised rowing club on 11 September 1871. Two Early Closing Association R.C. crews entered the Opening Day procession in October 1871. On 25 August 1873, a letter to the Melbourne Regatta Committee indicated that Yarra Yarra Rowing Club (with cerise and black as colours) would be the club's new name. A lyrical report in the Age (30/8/1873) warned of care in financial matters to prevent 'an ever-flowing our of the cash, with little coming in' as association with the E.C.A. was brought to an 'early close'.

At the Melbourne Regatta in March 1875, Australia's first eight-oared race was won by Civil Service (now Melbourne R.C.) Yarra Yarra won a maiden pair on that day, wearing white caps with red piping, and a black star on their uniform.

The Victorian Rowing Association was the first rowing association established in the world, and Yarra Yarra was one of 18 foundation members in October 1876.

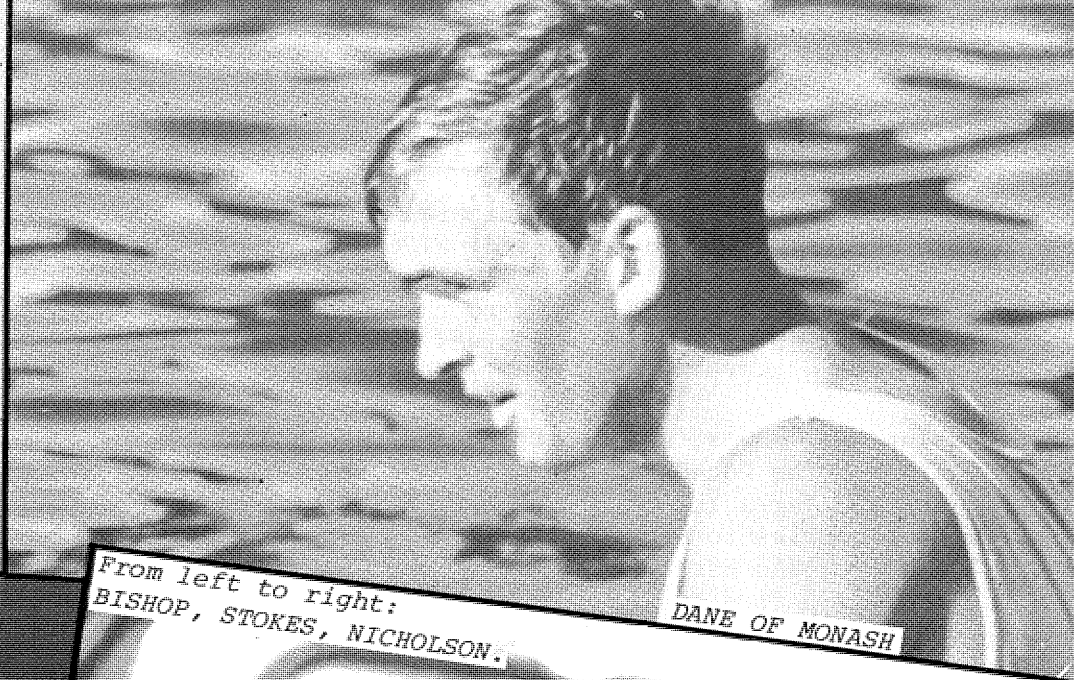
Yarra Yarra probably remained at the Edwards shed until 1877, when the club moved to the W T Greenlands boathouse. A fire destroyed the Greenlands shed on 21 April 1886, along with property belonging to Scotch College, Electric Telegraph R.C., and Yarra Yarra. Yarra Yarra returned to Edwards until 1887, because the Greenlands replacement boathouse was also damaged by earthworks for the new Princes Bridge. Fortunately for Yarra Yarra, 13 boats and their oars became available (for \$374) with the cessation of Victoria R.C. in June 1886. Greenlands had been at the rear of Fuller's boatshed, then moved to about the present Melbourne Grammar boathouse site before Yarra Yarra resumed as tenants.

Yarra Yarra obtained Licence 4025 from the Lands Department (file number 3858.145) and a building Permit 9415 from the Melbourne City Council in August 1904, to erect a boathouse, on our present site. A formal opening on 5 November 1904 included Senators Keating and Dawson among the guests.

# ROWING IN VICTORIA



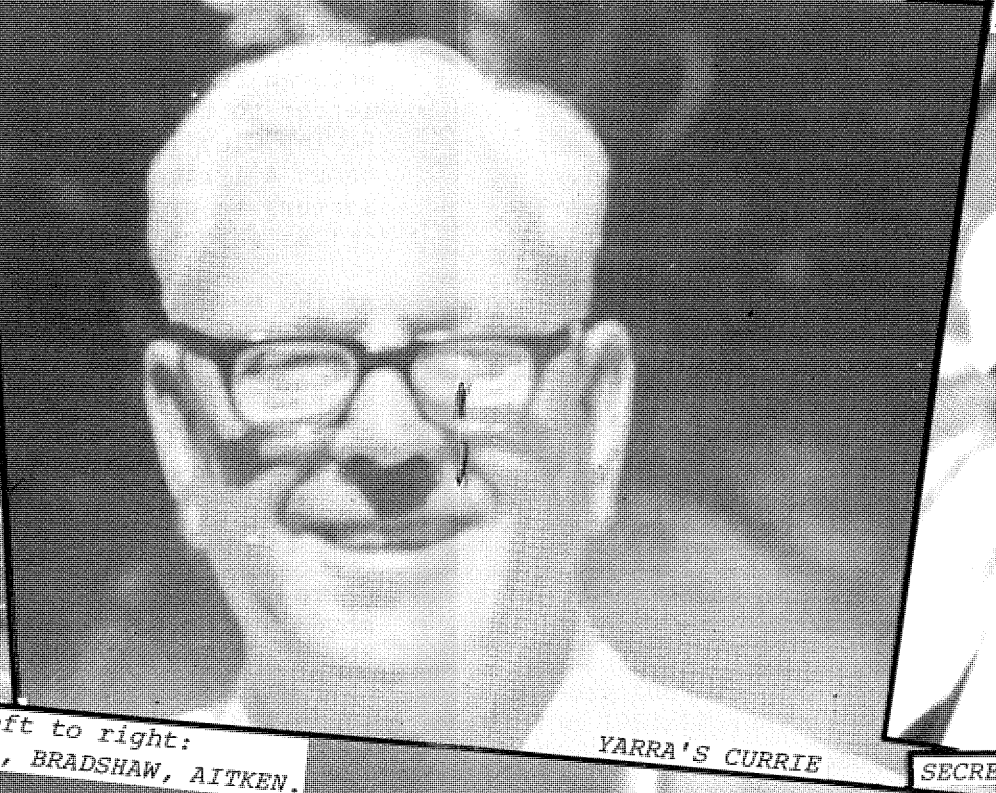
MERCANTILE HUGHAN



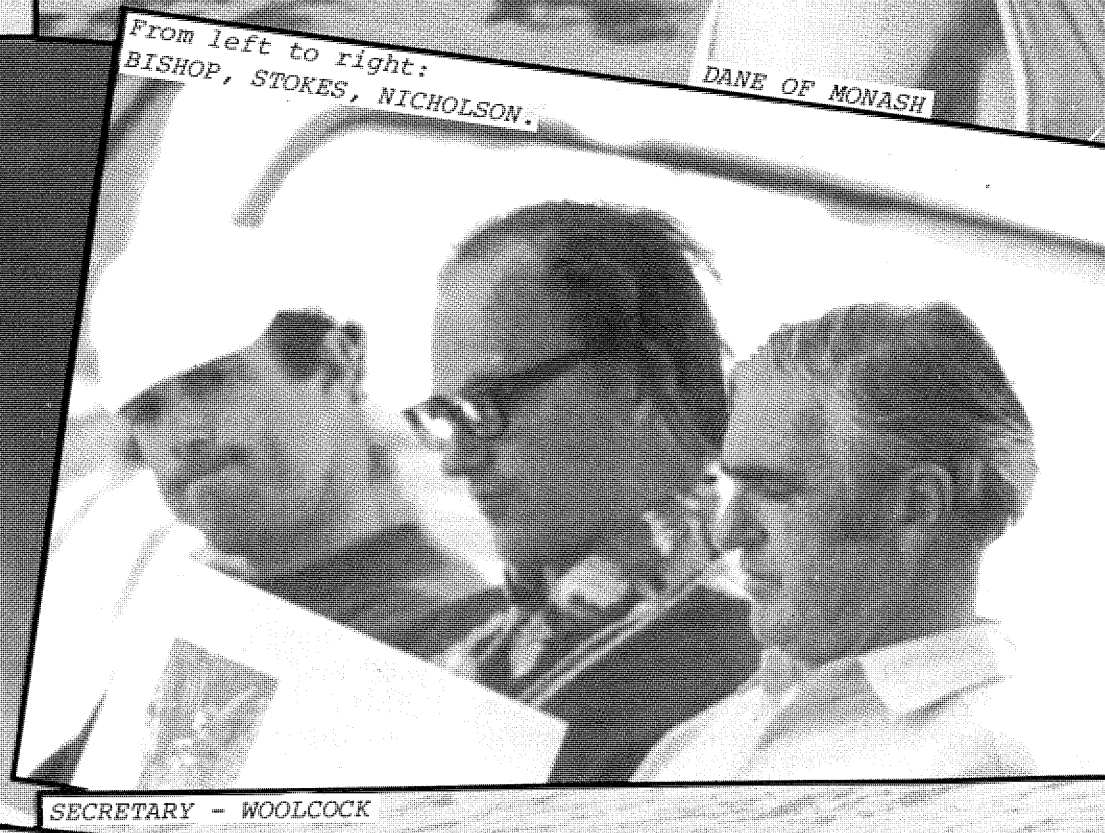
DANE OF MONASH



From left to right:  
RICKARDS, BULT, JELBART, ADAMS.



YARRA'S CURRIE

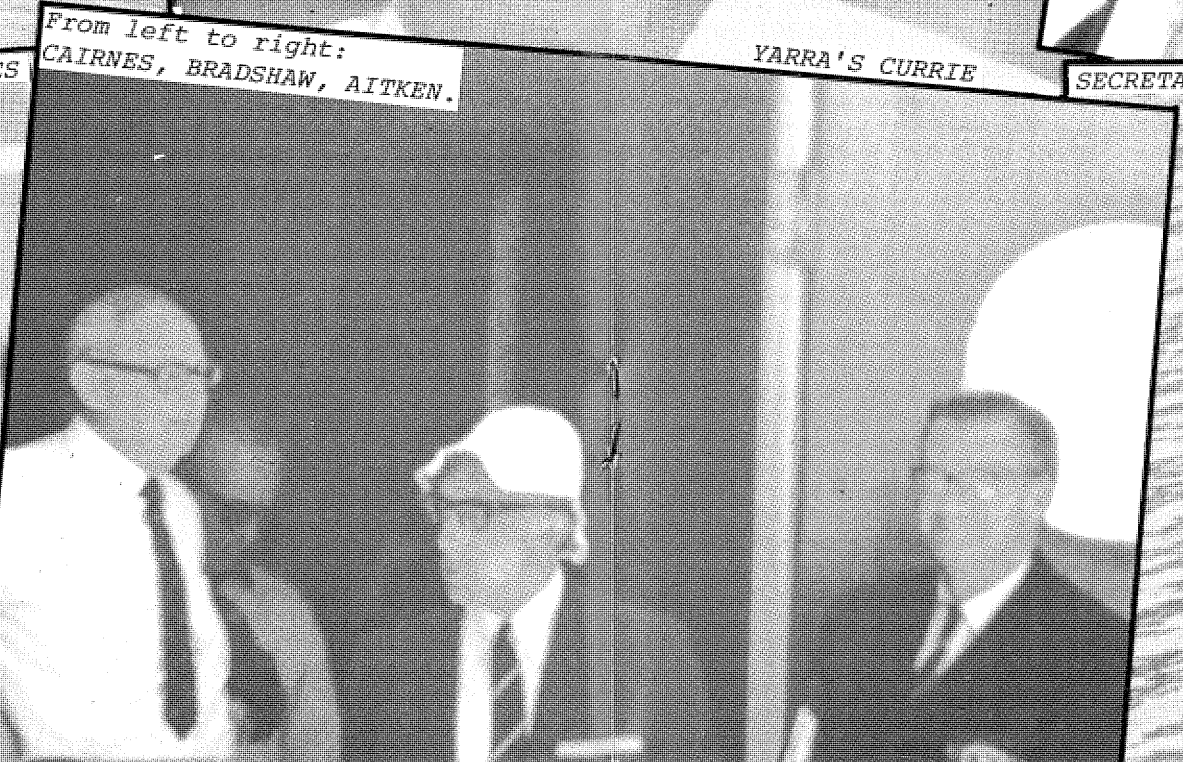


From left to right:  
BISHOP, STOKES, NICHOLSON.

SECRETARY - WOOLCOCK



NORMAN CAIRNES



From left to right:  
CAIRNES, BRADSHAW, AITKEN.



A total of 148 oarsmen nominated, and 18 eight-oared combination crews were selected. A telephone (Central 6829) was available in 1912, yet the boathouse was not sewerred until 1923.

Yarra Yarra rules for 1905 indicated the uniform was a navy blue jersey with cardinal trimmings, a cardinal cap and white knickers.

Management of our site passed to the Melbourne City Council in 1917. The road in front of the boatsheds was named Jeffries Parade in 1924 in honour of Alderman Jeffries, late chairman of the Alexandra Park Committee.

During the 1920's, several Princes Bridge boatsheds were damaged by fire. Following the Foundation Day (now Australia Day) regatta, on 29 January 1929, the Yarra Yarra boatshed fire destroyed club property, and caused fatal injuries to Cedric Swallow. Yarra Yarra lost 10 boats, Hawthorn R.C. five, and Essendon R.C. four. Like the earlier Greenlands fire, the Yarra Yarra fire started at about 6.45 pm and the Argus (30/1/1929) contains a photograph.

Application was made for a building Permit 5606 in March 1929, plus a further permit 12098 for additions in January 1930. Club races were held when work was finished to mark the opening of our present clubhouse. In that era of economic depression, membership had increased from 54 to 90, and the club was in a sound position. Extensive renovation of the clubhouse was undertaken in 1964, with most aspects of the task performed by members.

Several Yarra Yarra members fought in the Boer War. In the Winner 19/8/1914) G I Stevenson listed the values of rowing training towards possible war service. A total of 47 Yarra Yarra members served in World War 1, with 12 killed on active service. The proceeds from John Lang's Victorian Oarsman were used towards the Oarsmen's Memorial on the Henley Lawns, which was unveiled on 30 March 1924 by Lord Foster, then Govenor-General of Australia. The 1950/51 Annual Report records that of 97 oarsmen in Yarra Yarra, 91 went to World War II.

Memorial club races have been one way of remembering military service by Yarra Yarra members. Also, a team of blood donors regularly supports the Sportsmen's Group of Blood Donors at Heidelberg Repatriation Hospital.

With a century of rowing seasons completed, Yarra Yarra has a good record. During the 1880's and 1890's, a particularly high standard was achieved. (It was not until 1953 that Mercantile R.C. broke the Yarra Yarra record of 11 successive senior eight victories.) Yarra Yarra have won 12 Victorian sculling championships.

Perhaps the definition of a 'premiership' should be reconsidered. In four years (1891,1892,1893,and 1895) a Yarra Yarra crew won the Victorian eight-oared championship. Wendouree R.C. won in 1894, Mercantile R.C.

in 1896 and 1897, as did Banks R.C. in 1898. According to the Argus (20/4/1891) this championship decides the premiership of the clubs.

The winning crew's club was entitled to fly the Victorian Rowing Association's premiership pennant for the year. Yet 'Premierships' before 1898/99 do not seem to be recognised in rowing records.

During extensive Yarra flooding in July 1891, all the boathouses had flood-water inside about as high as the middle racks, People crowding on Princes Bridge on 13 July 1871 may have seen a Yarra Yarra crew rowing to the (Greenlands) boatshed to unfurl their premiership pennant. Probably premierships from 1898/99 have always relied on points totals to indicate a winning club.

Yarra Yarra has won the 1951-52 Junior premiership, the 1956-57 and 1957-58 lightweight premierships, then another junior oremiership in 1965-66. Yarra Yarra seems to have won nearly every championship event at least once.

It is more difficult to accurately detail personal rowing performances, because an amount of transferring has taken place from club to club. In the interstate eights events, Yarra Yarra representatives included F J Taylor, E R Ainley, J Yeomans, T D Brown, A Chamley, and C W Horsburgh. From 1920, the King's Cup (which was won by the A.I.F. No. 1 Crew at the English Henley in 1919) has been held by the winning State until the next (usually annual) race. J Castle (1961), R B Jones and John Castle (1966), then Will Baillieu and David Michelmore (1971) were in winning King's Cup crews whilst representing Victoria for the first time. On 5 April 1952, Yarra Yarra held a full-scale regatta on the Upper Yarra. A total of 21 clubs competed as 62 crews, 4 scullers.

Since 1972, our club has had a period of lean years in premiership points, although each season we boated quite a large number of crews.

In this, the V.R.A. centenary year, however, we have an excellent nucleus of keen young oarsmen who are training hard. With then, we hope to climb back into the front ranks of rowing.

Among the highlights of the club in the post-second World War period were the 1951/52 junior premiership, won with about 10 rowing members; the five lightweight crews which we boated in the mid-50's when we won two successive premierships; and the club's record-breaking season in 1966, when we had 40 winning crews, including 17 eight-oared victories.

The personalities one associates with Yarra, however, have been the strong point of the club:

Charles (Joe) Coe was a strong driving force, and, during the 1939-46 war, virtually kept the club in existence.

Bert a'Court was another around the club for almost 50 years, always helping Yarra, together with Arthur Stickland our patron, who, incidently, has held every office in the club.

Artie Westart was a fine president, as was Leyshon Williams. Colonel G I Stevenson, who held the office of president for many years, and also that of patron, was a fine clubman, with a distinguished military career, and a very active record in rowing administration.

Obviously John Connel, who was continuously associated with Yarra Yarra for 74 years, must be mentioned in any history of the club.

Arthur Smith, a vice-president and life member of Yarra, will always be remembered by the older members of the club with great respect for the amount of thought and effort he put into Yarra's interests. Our present vice-presidents, Andy Currie, Geoff Harding and Jim Wilson have maintained a long interest in club affairs and have been of great benefit to Yarra. Jack Donald, our current president, is an untiring worker, and, together with Dick Coe (Joe's son), heads a very good working committee, formed equally of young and older members.

Yarra Yarra has been extremely fortunate in retaining many of its members for very long periods. The current members from the 1940's and 1950's comprise a good example; and this is the reason that, although we have not always been successful in the water, we have remained in existence for so many years, and maintained our interest in all facets of rowing.

(From Peter Gill's History of Yarra Yarra in its Centenary Report.)

CHAPTER IV

Country Clubs



## Ballarat Rowing Club

At the latter end of 1861, Robert McLaren, who had sculled in England, journeyed from Ballarat to Melbourne to scull a match on the Yarra against Mr Prescott, of Richmond. The Ballarat man won, and, on his return, called together a number of his friends to see if it were possible to start rowing in the Ballarat district.

Lake Burrumbeet was chosen as a possible stretch of suitable water, and it was suggested that a regatta be held there. It was decided to borrow 'four equal boats' from Mr J Edwards, of Princes Bridge, Melbourne, and so we had the birth of rowing in Ballarat. Races were two miles in distance, rowed twice over a mile. Crews rowed up the course, around a buoy, and back again to the starting post. The club then purchased two boats, and a boathouse was erected 13 miles from Ballarat at Lake Burrumbeet. Two regattas were held on Lake Burrumbeet, and one at Learmonth, before members took action to use Lake Wendouree, or the 'Wendouree Swamp', as it was then known.

Mr McLaren, in 1864, attempted to cross the 'Swamp' in a punt, but failed because of the reeds. The 'Swamp' idea was then given up and McLaren's thoughts turned to Mr A Fiskens property at Lal Lal. A regatta would have undoubtedly been held there had not two persons who held the right to the use of the water demanded a considerable sum for allowing the club the privilege of rowing there. This caused Mr McLaren to try 'The Swamp' once again. At the second attempt he crossed in a duck punt by holding the long rushes aside while pushing the boat through.

The club then decided to seek permission from the Water Commission to cut a three-chain channel through the reeds. As 'The Swamp' still supplied the water needs of part of Ballarat, some public opposition was raised over possible pollution. However, the opposition was overcome, tenders were called, and, at the cost of thirty three pounds, a channel was cut through. At the end of 1864, there was sufficient space to row on 'The Swamp', and the boats were brought in from Burrumbeet. Soon afterwards, the first boathouse was built.

The Ballarat Rowing Club, or Regatta Club, as it was first known, was, in effect, inaugurated on Wednesday, 20 November 1861, when a large

number of people met at Mr McLaren's hotel, in Bridge Street to arrange a regatta on Lake Burrumbeet. After some discussion, it was decided, first, to conduct a regatta, and then to form the club, if desirable. A sub-committee, comprising Dr Whitcome, and Messrs McLaren, Kerr, Chalmers and Craig, was appointed to collect subscriptions and to appoint a secretary. Boats for the regatta were borrowed from Melbourne.

The first regatta was held on Friday, 31 January 1862 at Lake Burrumbeet, and the day was declared a holiday.

The following programme and entries comprised the first regatta: Waterman's Race, six entries; Amateur Pair-Oared Race, four entries.

During the first year of its existence, the club bought four boats, at a cost of eighty four pounds.

Because of the drowning on 17 November 1862 of Mr J R Pringle, one of the club's vic-presidents, during training on Lake Burrumbeet, the second regatta, scheduled for 28 November 1862, was postponed and was subsequently held on Friday 16 January 1863.

A local resident was drowned in Lake Burrumbeet in February 1863, and this, with the previous drowning, induced club members to hold the third regatta at Lake Learmonth, where rowing and sailing events were staged on Monday 30 November 1863. Entries were good, and, for the first time, entries were received from Melbourne clubs.

At the club's annual meeting in January 1864 it was resolved 'That the name of the Club be altered to 'The Ballarat Rowing Club' and that the colours be Red and White'. It was further resolved that steps be taken to erect a boathouse at the Wendouree 'Swamp'. In March 1864, the tender of fifty pound for a 45' by 20' boathouse was accepted. At a further meeting, in February 1864, it was resolved to seek permission from the Water Commission to clear three chains in width of reeds in 'The Swamp' from the proposed side of the boathouse to the Botanical Gardens. This was granted, tenders were called, and John Barnes & Co's tender was accepted at thirty shillings per acre.

In August, 1864 the 'Tay' (later known as Lubentia) Rowing Club was formed. It lived a very short life. In September, the Wendouree Junior Regatta Club and the Alabama Club were formed. These also were short-lived. By January 1865, there were four clubs, namely, 'Ballarat', 'Ariel', 'Lubentia' and 'Alabama'. In February 1865, the 'Lubentia' club met to wind up its affairs, and later the 'Ariel' club was absorbed by Ballarat.

When the lake dried up during the years 1868-1870, it became a training for race horses, and the club boats remained housed for the period. During this time, convict labour was used to raise a zig-zag embankment

across the lake from Macarthur Street to the Gardens, in the hope that it would eventually help conserve the water.

On Thursday 24 November 1870, a meeting was held at Brophy's Hotel when the Ballarat City Rowing Club was formed. The colours adopted were a blue cap with red stipe. It was decided to take over the clubhouse of the defunct Alabama club. At about this time the Press Club was formed but was eventually absorbed by the Ballarat City Club.

From 1863 to 1872 there had been a series of intercolonial four-oared races. Club or combination crews from the various colonies competed.

Some idea of the 'uniforms' worn by oarsmen of these days can be gleaned from the following paragraph that appeared on 11 August 1874: 'The members of the City Rowing Club are having a new uniform made which consists of the best Ballarat Flannel and designed like a double breasted coat, bound round the edges with scarlet braid, while on the left breast is affixed the club's star, forming, with the usual pants and cap, a very unique dress.'

The Victorian Rowing Association was formed on 7 October 1876 to conduct the Melbourne Regatta, and to manage Victorian rowing affairs. The Ballarat Club was invited to appoint a representative.

In August 1877, the committee of the Ballarat Rowing club was authorised to obtain a bank overdraft, and to extend the Clubhouse on the south side in order to provide dressing accommodation and lockers. A tender submitted by Mr L W Graham for fifty two pounds, eight shillings and six pence was accepted for the additions. In December 1878, a special general meeting of the club was called to take into consideration the future management. A general discussion took place regarding, Mr E Williams, who had given sterling service as captain for 13 years, and who, during this year, had given up active rowing. A marble drinking fountain later erected at the entrance to the View Point area, opposite the present Lake View hotel, as a tribute to his services 'to the manly aquatic sports and rowing', still stands. It shows that he was born at Bristol in 1825, indicating that his age at this stage was 53 years. He continued as captain until 1884, thus occupying the position for 20 consecutive years. Efforts are now being made by the Ballarat Rowing Association to reconnect the water to, and restore, this drinking fountain in memory of this outstanding sportsman who must have had a tremendous impact and influence on the sport of rowing in Ballarat and district in the formative years.

During the season 1878/79 the City Club adopted a new uniform and colours. These were a jersey and cap with stripes of amber and black, three inches wide. In August 1882, the City Club again, and for the fourth time, adopted new colours. These were dark navy-blue jersey with white trimmings and star; and a dark blue cap with white cross bar and the

BCRC in white in front.

Shortly after the annual meeting of the Ballarat Rowing Club in 1883-84, some members called a special general meeting. They alleged that several members had been prohibited from attending the annual meeting and therefore had no chance to vote in the election of office-bearers; that the captain, Mr E (Ned) Williams, was too old to coach, and that he refused to allow the racing boats to be used for training for regattas. After much discussion, a vote of confidence was moved and carried in favour of the captain. As a result of this, several members called another meeting at the Nag's Head Hotel, in order to form a third rowing club. This meeting was held on 25 September 1883. It was decided to call the new club, The Wendouree Rowing Club, the colours to be red guernsey with white star, and white cap with red star. Many of the Ballarat Club's best oarsmen left to join the new club and this was reflected in the lack of regatta wins during the next few seasons.

Mr Williams decided at the annual meeting in 1884-85 not to re-nominate at captain for the ensuing year, but to retain his interest in the club as a committee member.

In 1894, the first success in championship rowing came to the club when W D Dawson won the Champion Sculls of Victoria. Wally Dawson had commenced rowing with the Wendouree Club, and he and his brother Arch transferred to Ballarat. Wally's success in the Champion Sculls was the forerunner of many victories for the Ballarat Club by the Dawson brothers. In 1874 the club had two representatives in the Victorian Intercolonial Four. W D Dawson was selected for a seat in the Victorian crew of 1894-95.

In January 1896, plans and specifications were adopted for a new clubhouse. The old one was removed and the tender of five hundred and forty eight pounds, fifteen shillings submitted by Messrs Baird & Martin was accepted for the new building.

In April 1897, each club was discussing forming an association for the betterment of rowing and the Ballarat Regatta. Each club appointed three delegates to attend a meeting to draft rules. They met at Judd's Hotel on Tuesday 17 June 1897 to draw up rules for the newly-formed Ballarat Rowing Association. These rules were eventually adopted by each club at its next annual meeting. The Ballarat Delegates were Messrs T F Moran, and G Tonner and at the annual meeting next held, Mr T T Hollway was elected president and Mr Geo Tonner, secretary of the association.

By 1897-98 the club had been in existence 36 years and during that time Mr Ned Williams, the father of rowing in Ballarat, had created a wonderful record of service. For the first time, he did not seek re-election in this season. (He was aged 72 years.) The newly-formed association also

'The Champion Sculling Race of Ballarat'. This received two initial entries from Mr W Dawson, of Ballarat, and Mr C Donald, of Wendouree, the latter being the winner.

In 1898-99 Mr J Blackburn was selected for a seat in the Interstate Eight. The clubhouse, which had been lit by kerosene lamps, this season had gas installed. In this year, the club also won its first Victorian Champion Eight. Then, too, the Victorian Rowing Association introduced the premiership of the State, and the Ballarat Club won. A Dawson was selected for a seat in the Victorian Eight.

In 1899-1900, the Ballarat Club was second on the premiership list. In September 1900 Mr Ned Williams died, and the club erected the drinking fountain in View Point in his memory. The Ballarat Rowing Association instituted the novice regatta, and the Ballarat Club won the novice premiership. The club had four members selected for the Victorian eight: Messrs A Dawson, A Hall, J B Suffren and W D Dawson. The last named did not accept the seat for business reasons.

In 1900-01 Messrs J B Suffren and D Dawson were again selected for the Interstate Eight, but could not accept for business reasons. The Champion Pairs race of Victoria was instituted this year and the race was held on Lake Wendouree.

In 1901-02 Messrs J B Suffren and C E Suffren were selected as Interstate Eight representatives. J B Suffren could not train with the crew and so accepted the position of emergency.

The 1903-04 season was one

The 1903-04 season was one of the most successful in the history of the club. The club won the VRA Premiership, the senior eight at Henley, Ballarat and Barwon and the Champion Eight of Victoria. Seven members of the senior eight and the coxswain were chosen for the Interstate Eight: Messrs H Thomas, C E Tullock, E Cooper, J B Suffren, B Arnold (cox), C E Suffren, A Hall and W D Dawson. The last three did not accept for business reasons.

In March 1904 the club won the first Grand Challenge Senior Eight. Henley was again held in October 1904, when the club again won the same event.

In 1904-05 the club again won the Champion Eight of Victoria. Four seats were offered in the Interstate Eight to Messrs H Rowe, G E Tullock, E Cooper and C E Suffren, but only the first two accepted.

In 1905-06, the club suggested to the VRA that the allocation of points to premierships was not equitable, and that the ratio of allotment of points in maiden, junior and senior races should be considered. Messrs J B Suffren and C E Suffren accepted seats in the Interstate Eight. E Cooper and C E Tullock did not.

In 1906-07 the club was again represented in the Interstate Eight, Mr T Bourke accepting a seat. The suggestion put forward in the previous year concerning the premiership was followed up and the VRA allocated two premierships - senior and junior.

Until 1907 the Ballarat Rowing Association comprised three delegates from each club, with additional representatives were appointed to assist in conducting the annual regatta. The club suggested that, in future, the regatta delegates to be elected at the annual general meeting of each club, and that they form themselves into a committee to take charge of all local rowing functions. This body took the place of the Rowing Association, and was called The Ballarat Regatta Association from 1908, with a series of football challenge matches began between the Ballarat and Wendouree Clubs. They were held on King's Birthday Weekend for many years as an annual fixture.

In the 1912-13 season, the club finished second in both the senior and junior premierships. In 1913-14 the club registered its first win in the Champion Pairs of Victoria. This success was again repeated in 1914-15. Fifty three members of the club volunteered for service during the first World War.

At the end of the war the club entered once again into the serious side of rowing. Many new members nominated and the 1919-20 season saw the beginning of a big revival in rowing, with a record club membership of 112. In 1920-21 rowing continued to boom and a new record of 123 members was attained. The diamond jubilee of the club was celebrated during this season.

In 1922-23 with the club on the crest of the wave, Ballarat again won the Victorian junior premiership with a 58 point margin over its nearest rival. The most outstanding feature of this season was the number of 'Doubles' won: two double maiden fours, double maiden eight, double junior four and double junior eight. Of these 'Doubles', four oarsmen, J McDermott, H Finlayson, A Dawson and H Ingles, rowed in the double maiden four, double maiden eight, double junior four and double junior eight.

After 40 years of service, Mr George Tonner, one of the club's staunchest members, passed away during this season. To perpetuate his memory, the club raised funds and built a memorial in the form of the Rose Pegoda, which leads to View Point.

The outstanding feature of the 1923-24 season was the selection of Mr H Reynolds as emergency to the Interstate Eight, but as he was unable to accept, the position was filled by Mr H Inglis. The next three seasons saw the commencement of the decline of Ballarat rowing, which had boomed over the years since the war; but in the 1927-28 season the club again began to rise and finished second in the junior premiership and, after a

lapse of five years, won the novice premiership. For the first time since 1905, the club in 1928-29 won the Champion Eights of Victoria for the fourth occasion. The crew comprised - J Inglis (bow) E Panther (2) J Russell (3), E Elsworth (4), S McGorm (5), H Grace (6), K A Taylor (7) H Inglis (stroke), A J King (cox). The coach was W D Dawson. The VRA in this season instituted the One-Mile Sculling Championship of Victoria, which was won by club member, Mr S B McGorm.

For many years the Ballarat Rowing Association had advocated the right of challenge to the selected interstate eight. As a result of pressure, the VRA, this year allowed the selected eight to be challenged. Accordingly a crew was selected from the three Ballarat Clubs. It decisively defeated the selected crew, and represented Victoria in the King's Cup. The club was represented by E Panther, S McGorm, H Grace and J Andre. The crew was coached by Mr J B Suffren of this club, but he could not make the journey to West Australia, and his place was filled by Mr A Dawson Senr, also of this club.

In the 1929-30 season, S McGorm again won the One-Mile Sculling Championship of Victoria, and was also chosen as Victorian Interstate Eight emergency. Club membership this season dropped considerably.

In 1930-31 membership continued to drop, but the club was successful in winning the maiden eight at the Novice and Colac regattas. In the following season, the club again won the maiden eight at Colac, and thus gained the Colac Traders' Cup, which had been competed for over a period of 20 years. The club registered its first 'leg-in' for the cup in 1913.

With the opening of the 1932-33 season, a revival in club interests and rowing resulted in several successes, most outstanding of which were the wins by Mr S McGorm in the 2000 metres Victorian Sculling Championship, and his win with R Jelbart in the Pair-Oared Championship of Victoria. One of the outstanding events of the 1937-38 season was the selection of R Mills as a member of the Victorian Interstate Eight. He had risen from the ranks of a novice oarsman to an interstate oarsman in two years.

During the second World War, rowing in Ballarat closed down, although two Ballarat Regattas were held in the early years for patriotic funds. In 1941-42, the three Ballarat clubs combined and conducted a joint annual meeting.

With the conclusion of the second World War, the club set about rehabilitating rowing in the 1945-46 season. Little was done in this year, as many previous members, returning from war service, were not taking an interest in the sport. Definite steps were taken in 1946-47 to place the club on a proper footing again, but the war period had left the clubhouse in a poor state, and it was decided to establish a fund to rebuild or repair it.

In 1947-48, the Australian Rowing Council decided to use Lake Wendouree as the test course for selecting a four-oared crew to represent Australia in the 1948 Long Olympic Games. The test race, over 1850 metres, was successfully conducted by the Ballarat Rowing Association, and was won by Victoria.

The club, in its second year after the war, won the novice premiership of Ballarat, and was represented in eight regattas, winning two events, and concluded the season with approximately 40 members.

During the 1948-49 the club suffered a severe blow in the death of Mr F W Marzsen who had for many years been a prominent and popular officer and member of the club. However, the club made considerable progress in recovery to prewar strength in membership and success in regatta racing, and the predominately young membership formed an excellent nucleus for the future seasons.

Indeed the 1949-50 season was one of the most successful in the history of the club and voted a record. Successes were in the Victorian Lightweight Premiership, Ballarat Interclub Pennant, Ballarat Novice Premiership, Lightweight Champion Eights and Pairs of Victoria and 20 wins in open regattas. In this year, the club's social club won the Ballarat badminton 'A' Grade doubles championship, and the 'C' Grade doubles championship. The pair-oared spring championship was also won in this year. In the lightweight champion eights, the club broke the existing record of the race by 1 min 23 1/5 seconds, the time taken being 7 min 16 2/5 seconds. The Australian Rowing Council again chose Lake Wendouree for the test race for the four-oared crew to represent Australia at the Empire Games in New Zealand. This race was rowed over a new 2000 metres course for the first time in Ballarat rowing.

For the second year in succession, the club in 1950-51, won the lightweight champion eight of Victoria and the Victorian lightweight premiership. It also broke the previous year's record by registering 22 winning crews in open regattas. It won also the Ballarat Rowing Association Novice Premiership and Interclub Pennant, and ran second in the Victorian Junior Premiership. The most successful oarsman for the season in interclub races was Mr G Wallis of the Ballarat Club. Lake Wendouree was selected as the venue for the rowing section of the 1956 Olympic Games. Ballarat City Rowing Club suffered a severe loss this year when fire completely destroyed its clubhouse and fleet. The lightweight champion eight, in registering the club's second successive win, broke the race record established by the Ballarat crew in the previous year. The time taken was 6 mins 48 2/5 secs, being 28 1/5 secs faster.

By winning the Victorian lightweight champion eight in 1951-52, the club again established a record as the first to win the race three times in succession. To celebrate the victories, the club entertained the members of the three crews at a dinner at the George Hotel.

For the first time in the history of the club, a 'Treble' was won in 1952-53 by novice four win at the Warrnambool Camperdown and Colac regattas. The club this year very nearly won the Victorian Champion lightweight eight, for the fourth successive year. When the crew held a commanding lead within half a mile of the finish one oarsman lost his seat causing the boat to lose several lengths, a handicap which was too difficult to make up.

The 1953-54 season added a further success to the club's wins in championship races when W Tainsh and R Kersopp, with I Godfrey as coxswain won the Victorian lightweight champion pairs. In addition, a 'double' maiden eight at Colac and Champerdown was scored, and a 'double' maiden four win was recorded at VRA and Henley. The club also again won the Ballarat Rowing Association novice premiership. For the second successive year the club lost the lightweight champion eight, because a seat came off during the race. This accident was traced to a fault in the boat, and the club accordingly ordered a new racing eight. The club lost, during this season, in the death of Mr A M King (a member for more than 50 years) one of its most ardent supporters. The late Mr King had filled every office in the club, and had been a Life Member since 1948. Lake Wendouree this season was the venue for the Empire test race for coxswainless pairs.

Early in the 1954-55 season it was announced that the decision to hold the rowing events of the 1956 Olympic Games had been revised and the venue was to be Lake Learmonth. Rowing enthusiasts throughout Victoria deplored this decision, and, working quietly behind the scenes had the decision again reversed in favour of Lake Wendouree.

Because a number of members retired from active rowing, the club early in the 1955-56 season found it difficult to boat crews. However, with a good influx of new members, regattas in the latter end of the season were better patronised, and four races were won. For the first time in the history of Victorian rowing, the Victorian Championship eights and sculls were rowed on Lake Wendouree on the Olympic Course of 2000 metres. History was again made when the King's Cup and President's Cup (the Australian champion sculls) were rowed over the Olympic Course. The eights were won by Victoria and the sculls by New South Wales. Mr I A Moran, Life Member, passed away during this season. Mr Moran had fulfilled the offices of president, vice-president, treasurer and committeeman. Messrs F Roberts and L Valpied for services rendered to the club were made Life Members.

The 1956-57 rowing season will go down as one of the most outstanding in the history of rowing in Australia and, more particularly, of Ballarat. Lake Wendouree was the venue of the XVI Olympic Games rowing events. The Australian Rowing Council earlier conducted on the Lake the Olympic rowing trials for Australian representation. During the Games, the Ballarat Club was host to crews representing Brazil, Canada, Denmark,

France, Rumania, Russia and Germany. These oarsmen praised the clubhouse and its facilities. Because of the Games, the boathouse was closed to members for two months. This early season lack of rowing reflected on the whole season's activities. As a result only one regatta win was recorded for the year. It was also found necessary to abandon the year's novice regatta.

During the season, Life Member and vice-president Mr J B Suffren passed away. Mr Suffren was a member for more than 60 years. He was one of the most successful oarsmen produced by the club, having won many races, including three interstate eights, and having represented the State on four occasions. He had, during his long membership, carried out the duties of president, vice-president, captain and vice-captain on various occasions. Mr T W L Cotton was this year elected a Life Member for services rendered.

On 19 December 1959, the Ballarat Rowing Association on behalf of the VRA conducted the State eight-oared and sculling championships and lightweight fours test race. Four other events were included to make up a regatta programme. Lake Wendouree was chosen as the venue on 16 April 1960 for the pair-oared with coxswain and the four-oared with coxswain test races for the XVII Olympiad.

In 1962 Lake Wendouree was the venue of the King's Cup regatta in March. The third test of international rowing between New Zealand and Australia was held on Lake Wendouree on 20 November 1965. The third national regatta was held on Lake Wendouree on 30 April 1966. The Inter-varsity regatta was staged on the lake in the 1968-69 season. The King's Cup regatta was also held on there on the 3 and 4 April 1970.

On the 5 October 1973, the Ballarat Rowing Club held its 112 annual general meeting which was to be its last as such. The concluding comments of the hon secretary, Mr John Morcom, in his report to the members are relevant: 'This 112th annual meeting sees the Ballarat Rowing Club at the crossroads. Last season we had crews compete in only seven races. Six oarsman and two coxswain made up these crews. When one looks at the balance sheet one wonders if it is worthwhile spending several hundred dollars for such a small representation in inter-club regattas. It is for reasons such as these that Mr Peter Tigherdige has thought it necessary to give a notice of motion, that, if put, and agreed to by you, the members, will have far reaching effects on the club and rowing in Ballarat.'

The notice of motion referred to concerned the amalgamation of the Ballarat Rowing Club with the Wendouree Rowing Club. It was read at the annual meeting which decided after a lengthy discussion among a poor attendance to call an extraordinary meeting later in the month after 21 days notice to immediate past and present members. (It is noteworthy that 68 notices were sent out by the secretary for the annual meeting, but all that we would muster for that meeting was 17 members.)

For the extraordinary meeting, the secretary despatched 65 notices to past and present members, with copies of the terms and conditions offered by the Wendouree Club to the Ballarat Rowing Club. Fewer than 15 interested persons turned up for what was to be the last meeting of the Ballarat Rowing Club, which had been inaugurated on 20 November 1861. They voted in favour of the amalgamation with the Wendouree Rowing Club. The amalgamation took effect from 1 November 1973, with the new name Wendouree/Ballarat Rowing Club. In August 1976, the amalgamated Wendouree/Ballarat Rowing Club sold the 80 year old clubhouse of the Ballarat Rowing Club to the Ballarat and Clarendon College, which apart from the purchase price paid, plans to spend between \$30,000 and \$35,000 on extensive renovations including re-piling and reflooring.

#### Bendigo Rowing Club

The origins of the Bendigo Rowing Club were as Sandhurst Rowing Club, which was one of the foundation clubs in the Victorian Rowing Association, from a decision at the first annual meeting on 29 September 1877. In 1928, the club changed its name to Bendigo Rowing Club, and records are more plentiful from then on.

An outstanding figure on and after the change-over period was Arthur Cambridge. A talented all-round athlete, he played League football in Bendigo, was a cyclist of renown and coached Bendigo crews when his rowing and sculling days were over. A Melbourne newspaper cutting at the time of the Victorian Championships of 1921 notes: 'Cambridge caused favourable comment at the start. When the starter's gun was fired, Ricketts appeared to make a miss-stroke and was left standing. Before the starter could fire his gun again to stop the race, Cambridge had already stopped, and was backing on to the line again. His act of good sportsmanship was quickly recognised.'

Another great oarsman at Sandhurst was Stanley McGorn, who went to Wendouree Rowing Club in 1925. A wrestler and runner, he ran a number of miles a day at an age when most people have long given up any idea of exercise.

Racing was from the beginning on Lake Weroona, close to the heart of the city, and has continued on that course for 102 years. Not without its share of championships, Bendigo took out the champion fours on the Lower Yarra over two-and-a-half miles comfortably in the heat, but were just beaten in the final after leading.

A well known figure these days at Richmond Rowing Club and in the VRA, Billy Parkinson, joined Sandhurst in 1924, and rowed later with the Bendigo Club until 1947, when he moved to Richmond. Apart from rowing as

a lightweight, he won three open races at Bendigo as a stroke, and managed at the same time to be runner-up in the Victorian featherweight wrestling championships in 1936. He was in the lightweight eight in 1932 that drew much publicity. This eight, under the direction of Cambridge, competed in the New South Wales Championships, at the Glebe Regatta, and partly for economy, (for those were the days of the Depression), decided to bicycle to Sydney, camping by the wayside. Having raced in the regatta, it then made the return trip. In preparation for this journey of 1200 miles, the crew trained over five months, cycling 15 to 20 miles a day and on weekend trips about 75 miles. The *Bendigo Advertiser* reported their progress daily, photographs were taken, and there was great excitement when they arrived on time. They were officially received by the Lord Mayor of Sydney in a Civic reception, and, according to the newspapers' account, 'faced a barrage of cameras'. Their fitness and spirit were praised by all athletes. In borrowed boats, and in strange water, neither lightweight crew nor heavyweight maiden four gained places, but were not disgraced. On their return home, a civic reception was held.

Another fine coach was Charles Seymour who, with Cambridge, was largely instrumental in Sandhurst winning the maiden eights at Ballarat in 1921, 1925 and 1929. This gave the club permanent possession of the Brind Cup/

The club fell into a ditch from 1960 to 1965, in which year Neville Howell appeared on the scene. His own career as a Victorian and Australian oarsman set a sterling example, and he built the club up, recording a win with a novice four at the Upper Yarra in 1970. In 1971, Bendigo gained 54 points, coming fourth in the country premierships and fifth in the junior premierships, with 10 wins. In 1972 Bendigo, with 88 points, came second in the country premierships and third in the junior premierships. In 1973 J Barton (bow) and H Schmid (stroke) won the junior pairs at the Ballarat Special Regatta.

#### Corio Bay Rowing Club

The history of Corio Bay Rowing Club is tied intimately to the history of Geelong; and, indeed, the first activity of any foreigner (apart from John Buckley, the wild white man) in the Geelong region was the rowing of Matthew Flinders across Corio Bay on his way to survey the country from Station Peak in the You Yangs.

The first boat races on Corio Bay occurred when more than one sailing ship arrived on the same tide at the sand bar between Point Henry and Point Lillias; and the ships' longboat crews then competed hotly for the honour of being the first to carry the mail to the eagerly waiting townsfolk three-and-a-half miles away at Geelong. Times have not been handed down, but today in a practice eight a pleasant 20 minute swing usually accounts for the distance.

Before the bar was dredged out to permit the entry of shipping to the inner bay, rowing was an unusually important profession as cargo-lighters were employed to carry goods across the bay. There is a report that, because of this importance, the first rowing association in Australia, or even in the world was formed in Geelong in 1865. Legend also tells of a Leander Club, and also a powerful Mercantile Club, whose members were banned from amateur competition because they were truly professional oarsmen (and also probably because they won all the races in which they competed).

Memories which still survive in Geelong are of Blunt's Boatshed, and the Joy Ark as starting and finishing points for rowing outings; races were certainly conducted from Limeburners Point to Yarra Street pier, a distance of about one mile along the Eastern Beach.

This activity, and more on the Barwon and Lake Connemara, led in 1871, to the formation of the Barwon Rowing Club.

In 1873, to provide effective competition - all other potential opposition having failed - the Corio Bay Rowing Club was inaugurated at a meeting held at the Victoria Hotel. A photograph still hanging in the clubhouse shows the newly-built single storey, weatherboard Corio Bay rowing shed standing on about the spot where the Royal Geelong Yacht Club now stands. A testimonial to the builder is that the same building, with additions, but only minor repairs, is still in full use at Western Beach, controlled by the Western Beach Boat Club.

The first President of the Club was G F Belcher, who was also Mayor of Geelong, indicating the high place which rowing deservedly occupied in those days; John Route Hopkins, another inaugural member, was also an early president. Loss of records dims the picture until the 1890s, when Corio Bay recorded its first win in senior eights in winning the Clarke Cup. The late James Hill, a noted hardware merchant, and Geelong Harbour Trust Commissioner, was a great supporter at the time; two other names remembered from that era are 'Tracker' Young, also a noted athlete and footballer, and Charles Deello, whose grandson, formerly a Corio Bay Member, is at present vice-captain of Richmond Rowing Club.

Rowing on the bay has always been unusually pleasant, but during the season, about one day in nine is affected by north winds which render the bay unrowable except for the most intrepid adventurers in a sound tub pair. Invariably when a regatta or opening day was planned it was on the ninth day! Therefore in 1919, it was finally decided to move the clubhouse to the Barwon, where more consistent racing and training conditions were assured. John Trengrove, still an active senior member and life member, but then a coxswain, was present at the meeting.

In 1921 the move was effected amidst much heartburning, but it met

success when the club, rowing in its first streak eight, donated by Robert Purnell, won the senior eights in the same year. Again successful in 1922, the crew this time included John Trengrove and Bert Rooke, also still an active senior member and life member, Perce Dowsett, Stan Saddler, Chick Hodges, Rupert Brownless (ex-Geelong footballer), David Muir, Laurie Coulson, and 'Orthodox' Orm Ussher. There had been success for Corio Bay prior to this but a period of unprecedented boom followed, marred only by the premature death of Chick Hodges.

Geelong Coaches and oarsmen have had a considerable impact on rowing, and the name of Pincott must rank very high; but undoubtedly the most famous of her sons is the late Steve Fairbairn. Steve did not fully develop his style until he had welded the strong Victorian style onto the skill he had learned at Jesus College, Cambridge. While he was undoubtedly influenced by his rowing on the Barwon, his influence on those who followed him on our quiet river was mighty. Even in fairly recent years when the great Fairbairn Orthodox controversy is all but forgotten, Corio Bay oarsmen have been proud to describe their style as 'modified Fairbairn'. Who the courageous modifier was we cannot be sure! Fairbairn's property 'Meltham', just a few miles up the river is now in the hands of Stewart Lamb; and the old home-stead still contains Steve's oar rack, which Stewart proposes to present to Geelong Grammar, Fairbairn's old school.

The Great Depression did not depress Corio Bay, as it released many a budding champion from the ability to spend his days working; and with the financial support of wealthier comrades, many were able to do what most of us always wanted to do - concentrate on rowing instead of working.

In 1936, to add to rowing knowledge at Corio Bay came the great rowing thinker and experimenter, Charles Saleh, who instituted a new wave of success, following this up with his coaching Scotch College to rowing leadership in 1941. Before he left our club, he deeply influenced a young oarsman who was to go on to become one of the outstanding schoolboy coaches of Australian rowing: the redoubtable Albert Bell, who, in coaching Geelong College and Corio Bay together, began an era of co-operation and success which still continues, its most recent manifestation being Geelong College's success in the 1976 Head of the River on the Barwon, coached by former College, Corio Bay and Olympic oarsman, David Ramage.

Other influences were at work, and happy memories of the pleasant Sunday mornings rowing on Corio Bay prompted the members to again move club and clubhouse back to the bay from the river, to the position the old building still retains on the Western Beach. By this time, it was a commanding two-storey building, and its balcony, on which the sun always seems to shine, is steeped in many nostalgic reminiscences of past glories.

Then War again!

The club was kept open by a few non-combatant members, among them the ever present John Trengrove; and with the cessation of hostilities, Albert Bell had matured in coaching ability. He got together in 1946-47 the famous Harmony Eight at the standard which all Corio Bay oarsmen now strive to reach again. This was twice the Victorian champion crew over the gruelling two-and-a-half miles. It became the first club eight to represent Victoria since the famous Snipe eight, being accorded this honour in both 1947 and 1948. It is one of Corio Bay's great regrets that accidents on both occasions prevented the crew from bringing home the King's Cup for Victoria, and justifying the confidence placed in it by the State selectors.

The Harmony Eight produced, however, an unexpected bonus for Geelong rowing in prompting Albert Bell to persuade joiner Alan Sykes to attempt to build a bondwood four-oared racing shell. This he succeeded in doing extremely well, and the shell, named the Jos Glover after one of Corio Bay's most noted supporters, was retired, seldom beaten, only after some 28 years of very active service. This was followed in 1948 by an eight, named the E J Taylor, built in exactly the same style as the Glover; and this also stood the test of time, having an effective life also of 28 years.

These were great times, even after the break-up of the Harmony Eight, an example being the winning in 1951 of the Ballarat and Barwon double by the snior eight coached by Albert Bell, the lightweight eight coached by Clete Larkins, and the maiden eight coached by Bill Melourey.

In 1954, the difficulty of wintering on the bay and training on the river, first as embarrassed guests of sister club Barwon, and then Geelong College, caused the committee to obtain a site, and build a small rowing shed at the Barwon again. The move was only partly successful, and although it aided crews in training, it tended to split the club by separating oarsmen from supporters, as conditions at the river shed were at the best spartan for oarsmen, and non-existent for supporters.

These times were followed by difficulties. Education received more emphasis, and competed with rowing; and many promising young oarsmen were obliged to move to Melbourne for employment or to further their experience. Geelong's loss was often Melbourne's gain.

Corio Bay oarsmen have often contributed greatly to Melbourne clubs, holding at times high office in Richmond and Mercantile clubs. Two Corio Bay oarsmen rowing at Hawthorn were responsible for suggesting the now famous Head-of-the-Yarra over five-and-a-half miles from Princes Bridge to Hawthorn rowing club. The brunt of the organisation for the inaugural regatta was very capably assumed by Hawthorn's secretary, Stan Jeffries. Both Corio Bay oarsmen competed in the first regatta, one being in the first crew ever to cross the starting line, and the other in the second. One of these also teamed with former Geelong College and Olympic oarsman

Michael Aikman, then teaching at Camberwell High, to coach that school's boat club to wins in the High Schools' Head-of-the-River in both the firsts and seconds at their first entry in the event.

Successes were still to be had for Corio Bay, particularly in senior fours at first dominated by the George brothers; and then in 1962, after a series of great successes in Victorian and Australian Championships, the 'Big Four', with David Ramage, David Caithness, David John and Derek Norwood, coached by Albert Bell, stole the mantle from the great fours of Albert Park and Mercantile in some dour racing. They gained Australian selection for the Perth Empire Games in 1962, achieving a very creditable second by one foot. This was followed by Corio Bay's first win in senior eights since 1951 at Albert Park in 1963. David Ramage went on to represent Australia in the eights in Tokyo in 1964, and the pairs in Mexico in 1968.

Then smaller men began to make their presence felt, Bob George coaching a Corio Bay four to victory in the Penrith Cup for lightweight fours at Franklin on the Huon - the first Corio Bay crew to achieve that distinction. At that King's Cup regatta, Corio Bay provided 10 men out of a team of 19. The team included Jeff Sykes who won his first President's Cup, having tasted success first in sculling in 1959, and becoming Australian lightweight champion in 1962. Sykes went on to represent Victoria successfully in two President's Cups, his career reaching its peak with his high-quality performance in the sculls at the Moscow World Championships in 1973.

The stresses of operating from two sheds were beginning to tell, and finally the motion to leave the old shed on Corio Bay and build a permanent home on the banks of the Barwon was carried, though not without much regret and soul-searching.

Common sense demanded that the move be made, and in the same year, 1965, the present brick shed was commenced. More stresses followed, but with backing of solid financial groundwork during the 1950s by Albert Bell as secretary, and Norman Purnell as treasurer, and under the inspired leadership of Bernie Kelly as president, success was assured. Within 10 years, the clubhouse was a well established concern, with practically no debt owing on it. Much of this recent success is owed directly to the man who inherited the president's mantle from Bernie Kelly and held it with distinction for nine years. This was Jack Anderson, a tireless fundraiser and inspiration to all. Jack was ably backed by a band of old and new supporters who gathered round to complete the building and follow up with fund-raising. The first of these was his wife Audrey, who took charge of hall-hire with great success for the entire period of Jack's presidency, and men such as Bill Searle, Cliff Biggs, Geoff Warren and John Trengrove.

Casualties of the move to the river were the two old clinker-built practice eights, the Patterson and Marchant, which saw many years of sterling





service on the bay, including numerous swappings. When they were put into the fresh water of the river, the salt leaked out, the timbers dried out and opened up, and the two craft became an embarrassment to the captain. Finally, the idea of a boat burning was hit upon, and the two old craft met an honourable, dignified and glorious end, incidentally raising considerable sums of money towards new equipment.

Success in senior eights have eluded the bay in more recent years as many of her sons continue to move to Melbourne before their best potential is achieved; but a new first was gained with the club's first win in maiden eights at Henley in 1974 (a notoriously hard race to win), and with the winning of the maiden eights at three successive Albert Park Regattas in 1973, 1974 and 1975, coached by the present president, Ray Gowty.

Geoff Sykes, while still providing sculling lessons to anyone foolish enough to think sculling races are easy to win, has branched out from his father's workshop and established himself as - in our humble opinion - the leading scull-maker in the world, and one of the leading racing-boat builders.

One pair of rowing characters without whom this note would not be complete were the remarkable Jeff Watt, who graduated to boat racing from surf-boat rowing, and George Xouris, who came to us from Mildura. These two went on to represent their club and country very creditably in the 1970 World Titles. They also comprised the most recent of many Corio Bay crews to make the long but interesting trip from the Barwon Bridge through Lake Connewarre to Barwon Heads.

In 1975 some club members assisted in the formation of the first ladies rowing club in Geelong, the Corio Bay Ladies' Rowing Club, which, after a great start, promises to remain a force in this rapidly growing branch of the sport.

Also in 1975, on 9 July, four Corio Bay crews combined to row a racing eight, the J R Anderson, across the open water of Port Phillip Bay, from Geelong Yacht Club to Princes Bridge in Melbourne. The row commenced at 6.15 am and was completed almost uneventfully, despite dire predictions of disaster, at 1 pm. The event which emphasises this remarkable row occurred when a garfish washed over the side into Jeff Watt's lap! The chairman of the organising committee was, appropriately, Geoff Sykes

The Corio Bay Rowing Club has made a positive contribution to the City of Geelong over the 103 years of its history as a venue for the most amateur of sports; and its members have over those years continued to make their own outstanding contributions as individuals in all walks of life, being living proof of the fact that rowing is outstanding as a builder of men of character and leadership in the community.

## Corowa Rowing Club

The first Regatta in Corowa district was conducted on the Murray at Corowa - Wahgunyah in 1860. Early records also show that Corowa-Wahgunyah and Rutherglen combined to stage regattas at Lake Moodemere in 1873.

The first Corowa crew for which we have names dates from 1881, and was boated as E Clayton (stroke), T Donnelly, A Clarke, P Richie, V Crisp (cox). This same four won the maiden fours in 1882. Corowa won the grand challenge at Moodemere in 1907 and 1908 with the crew - D Oswald (stroke), R Wise, F Kuschert, R Richie (bow), C Nugent (cox).

On 13 September 1928, the club was reformed at a meeting chaired by Mr A C Leslie, proprietor of the *Corowa Free Press*. Mr D C Brown became president over the period 1928-57. In 1929, Corowa won the lightweight fours at Nagambie, its first win for many years. In 1930, a crew consisting of R Howard (stroke), V Howard, J Cuthbertson, G Rosser and W Adams (cox) won the maiden four at Moodemere. Corowa won the junior fours in 1932, and again in 1933. In 1932, the Mayor of Corowa, Mr J Chivell, tendered a civic reception to visiting VRA officials and oarsmen. Corowa enjoyed good years in 1935 and 1956. J Strong and H McInnes won the maiden pairs at Nagambie and Moodemere. W Jones and H McInnes won the junior pairs at Footscray (an all Corowa final). In 1936, J Marsh and J Neilson won the junior pairs, the Moodemere senior pairs and the senior pair at Upper Yarra. In 1936 J Neilson of Corowa, rowed in the Victorian King's Cup crew. W Jones was also selected, but was unable to row on the day. In 1944, during the Second World War, Corowa lent its boats and oars to RAAF units stationed at Corowa and Tocumwal.

Mr R Howard, who is the present secretary of the club, has held this office since 1946, and was official starter at the first Yarrawonga Regatta and at Moodemere for a number of years.

In 1946 a Corowa crew, comprising K Howard, J Van Klaveren (stroke), M Buglar (cox) won the junior pair-oared championship of Victoria at Ballarat by six lengths after a dead heat from Albert Park.

The Corowa Club is affiliated with the Murray Rowing Association, and, with Rutherglen and Wahgunyah, conducts the Moodemere Regatta on New Years Day.

Some sketches from the Corowa club's long history:

There was excitement in the air on the hot summer morning of New Year's Day 1860. They came early. There were miners from the diggings, a hundred miles around. Timbergetters, rivermen, settlers with their wives and wide-eyed children, and the natives of the Waradgery Tribe, all thrown together on the wide banks of the Murray at Corowa, where the

white men planned a day of sport - a regatta.

No bridge spanned the river then, between twin towns of Wahgunyah and Corowa. A punt did brisk business lifting human cargo from the south bank to a vantage point nearer the designated course. At the Wahgunyah wharf, five paddle steamers lay at their moorings while passengers and crew joined the fun. What a day they had.

A year later, the regatta was even more successful. *The Ovens and Murray Advertiser* of 5 January 1861, said: 'The long talked of event, from the opinion of the number of people present, was without exception the most successful public gathering ever held in the Ovens district. About 3000 people were present.' Visitors travelled to the regatta in buggies, drays and dog carts and a few coaches from the goldfields at Beechworth were heavily laden. Police from Albury attempted to close a shanty on the NSW bank of the river, but it is believed that they were unsuccessful.

There was no end to the endurance of some oarsmen of the early regattas in the Rutherglen district. The main event on the program in 1862, the Challenge Cup, was rowed over a four-mile course and won by a crew from Chiltern. It is recorded that when the racing boat, 'The Wahgunyah', was bought in Melbourne it was sent to Echuca by rail, and five men went down to row the new boat upstream to Wahgunyah. 'The Myster' was built at Chiltern and carried through the bush to the river near Howlong and rowed downstream to Wahgunyah at night.

The venue for the annual New Year's Day regatta was changed from the Murray River to Lake Moodemere in 1862, and, under more favourable conditions, the fixture took on a new look. Racing boats with names like 'The Lady of the Lake', 'The Bunyip', 'The Nardoo', and 'The Duchess' were prominently featured. There was a race for Aborigines in bark canoes, with the oarsmen being cheered on by the lubras on the banks.

The professional status for oarsmen disappeared when the Murray Rowing Association became affiliated with the Victorian Rowing Association in 1892, and rowers have since competed for trophies and the prestige of winning. However, there is still plenty of enthusiasm.

## Dimboola Rowing Club

A meeting to form a rowing club was held in Dimboola on 27 April 1882. Mr P P Fraser was voted to the chair and Mr J R Melross acted as secretary. This led to formation of the Dimboola Rowing Club on 6 May 1882, with Mr Black as chairman and J R Melross as secretary. The full election of office-bearers took place on 12 May. The first patron was the Honourable Mr Madden.

The first fleet of boats consisted on two four-oared gigs, one pair oared boat and one 'pleasure boat' costing £100.00. The Clubhouse cost £44.00. The first membership roll contained 67 names, and the first regatta was held on 9 November 1882.

The West Wimmera Association was formed of Dimboola, Antwerp and Jeparit clubs.

The first crews to compete away from Dimboola went to Colac in 1886. The first ladies' crew competed in, and won, the Victorian title in 1921. This club was first affiliated with the VRA on 19 August 1920. Much of the history of the club between 1888-1910 was lost.

Dimboola has also sent crews to NSW, South Australia and Tasmania regattas. Some of its notable performances have been in the Elswick challenge cup in 1937 and 1957; in the State championship in 1937; in its draw with Barwon club for Country premiership in the 1957-58 season; and in its Country championship victory in 1958-59. Dimboola also boated a senior eight at Henley in 1959; and in 1959-60 won senior fours at the VRA, Upper Yarra, Colac, Footscray and Wentworth regattas.

The 92nd Regatta will be held on 20 November, when the main event will be the Victorian four-oared open sprint championship.

Dimboola Memorial High School started using the club's facilities in 1938. In 1973, Dimboola initiated a head-of-the-river for high school crews, to be rowed at Dimboola and Horsham alternatively. Crews compete from Mildura, Wentworth, Robinvale, Beaufort, Horsham and Dimboola.

#### Geelong Rowing Clubs

Insofar as the Victorian Rowing Association is the body charged with the task of selecting crews to represent Victoria in interstate competitions, and indirectly with the selection of crews to represent Australia in international competitions, and indirectly with the selection of crews to represent Australia in international competition, The Geelong Clubs have, over many years, made a significant contribution. Geelong oarsmen selected in the King's Cup eight have been Bill Emerson in the 1920's Howard Glover and Harold Strachan in the 1930s, and Neil and Ian Everist and Tom Hoffman in the 1940s - all of Corio Bay crews have been selected as State crews - the King's Club eight in 1947 and the Penrith Cup lightweight four in 1966. The latter crew won the event. Furthermore, this club has supplied the State sculls representative on a number of occasions, the most recent time only this year in Geoff Sykes. He won this President's Cup event in 1966. Moreover, as a stronghold of lightweight rowing, Barwon and Corio Bay have in a number of years combined to provide the State lightweight four - if

not the whole of it, then the bulk of it. This interstate event was won by Victoria in 1972 by a crew including Allan Hart (Barwon), the versatile Geoff Sykes (Corio Bay), Phil Armitage (Barwon) as emergency and Len Gladman (Barwon) as coach.

Since the introduction of the interstate youth eight event in 1974, Geelong has supplied the State crew in every year. In each of 1974 and 1976 it was a composite Barwon - Corio Bay crew, coached by Peter McHugh (Barwon) in 1974, and Len Gladman (Barwon) in 1976. A Geelong crew also won the event in 1975 - a Geelong College crew, coached by David Ramage.

On the international scene, Geelong has also made a contribution to the life and prestige of the Victorian Rowing Association. A Corio Bay four has represented Australia at the Commonwealth Games and a pair and sculler Geoff Sykes at the World Championships. David Ramage, who learned his rowing at Geelong, was a member of the Commonwealth Games four that represented Australia at the Mexico Olympics, and, as a member of the Banks Club, as he was a member of several King's Cup eights.

Both clubs having been founded before the association, have, in addition to their competitive roles, made a contribution to the administrative side of the association. They have, over the last 100 years, been represented on the VRA committee by their own delegates from time to time, although not continuously. Ray Lahey, a champion of youth rowing, is a valuable and forceful personality of VRA meetings.

#### Horsham Rowing Club

In 1967, a drought in the Wimmera caused the Horsham City Council to employ local men who were without work on a river development project. Bill Humphries, then the City Engineer, whilst helping the Council and the newly formed River Beautification Committee, had at the back of his mind the possibility of a rowing club.

In 1971, a new weir at the west end of Horsham was damming a stretch of water about three-and-a-half miles long and, on the average, six feet deep.

On 21 March 1972, the Mayor, Brian Hutchesson, called together all those interested in forming a rowing club. A committee was elected, with Peter Gray as chairman, to find out what support there would be. This committee reported back to the Mayor that there was definite local interest. On 10 March 1972 a public meeting was called to form a rowing club. At this meeting the following committee was elected: president, Peter Gray; vice-presidents, Bill Humphries and Doug Wiles; secretary Lindsay W B Smith; treasurer Ross Both; committee; Ron Schmidt, Graeme Arnold and Bert Sprague.

The meeting was told of interest expressed by the Horsham High and the Horsham Technical Schools. The Horsham P & A Society was approached for the use of the poultry pavillion as a boat-shed. This arrangement has continued to the present day. Six members of the committee quaranteed a loan of \$3,000 taken with the ANZ bank for a five year period. This capital was used to purchase two regulation fours and a set of 10 oars, at a total cost of \$2,880.50. Bill Brennan transported both boats from Sydney in time to have the craft displayed at the annual Horsham Motor Show. This was at no cost to the club, and, in recognition, Bill Brennan was made the first vice-patron of the club.

On 27 June 1972, seven interested women approached the committee with the idea of a female rowing competition. Mrs Anne Mitchell was appointed to the club committee. The enthusiasm shown by the women rowers was one of the factors which helped the club to survive in later years when the river was drained, and crews had to travel many miles to train. On 11 June 1972, Graeme Woods was appointed first captain of the club. On 4 November 1972, the club conducted its first Opening Day. The regulation fours were named 'City of Horsham' and 'Wimmera' by the wife of the Mayor, Mrs Val Hutchesson, and the wife of the club president, Mrs Rene Gray.

On 19 November 1972, the club held its first regatta under the instructions of VRA Officials, attracting 450 rowers. The Horsham Rowing Club had its first win in the women's novice four event. During the first year, the club bought, second-hand, two fours and two eights. In this year, a boat trailer was built with the assistance of Laurie Rudolph. In recognition of his help he was made the second vice-patron. In the club's first year, its crews attended 11 regattas.

On 30 May 1973 the first annual meeting was held. Bill Humphries was elected president, and Ian Anderson became captain.

Purchases of oars were made with the aid of donations from Horsham Jaycees and Horsham Lions Clubs. This was the start of an association with Jaycees, who have since assisted with catering at the club's regattas. In this season, a peninsula in the Wimmera River was removed to enable the rowing course to be extended to 1500 metres.

The start of the season saw the river drained. Crews were forced to travel to Dimboola to train. The opening day and the second Horsham regatta were both held on Natimuk Lake. At a special meeting on the 12 February 1974, the committee of the club was extended to 16 members. A social committee was formed on 9 April 1974. One of its functions was to help in fund-raising. Peter Beyer was elected as its chairman. Crews entered regattas of Dimboola, Horsham, Wentworth and Mildura. The novice eight from Longerenong College had a win at Wentworth.

The second annual meeting was held on 30 May 1974, when Doug Wiles was elected president, and Peter Beyer became captain. On the 10 August 1974 David Boykett visited Horsham to show films on rowing, and to conduct a rowing clinic. These events were sponsored by the Rothman's Foundation. At this time, moves were being made to obtain a site for a rowing shed. Junior crews from the Horsham High and Horsham Technical Schools spent a week in Melbourne training under the guidance of Peter Beyer. The crews stayed at the Albert Park sheds and used that club's equipment. Opening Day was followed up with a film night when the King's Cup was shown by J Parr assisted by R Todd and T Rodde. At the end of the season, the club held its first presentation dinner. Debbie Murch received the trophy for 'Top Rower'. The club had wins in the Ladies' novice fours and in the novice pairs. The third regatta was held on the Wimmera River.

At the third annual meeting held on 10 April 1975, Ron Schmidt was elected president, and Kevin Bolwell became captain. The City Council allocated land to the club, on a site between the Jardwa Apex Shed and Adventure Island. Thanks to the River Beautification Committee and the City Council, a slab of concrete was put on the site at litte cost to the club. To complete the building, finances were obtained from the ANZ bank, and some members and friends of the club gave interest free loans of \$200. Lorraine Smith, Sue Flux, Graeme Arnold, Euan Thompson and Peter Gray each donated money to the building fund, becoming vice-patrons. Plans for the rowing shed were drawn up by Peter Beyer and building materials were obtained.

The start of the season again saw the river empty, this time to duplicate the bridge on the Western Highway. Crews trained at Natimuk Lake for the first half of the season, and once again the Horsham Regatta had to be held at Natimuk Lake. The wins this season went to the senior B women's crew, who won in SA. This crew came second in the SA Championship Lightweight fours event. AT the presentaiton dinner for the season, Wendy Gregor was named 'Top Rower'.

At the fourth annual meeting held on 27 May 1976, Ron Schmidt was re-elected president and Campbell Mitchell was made captain. On 26 and 27 June 1976 the steel frame of the shed was erected by club members, with the aid of the Jardwa Apex Club. For his support in the construction of the steel frame, the club voted David Hendy a vice-patron. The brickwork was completed by 30 August 1976. At subsequent working bees, members have put on the roof and installed the doors.

#### Lake Colac Rowing Club

Following closely on the foundation of the Victorian Rowing Association on the 7 October 1876, some members of the Colac Rowing Club, which was thought to have had its beginning in 1872, broke from that club, and

formed the Lake Colac Rowing Club in 1877. The two clubs flourished until about 1912, when the younger club absorbed the original one. The first Colac regatta was held in March 1878 and the second in December of the same year.

Club records are somewhat incomplete, due mainly to two fires which have burnt the clubhouse. The first of these was early this century, and the second in 1952.

Although the club's crews have rarely reached great heights in Victorian rowing, the club itself has always commanded considerable respect from the district as a worthy sporting institution. One member, Kevin Wickham, did achieve the honour of coxing the Australian eight at the Tokyo Olympics in 1964.

The first president of Lake Colac Rowing Club was William Robertson, an early settler, who took up large tracks of land adjacent to Lake Colac. Dr L O C Bayer was president for some 30 years, and Mr V M Pearson also served for many years following Dr Bayer's term. Since World War II the late P B Borwick and Mrssrs C C Pugh, L D Parslow and W G Rodgers have been presidents. Mr C C (Cyril) Pugh (Life Member) has been a member of the club for 57 years.

#### Rutherglen Lake Rowing Club

The rowing era began in the Rutherglen area in 1860. About 3,000 people attended the second regatta in 1861. The prize for 'The Wahgunyah Cup' was valued at 50 guineas and 20 sovereigns were offered in addition.

In 1888 the Lake Moodemere Rowing Club was formed through a break away from the Rutherglen Rowing Club. The office bearers of this club were: R Turner (president), G Graham (vice-president) N Nielson (secretary) and committee members Hiskins, Briggs, Chandler, Levin, Campbell and Yates.

The clubs of Rutherglen and Lake Moodemere united just before the First World War, thus becoming the Rutherglen Lake Rowing Club, as it is still called today.

During the years 1930-47 the club had a membership of about 30-35, mainly from the Bourke, Buckingham, Briggs, Jackson, Taylor and Pearce families.

The Jackson name has been associated with Rutherglen Lake Rowing Club for many years. In the last few years, two brothers retired from active rowing.

The Rutherglen Lake Rowing Club is still active and supporting about 15-20 members.

#### Wendouree Rowing Club

For its size, Wendouree Rowing Club, established in 1884, would be without doubt one of the most active rowing clubs in Victoria. Within four years of its foundation, it won the State Championship fours in 1888 with a crew stroked by Bill Gierck; and in 1924 had a full club eight in representing Victoria in the King's Cup, which that year was held in South Australia.

The list of premierships is a unique record for a small club: 1923, 1923-24, 1924-25, 1925-26. The club also had Championship Eights in 1894, 1923-24, 1924-25 and 1925-26; State Championship fours in 1888, 1894, 1922-23 and 1923-24; State Championship Pairs in 1921-22, 1922-23, 1923-24, 1925-26, 1926-27, and 1927-28; and the Lightweight Championship in 1933-34.

The two dominating personalities in Wendouree over the long period - and they made history in Victorian rowing - are the late Jack Jopling (father of the present John Jopling, of the Banks Rowing Club, a King's Cup manager, oarsman, now a leading light in veteran rowing, and an Elected Member of the VRA) and W R B (Ray) Todd. Ray Todd is noted elsewhere in this book.

Jack Jopling was one of Victoria's great strokes between the two wars. He stroked winning title crews on ten occasions, five being pairs, three eights, and two fours and these in 13 starts with three seconds. The gift of stroking was handed on to his son, John who led a winning crew in the State Junior Fours Title.

The Hon Alex Bell, a member of the Upper House in the Victorian Parliament, was Wendouree's president for nearly 30 years. The present president, Jack Barnett, has held this position for a like period. He was a successful oarsman, rowing with Jack Jopling.

#### Yarrawonga Rowing Club

The present Yarrawonga Rowing Club was formed at a jubilee meeting called by the shire president, Cr Fred Lee, in August 1947. Several oarsmen were present, including some who had been associated with the old club.

The following were foundation officers: President, J R Rennu; vice-president, R S Bowles, H Skewes; secretary R A Todd; treasurer, John Houghton, jun; committee, F Lee, H Ross, T Hanrahan, B Clark. It was revealed that trustees of the old club had recently passed over money to help form a swimming club. This amount was from the sale of equipment salvaged from the 1917 flood. District and metropolitan clubs were anxious

for a club to be formed at Yarrawonga, and offered every assistance. There was keenness for a regatta to be conducted as a treble with Nagambie and Rutherglen.

The first boat, a racing four and four oars were purchased from Mercantile and housed in Brownings old flour mill (since demolished). During that Christmas period of 1947, a non registered regatta was conducted at Yarrawonga by VRA officials. A tub four and racing pair were acquired in the new few years. A registered regatta was allotted for Christmas of 1948, and 32 crews entered. It was rowed from Mulwala to the old Yacht Club. Yarrawonga rowed in two fours.

After three years at the mill, a temporary shed was built at the Water Trust area. This was made of red-gum posts and slabs through the generosity of sawmill owner Geo King and the hard work of enthusiasts. This shed lasted for 10 years.

New boats, a racing four, racing pair, tub pair and racing eight had been acquired and the club was winning some good races. The annual regatta had grown, and the course was changed to row in the east-west direction.

The highlight of the 1959-60 season was the winning of the State Champion lightweight pairs by Bob Mansfield and Graham Stephens.

During all this time a permanent site for a club was sought, and in 1961 through the effort of G F Keenan and Yarrawonga Shire Council, an area was made available on crown land, one-and-a-half miles eastwards, at the present site. Here a fine boatshed was built, and, as time went on, fitted out. The area was landscaped and water and power were connected. Dead trees were removed from the lake to give a 2000 metres course, eight lanes wide, at the new rowing area.

High school rowing had been fostered, and a ladies' rowing club formed.

The annual regatta grew in strength and reached a peak at the 25th annual regatta in 1972, when 600 individual competitors raced in 200 crews.

Calamity struck in November 1973 when a mysterious fire destroyed the shed and fleet of 11 boats.

A very fine response from rowers and townspeople to a public appeal initiated by the Yarrawonga Chronicle and a government grant, has allowed a very fine shed in steel and concrete to be erected. The club has a fleet of 12 boats.

The ladies' auxiliary attends nobly to catering at regattas. Many non-qualifying events are held.

Life members are Keith McLennan, Roy Bowles, Evan Philpott, Andrew Rurvolt, Bob Todd, and David Stirling (was was VRA representative for 28 years).

#### Yea Rowing Club

The concept of a rowing club at Yea arose during a shooting expedition at Yea in 1950 by life-long friends Jack Donald (now president of Yarra Yarra Rowing Club) and the late J C (Pat) Harrison. Pat and Jack were looking at the river, and idly commented on how many crews could row abreast. Jack Donald said three and Pat Harrison said two. The idea of founding a club was then born.

Pat Harrison, who was a member of the Victorian Police Force, and had been transferred from Melbourne to Yea, established the club. Gathering together Cecil Keys, Everard Sundblom and Talbot Davies, this small body, with volunteer help, erected a log hut on the present site of the clubhouse. Jack Donald and a number of members of the Yarra Yarra Rowing Club cleared a straight mile section of the Goulburn River, and, after two years of hard work, the river was finally cleared of snags. The course is at Killingworth, a few miles from Yea.

The fleet commenced with two tub-fours obtained from Melbourne Grammar through Charles Donald (Wesley coach) and Wally Ricketts (Melbourne Grammar coach). Later, a racing four and racing pair were added.

Among the original oarsmen were Alan Allcock, Dick and Harold Cumming, Ron Murphy, Ernest and David Vivian, Peter Betts and Lenn Orth. Later, their ranks were augmented by Dennis Slavin and Neville Walker.

Worrall Jones, Kanumbra grazier, former Geelong College Head Prefect, and oarsman, became secretary (and a most efficient one). It was largely due to his experience and ability that the standard of rowing rose at Yea, so that the club was soon taking an active part in VRA regattas. In 1956, Neville Sundblom and Worrall Jones put Yea on the map by winning the senior pairs. The club staged regattas and the Yea regatta became a permanent fixture on the VRA calendar.

A snow storm caused damage to the clubhouse, and this was replaced by a recreation hut obtained from Eildon Weir.

Originally, the course was rowed down-stream from the present start, but this was changed after 10 years, the crews now rowing against the current.

The clubhouse and course were in a beautiful bush setting. Snakes were prevalent in the early days, and there is a story told of an oarsman, Oswald Davies, who, in picking up his track suit top saw a tiger snake fall out of it.

The transfer of Pat Harrison to Ballarat and the death of Harold Cummings were considerable blows to the club. Joe Coe had given valuable help as well as Maurice McLeish, the owner of Killingworth Station.

With the decline of oarsmen from Yea, the last regatta was held in 1973, for the VRA withdrew permission to hold regattas on the grounds that the club was unable to boat crews.

#### Little Known Clubs

In the early days of Victorian rowing, some clubs commenced and disbanded after a few years.

One was Cardross Rowing Club which, between the wars, was short-lived in the Mildura area. Don Mackay, former Geelong College Head-of-the-River oarsman, was a prominent member. The Club won the Elswick Challenge Cup junior fours at Henley on the Yarra in 1948.

Another short-lived club was the Heidelberg Rowing Club, which was located at Rudder Grange on the upper reaches of the Yarra. It was formed in the 1936-37 season and disbanded in 1946.

The Cardross Rowing Club functioned from 1946 to 1957.

#### CHAPTER V

#### *Special Groups*

ASSOCIATED PUBLIC SCHOOLS

(A personal impression by Jim Blake)

Victoria's Associated Public Schools Head-of-the-River, although a schools event, has played a major role not only in Victorian but also in Australian rowing. These schools have been rowing without a break since the first race between Scotch College and Melbourne Grammar in 1868, eight years before the foundation of the VRA, and ten years the senior of interstate races, now the King's Cup. The first recorded intercolonial race for eights was in 1878, on the Lower Yarra, but there had been races between the colonies in fours, from 1863.

Wesley College is linked with the Melbourne Amateur Regatta Association as its headmaster, Professor Martin Henry Irving (1871-76), founded that Association, he was also largely responsible for the establishment of rowing on amateur lines in this State. Professor Irving also founded the Melbourne University Boat Club in 1859. Victoria's Public Schools have been rowing longer than any other Australian schools' association. Next in line are the Sydney GPS, but they did not make their start, in fours, until 1893, changing to eights in 1910.

Four of the Victorian schools have celebrated their centenary in rowing: Scotch and Melbourne Grammar 1868, Wesley College 1873, Geelong Grammar 1874. Australian schools rowing had its start on Thursday 18 June 1868, in fours, between Scotch College and Melbourne Grammar. The race was the outcome of a challenge issued by Scotch to Grammar. The challenge was made and delivered by Charles Field, captain of boats at Scotch, who walked from Scotch, at East Melbourne, to Grammar the day before the race to deliver it. It was not an easy walk in 1868 as it would be today, for he went down the tracks to the Yarra, then rowed himself across, and walked up the hill through the bush to Grammar. The wording of the letter which he presented to the Melburnian oarsmen was :

Scotch College,  
Eastern Hill, Melbourne.

17 June 1868

Dear Sir,

I am requested by the Scotch College Rowing Club to challenge you to a friendly four-oar gig race; the race to be rowed on Thursday the 18th,

from the Botanical Bridge to Edwards Boat-House, and subject to such conditions as the crews agree to.

I am,

Yours truly,

John C. Field.

Grammar had no hesitation in accepting the challenge, and Scotch won the race by a length.

Scotch have competed in every race since 1868, and at least two crews have started in each of the 109 races decided.

Two schoolmasters, Mr J C Johnstone (Scotch) and Mr J H Thompson (Melbourne Grammar), must be given the credit for starting the Head-of-the-River and rowing in Australian schools. Both were keen oarsmen, and it was early in the 1860's that they introduced rowing into the two schools. Reports of the day tell that 'A novel rowing contest took place on Thursday evening last. It was a race in four-oar gigs between two crews selected from the pupils of Scotch College and the Church of England Grammar School. Time of the race was fixed for 4.30 and the course was downstream. Shortly after the hour both crews were in readiness. The banks of the river were literally lined with the partisans of either side who, as the race proceeded, exhorted the crews in the most enthusiastic and earnest manner. Stations were tossed for and Scotch won. They took the north station securing the inside rowing at the Baths bend. Both crews dashed away at a merry pace with the College four in front after 100 yards and after approaching the Baths corner Grammar were badly steered, keeping too close to the south bank. The winners, Scotch, received a regular ovation from their schoolfellows, and indeed it was the most hearty, genuine and impulsive cheering heard on the river for many a day.' The crews were:

Scotch: A C Wilson (Bow), A Smith, J C Field, J Brady (stroke);  
Melbourne Grammar: J Sweeney (Bow), G T Teague, W Barker, H Ryan (stroke),  
H M Strachan (Cox) (average weight, 10 stone 10 lbs.)

With the centenary of the Head-of-the-River in 1967, there were the usual discussions on the most outstanding crews over the 100 years. This is really a question which can never be answered because every generation has its own ideas, but I think two crews share that honor, the Scotch and Xavier College crews who dead-heated in the final of 1919. It was the first dead-heat in this classic. These two crews did what no other Head-of-the-River crew has done - rowed two full-mile courses within one-and-a-half hours of each other on the final day. With the heats on the previous day, they had three hard rows within 24 hours. In the dead-heat, the time was 5.13 for the mile. In the row-off, it was 5.38, with Scotch winning by a canvas. The two crews were:



SCOTCH: I Cowling (Bow 10.9), J Buchanan (11.2), H Maling (10.10), J Paton (11.3), B Cole (11.13), R Keon-Cohen (11.3), G Dallmore (11.3), C McKay (str 11.2), D Best (cox). Mr A B Sloan (coach). Average weight 11.2½.

XAVIER: A Keane (Bow 10.2), H Shiel (10.11), L Lewis (10.8), R Foran (11.8), I McGinnis (11.11), R Porter (11.10), V Lanigan (11.8), J Acton (str 12.0), J Hunter (cox). Mr D Ross (coach). Average weight 11.3 3/4.

The average weights of the two crews make them look real schoolboy crews alongside today's young heavyweights. This year, 1976, Geelong Grammar were the heaviest crew, a solid 12.8 average, with the winners, Geelong College, 11.6, the lightest winners for years. In the two 1919 crews, the Xavier stroke, Jack Acton, was the only 12 stone boy in the final. This year, the Xaverians boated two 13-stoners and two 12-stone boys. Scotch had three 12-stoners.

Going on the records the best crews down the years are:

1868 Scotch-Melbourne Grammar, 1901 Wesley, 1919 Scotch-Xavier, 1921 Scotch, 1924 Geelong Grammar, 1928 Xavier, 1929 Wesley, 1931 Melbourne Grammar, 1935 Geelong Grammar, 1936 Geelong College, 1942 Wesley, 1944 Geelong College, 1946 Scotch, 1947 Wesley, 1949 Melbourne Grammar, 1953-54 Geelong Grammar, 1956 Geelong College, 1965 Wesley, 1966 Scotch, 1968 Melbourne Grammar, 1969 Scotch, 1972 Wesley, 1973 Scotch, 1974-75 Geelong Grammar, 1976 Geelong College.

With the exception of the 1868 crews, Scotch and Melbourne Grammar (fours), this selection of crews has been confined to the eights because it was with their introduction in 1901 that APS rowing was really on an organised basis. Australian rowing generally owes much to the Victorian Associated Public Schools, for not only did they introduce rowing to Australian schools, but in 1901 were the first schools in this country to row in eights. Today, Wesley College is one of Australia's strongest rowing schools, but before 1901, while the race was in fours, Wesley had only two wins. However, once the change was made to eights there was an immediate change in the school's rowing fortunes. Overnight, Wesley took charge of Australians schools' rowing, winning the first six eights titles in a row. Today, the school leads in APS rowing eights with 21 wins, from Scotch College 16, Melbourne Grammar 15, Geelong Grammar 12, Geelong College 7, Xavier College 4.

Today Australian schools rowing is equal to the best schools rowing in the world, and this is solely due to Wesley. When the change to fours was mooted in 1900, Wesley's then captain of boats, George Donaldson, reasoned that for eights the best coaching possible was necessary. When the race was in fours between 1868-1900, coaching was a haphazard affair in all schools. In fact, anyone who claimed to have looked at a boat or held an oar in his hand became literally, ipso facto, a rowing coach. Often crews had no coaches at all, which resulted in poor-standard rowing. This worried young Donaldson whose father was connected with Albert Park Rowing Club.

Another of Park's members was Charles Donald, then Australia's outstanding oarsman and coach. The schoolboy oarsman, Donaldson thought, 'Wouldn't it be beaut to get Charles Donald as coach at Wesley.' He suggested this to his headmaster and the school council, who agreed, and Donald was asked to take over rowing at Wesley. He accepted and became a member of the maintenance staff. Charlie Donald coached every Wesley first eight in the period 1901-1941 for 15 Heads-of-the-River, eight seconds, and six thirds. In 41 years, his crew missed only 15 finals. He was termed the 'prince of coaches', and he was the man who lifted the whole standard of Australian schools rowing. The rise in Wesley's rowing made the other schools take notice, with the result that now all Australian schools have the best coaches available for their crews.

Four other great coaches of the Donald era who dominated the Head-of-the-River were the late Mr A B Sloan (Scotch) who won in 1907-8, 1909, 1919, 1921, 1925-6-7; Mr W N, 'Wally', Ricketts (Melbourne Grammar) 1930-1-2, 1938-9-40, 1943, 1945, 1948; the late Mr W H, 'Billy', Pincott (Geelong Grammar) 1920, 1924, 1934-5; and Mr Charles Saleh (Geelong College) 1936 and 1944, and (Scotch College) 1946, 1951-2.

The younger generation of coaches are producing their greats, including Mr Alan Mitchell (Wesley) 1947, 1961-2, 1965, 1970, 1972; Mr Don Macmillan (Scotch) 1966-7, 1969, 1973; and Mr Frank Covill (Geelong Grammar) 1971, 1974-5.

Charlie Donald had an amazing record in Australian senior rowing. He had 115 wins in first class races, was in seven winning Victorian crews between 1894-1907, had 12 firsts in Victorian champion eights 1894-1914, 11 in champion fours, and four in champion pairs. As coach he insisted on perfection and the importance of the little things which all add up to greatness, plus winning decently and losing decently with never any excuses. When he appeared at Wesley's shed at Albert Park Lake on his first night at the school, he found the crew waiting for him in an eight. But the boys never left the staging for Charlie said 'Put the boat back on the rack, and bring out the tub pairs.' 'But the race is in eights, Sir, not pairs.' 'I know but you must learn to row first,' was his reply. That has been not only the basis of all Wesley rowing since 1901 but of coaching in all Australian schools.

Wesley's crew which won the first Head-of-the-River in eights in 1901 was :

V Bradbury (Bow), R Bullock, S Gravenall, E Holmes, N Cleland, R Howell, J Breen, G Donaldson (stroke), W Palmer (Cox). The coach of course was Mr Charles Donald.

Scotch ended Wesley's winning run in 1907 with J Gray (Bow) A R Grist, H O Robertson, O F de Lacy, F O Robertson, A M Robertson, A D Robertson, H C Morrison (stroke) A E Morrison (Cox). The coach was Mr A B Sloan.

Melbourne Grammar had their first eights win in 1916 and their crew was :

L F Armstrong (Bow), C H Z Woinarski, J A Campbell, J L Baillieu,  
L Latham, T L Ballieu, F R Gale, H A White (stroke), T A Harris (Cox).

Geelong Grammar, in 1924, had their first win on the Barwon, taking their heat by two feet from Wesley, and the final by a foot from Melbourne Grammar. The crew was; H Morphett (Bow), R Duncan, I Trotter, A Chirnside, H Hopkins, J Bell, W Morgan, J Hardy (stroke), P Law-Smith (Cox). The coach was Mr W H Pincott.

Xavier won their first ever Head-of-the-River in 1928 under bleak conditions, and had to survive two false starts to win the final from Scotch and Wesley in the slowest time on record, 5.59. The Xavier crew was; C Wreath (Bow), J Andre, T Kelly, J Dowling, N Whitehead, P Whitehead, A Redding, W Ryan (stroke), E Fakhry (Cox). The coach was Mr M Shea.

Melbourne Grammar won on the 'hoodoo' south station on the Yarra in 1931 in a record 4.5 3.5 for the full mile, which still stands. Grammar's crew was : E Scott (Bow), J Wilson, R Wilmoth, T Saxton, F Loxton, K Cole, D Wilson, T Collins (stroke), R Eckersley (Cox). The coach was Mr W N Ricketts.

Geelong College made their first appearance in 1908, but had to wait for 28 years, until 1936, for their first win in an impressive display to head Wesley, who had broken the course record in their heat. In the final College's crew was : T Collins (Bow), T Kelsell, I Silke, J Forbes, C Robertson, D Calvert, A Cumming, A Douglas (stroke), N Reid (Cox). The coach was Mr Charles Saleh.

The 1942 race was rowed under unusual conditions and won by Wesley. It was, of course, during the second World War, and comprised a series of challenge races on the Yarra. Each of the four Melbourne crews met in individual races. The two Geelongs met on the Barwon. Wesley boated one of the strongest and best crews yet in the race, and had amazing winning margins, defeating Xavier by six lengths, Grammar by three, and Scotch by four. Coach was Wesley's then headmaster, the late Mr Neil H Macneil. Wesley's crew was : E Fleming (Bow), K Donaldson, J Permezel, I Weber, I Parkin, G Pollock, M Foley, R Purdue (stroke), W Duncan (Cox).

Melbourne Grammar's 1949 crew, and their coach Mr Wally Ricketts, set a new standard for Australian schools rowing. Rowing American style, with a 12.6 average weight, Grammar broke the Barwon record in their heat, and again in the final. The Grammar crew was : R Day (Bow), M Keeley, F Osborn, D Cliff, W Craig, A Smith, J Withers, H Ward (stroke), J Mitchell (Cox).

In 1953, Geelong Grammar won with one of the most powerful school crews yet in Australia, with a 12.12 average weight. Coach was Mr John Barber and the crew was : W Beggs (Bow), W Stretch, N Lawrence, G Collison, R K Jamieson, J Sutherland, R Ritchie, I Douglas (stroke), R Southby (Cox). Geelong Grammar, like Wesley, has also played a big part in Australian schools rowing with many of Australia's greatest oarsmen passing through their Boat Club. The most famous of course was Steve Fairbairn, claimed by many as the world's greatest oarsman and coach.

One of Geelong's earliest coaches not only helped to build Geelong Grammar as a rowing force but also caused the promotion of rowing in Australian schools. He was a classics master at the school, James Lister Cuthbertson, a poet who is still quoted via his Barwon Ballads. Geelong's first Head-of-the-River winning crew, in fours, in 1874, contained famous Geelong Grammar names : W T Manifold (Bow), F L Armytage, Steve Fairbairn, G M Smith (stroke), R A D Hood (Cox).

The Light Blues winning crew in 1935, coached by Mr W H, 'Billy', Pincott, is still ranked as one of the best rowing crews to win the Head-of-the-River: R H G P Cordia (Bow), A P S Wood, J L Pearson, C D Smith, L W Manning, J Turnbull, H W Spry, A E Laycock (stroke), A G C Mason (Cox).

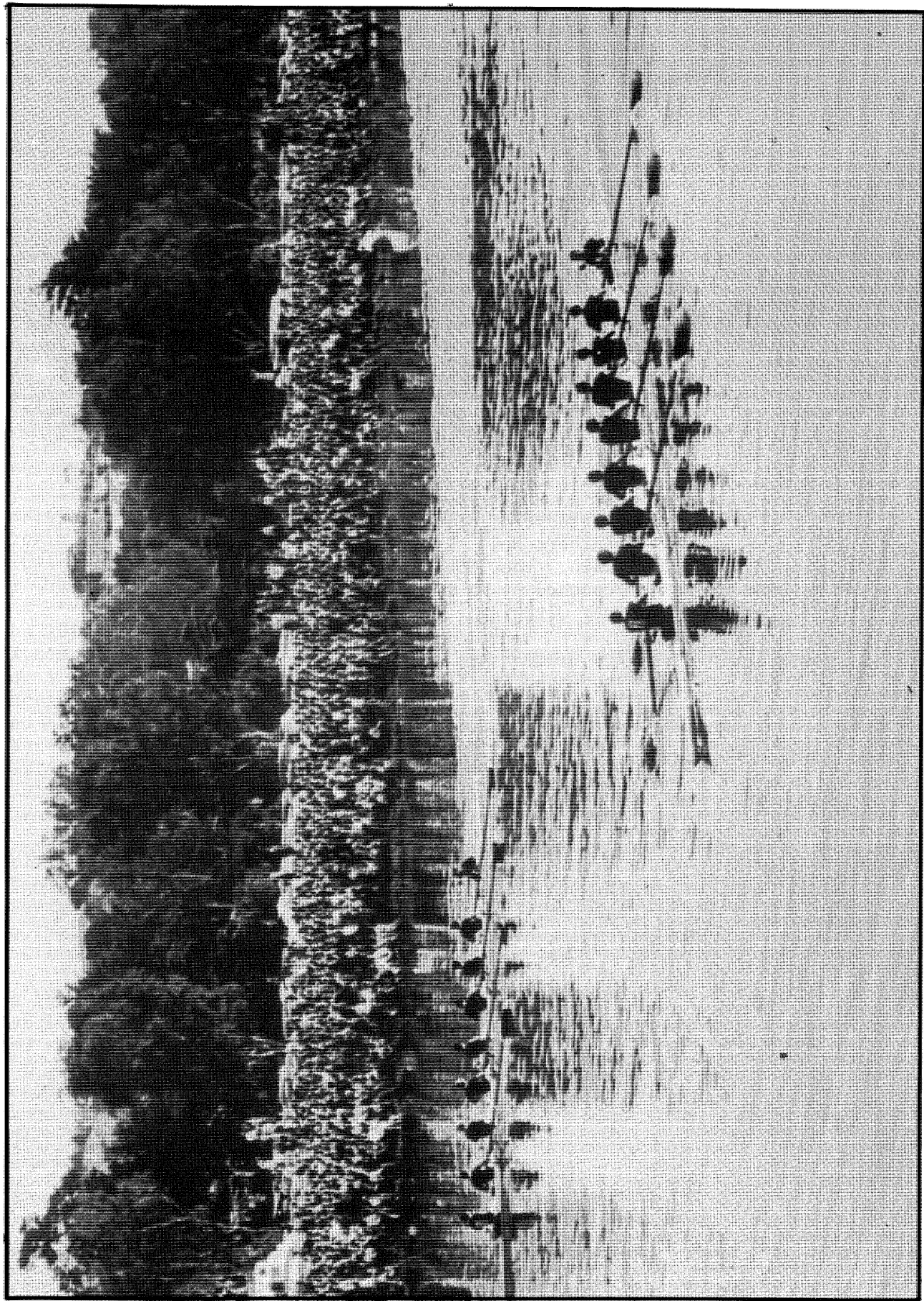
Today, Geelong Grammar is again strong in rowing, winning the 1971 and 1974-5 titles under Mr Frank Covill who had learnt his rowing under Mr Wally Ricketts at Melbourne Grammar. Mr Covill's 1971 crew was a powerful eight, averaging 12.11, possessing wonderful flexibility for a big crew; leading in the first 100 yards in both heat and final, it was never headed in either race. The crew was : I K Hope (Bow), R R D Knight-Gregson, D H Adams, R S Bickerdike, H C Hooke, P A Hanson, G J D Wood, J K R Brodribb (stroke), T R Fleetwood (Cox).

Geelong College had a wonderful period from 1955 to 1960, winning in 1955-6-7 and in 1959-60 under Mr Albert Bell. This year (1976), College returned to the winning lists, taking the 1976 title with the lightest crew (11.6) in the race. It was coached by Mr David Aikman, who rowed under Mr Bell, and is also a former Olympian.

When Brighton, Caulfield and Carey Grammar, Haileybury and St. Kevin's Colleges were admitted to the Associated Public Schools in 1958, Australian rowing gained four significant new recruits. Starting right from scratch, these four schools included rowing as a major sport, and also appointed the best coaches available. Each now has a strong boat club and a sizable fleet of boats. Caulfield have made two finals, and Brighton one (1976). Haileybury have not yet taken up rowing because they have no nearby stretch of water for rowing. Crowd records are : Yarra course, 50,000 (1919 final); Barwon 30,000 (1930 heats and final).

So after 109 years, the Associated Public Schools Head-of-the-River race is still a great force in Australian rowing. J L Cuthbertson forecast this in 1889 when he wrote his 'Head-of-the-River Race' :

And still the race shall hold its own  
When we are dead and gone.  
When other voices, other boys,  
Shall cheer the oarsmen on



Melbourne Grammar (nearer the camera) win the Head-of-the-River final on the Barwon in 1964. Here, the crew is crossing the line half a length in front of Geelong College, with Geelong Grammar (not in the picture) well back in third place.

### WOMEN'S ROWING

From old photographs and paintings, it would appear that women rowed in both Melbourne and Ballarat in the 1890's for recreation rather than competition.

In 1901 at the great Federation Regatta staged on Albert Park Lake, Miss Cassie Woolley represented Victoria in a single skiff race against the Sydney champion, a Miss E Messenger. Cassie Woolley won the event, the first women's sculls race in Australia and the first interstate event, and was presented with a ruby and pearl bracelet by the visiting Duke and Duchess of York.

The women's sculling event aroused such public interest that three policemen were needed to keep the crowd back as the oraswomen made their way to the water. Cassie Woolley wore a navy blouse, with red sailor collar and a large bow in front, a long black skirt, and straw hat trimmed with brass buttons. The skiff Miss Woolley raced in is still stored at Albert Park Lake. At that time, it was used by the then Govenor of Victoria, Lord Brassey, to take his morning exercise on the lake.

Cassie Woolley McRitchie is really the mother of Victorian women's rowing, for she and Lizzie Latchford founded the Albert Park Ladies' Rowing Club in 1907, the first all women's rowing clubs in Australia. This was a notable achievement because people then generally frowned on the idea of sport for women, particularly rowing. The first club was sited at the Jones Boathouse, where the Sea Scouts hall now stands. In 1910, the ladies had constructed their own boat house and tennis court 150 years along the lake shore.

In those early days, a women's crew consisted of six members, one girl being required to gather the long black skirts which covered great bloomers as each girl sat down into the boat, and then to be ready to quickly hand the skirts back before they stepped ashore after each race or training row.

In 1911, girls started rowing at the YWCA, and used skiffs hired from Harman's boathouse on the western shore of Albert Park. However, the Ys did not encourage competition at this stage.

During the next 12 years, women's clubs were formed at Dimboola, Jeparit, Wendouree, and Preston.

The Essendon Ladies' Rowing Club was founded on 23 October, 1923. Nine enthusiasts held the first meeting at the Moonee Ponds Town Hall. The club began its career in a small shed on the west bank of the Maribyrnong made available by Mr A Fitzsimons. The girls rowed in an old four-oared boat passed down by the Essendon men's club. They gradually expanded their fleet, and, for the sum of 379 pounds and 3 shillings built their present two-storey club house on the Boulevard in 1932, with the aid of volunteers.

On 1 May 1924, at Albert Park Ladies's Rowing Club, representatives of four women's clubs met to form the Victorian Ladies' Rowing Association. They were, Albert Park, St. Paul's (Bendigo), Preston, and Essendon. Other clubs to affiliate shortly afterwards were Dimboola, Warnambool and Eaglehawk (Bendigo). The affiliation fee was one pound, plus one shilling for every member in excess of 20. All races were to be over half a mile, and rowed in practice clinkers.

In 1925, the new association staged the Australian Women's Interstate Fours championship for the first time in Victoria. The venue was, of course, Albert Park Lake. South Australia's home-length win over Victoria, N.S.W., and Tasmania was perhaps not nearly as exciting as the exhibition landing and take-offs from the lake by a flying boat which drew big crowds of sightseers. The first Interstate fours race was held in conjunction with the first King's Cup in Brisbane on 20 May 1920. Victoria, not then represented, first contested the title in 1923, in Perth. Before 1920, interstate competition took the form of challenge races between individual clubs.

In 1927, the Young Women's Christian Association finally joined the association, whose membership was to stay at seven until the Second World War. Eaglehawk (Bendigo) and Shepparton disbanded.

In 1929, the association had great difficulty financing a team to represent it at the interstate championship in Perth. Each club was asked to find the expenses of one team member. Essendon stated they were not in favour of the system, but would finance the whole crew if it was their State champion team. The association agreed, and the Essendon girls made history by winning the first interstate title for Victoria.

The Essendon girls brought the unique championship trophy to Victoria for one of its few visits, only eight more than 55 years of competition. The valuable and unusual trophy, presented by the Licensed Victualler's Association of Queensland in 1920, is a sterling silver statue of a young oarswoman holding an oar and dressed in the uniform of the era - sailor top, billowy bloomers and floppy hat. It was in fact modelled on the stroke of the first winning crew, Dorothy Arnold, of South Australia. The trophy has become affectionately known as 'Bertha', the origin being obscure as Miss Arnold was a mere 9 stone and less than 5ft 5 ins.

In 1930, the association encountered trouble with the YWCA, which objected to its girls racing in mixed combination races with oarsmen. These events at any of its registered regattas, thus confining women's rowing to club regattas, and carnival days such as Henley-on-Maribyrnong.

In 1934, the association combined with the Victorian Ladies' Amateur Swimming League for a quite remarkable regatta on the Yarra, with the programme including such highlights as 50 yards freestyle, women's open eights, and a high-diving competition ... from Princes Bridge!

An outstanding English women's crew visited Australia in 1938, raced in most states, and easily took the interstate title race that year in Sydney. They also brought the news that the British Women's Rowing Association had been working to have rowing events for women included in the Olympic Games, and were confident that oarswomen would be at the next Olympics.

Mrs Nell Walsh, of Essendon, was Victoria's amazing rowing grandmother. Nell Walsh in her early forties, with two grandchildren, represented Victoria for the first time in 1938. In 1939, she was a member of Victoria's winning interstate four on the Derwent River in Hobart. This fine athlete was to notch up another win for Victoria in 1941, when she stroked her crew to a one-canvas win on the Yarra Henley 3/4 mile course. This was to be the last interstate race for eight years, competition being suspended during the war.

The Victorian Ladies' Rowing Association suspended its competition during the 1941-42 season so that all resources could be put into the war effort. The Albert Park Ladies' Club handed their boathouse over to the Army Engineers for war use. However, in 1944 the Department of Aircraft Production set up a Ladies' Rowing Division, and teams from Beaufort RAAF and WAAAF Ascot Vale engaged in competition with Essendon and Albert Park girls.

By 1948 Preston, YWCA and Dimboola had emerged from the wartime hibernation, and competition started again. YWCA emerged particularly strongly, winning the state Championship in 1949, and representing Victoria in the Australian interstate title in Brisbane, the first since the war. However, in the following year, the YWCA board of directors in a shock decision decided to disband the club, selling off much of the equipment.

Victoria featured in the only dead-heat in the history of the interstate fours race. In Brisbane in 1955, NSW came from behind to dead-heat with Victoria at the finish of the 3/4-mile race. A member from each crew collapsed after the race, so officials decided to re-row the event the following morning. NSW won the re-row after a breakage in the Victorian boat. NSW had lodged a protest after the announcement that the race would be rowed again the following morning. They wanted an immediate re-row as they considered their crew to be fitter, even though one girl was still in a state of collapse. Their protest was dismissed on the technicality of being too late.

Participants and competition had steadily fallen off, and in 1964 the Albert Park Ladies' Rowing Club was forced to make a very difficult decision. The Albert Park Committee Management required them to rebuild and relocate the club house. The club could see no way to finance such a costly venture, and, being unable to stay in their old building, decided to disband. This in October 1964 ended an era of Australian and Victorian Women's Rowing. This left only two active clubs in Victoria, Essendon, and Nestles of Warrnambool.

However, the Lake was not to be without oarswomen for long. A group of former Albert Park girls, led by Judy Gallagher and former NSW oarswoman Margaret Mackenzie (nee Agnew), formed the Melbourne Ladies' Rowing Club, and approached the YWCA to use its old boatshed. The YWCA sports director, Glory Bain, saw advantages in the two groups joining forces, and re-forming the old YWCA Rowing Club. This decision was undoubtedly the most important since the formation of the Ladies' Rowing Association. It has been directly responsible for the tremendous resurgence of the sport in Victoria and the raising of standards Australia-wide.

In 1965, the Interstate Championships were held on Albert Park Lake, and in the single sculls event (which was initiated in 1963), Victoria was represented by a girl relatively unknown to rowing. This was Joan Biretta, of Geelong, a fine middle-distance runner, Australian cross-country champion in 1961, and 880 yards competitor at the Perth Commonwealth Games. Joan, although defeated in the scull titles, continued training through the winter, until the night of 28 July 1965, when she failed to return from her row on the Barwon River. Police and club members searched the river through the night. Her open (tub) scull, with one oar missing, was found at 10 pm, but her body was not found for several days.

This tragic fatality is the only one the sport has suffered in Australia. Joan is remembered by all the State's promising scullers when they compete annually for her memorial trophy in the State senior 'A' sculls championship.

In 1966, New Zealand oarswomen made their first visit to contest the Australian fours title, which they won. However, two weeks later, they were defeated by the Victorian combination from Nestles when they raced on the Yarra.

At the instigation of Victoria, the Australian Women's Rowing Council had decided to include an interstate race for lightweight fours in the Australian Championships, and to call it the Victoria Cup, which the VLRA presented. National championships for Club crews were also staged for the first time at this regatta in 1968. Because of weed clogging in Albert Park Lake, it was held on the Yarra River.

Victoria won the first title for lightweight fours, the crew being wholly from YWCA, and stroked by Margaret Mackenzie (nee Agnew), who had contributed so much as association secretary to the resurgence of Victorian women's rowing. Victoria also won all six of the first national club events. In the following year, Margaret Agnew Mackenzie became the first woman in the history of the event to coach the winning Australian Interstate Four, the crew comprising all YWCA girls.

The year 1970 was a milestone in the progress of women's rowing with the inclusion of a womens four-oared race on the Australian Henley Regatta Programme. Henley, one of the oldest and most respected regattas, by inviting women to race, heralded the general acceptance of women's rowing at major competitions. This was also a crisis year for the home of Victorian women's rowing. Albert Park Lake had become choked with weed, rendering it useless for any water sport. Many poisons had been tested but to no avail. The YWCA had been required by the park's committee of management to rebuild in brick its boatshed at a cost of \$15,000. It remained virtually unused, as 'the Y' girls rowed most of the season at the Yarra for three years. A chemical was finally discovered, and annual treatments have kept the problem under control.

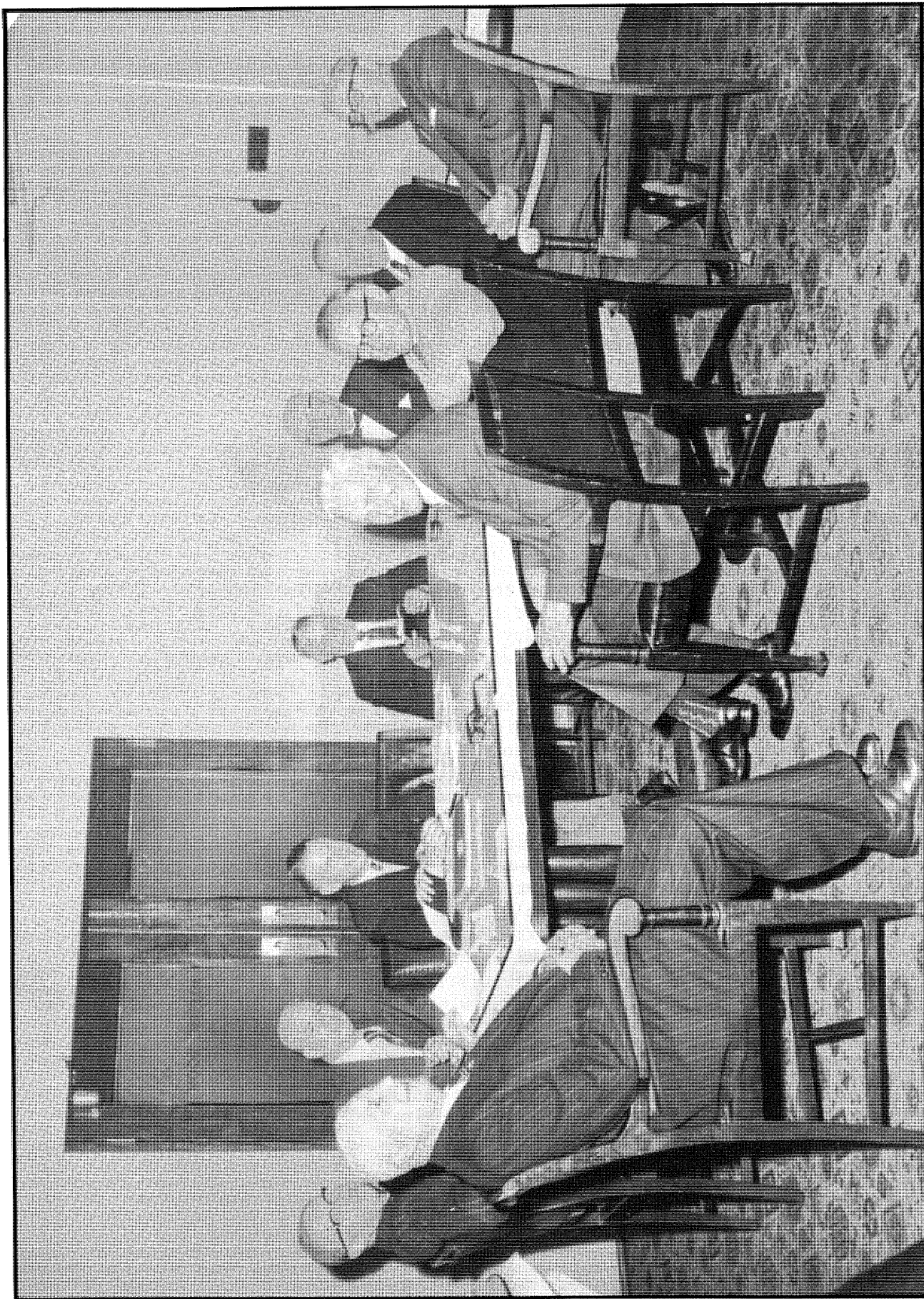
In 1972, the interstate titles were held for the first time in Canberra on Lake Burley Griffin, with Victoria winning both four-oared titles, open and lightweight. It also marked the introduction of coxed racing pairs to national competition.

Although by 1973 a number of major men's regattas were including events for women, the VLRA, with expanding membership, was staging eight or nine full-scale regattas each year. Clubs that joined the association during the past five years were Preston, Yarrowonga, Morwell YMCA, Melbourne University, Begonia City, Dimboola, Horsham, Wentworth, Monash and Latrobe Universities.

In 1973, it was Victoria's turn to stage the interstate and national club championships. The severe drought of that season forced the VLRA to take the regatta away from the near-dry Albert Park Lake to the Barwon River, Geelong. This proved of great promotion value. There were no women's rowing clubs in Geelong at the time, whereas today there are three, two of these being formed within six months of the Australian title regatta (Corio Bay and Barwon). The numbers of States and clubs participating at this regatta set new records, yet to be surpassed. New Zealand again sent a team, and West Australia competed for the first time since the early 1930's. In line with international standards, coxless pair events were introduced.

The outstanding success of this regatta, and the continuing expansion of Victorian women's rowing must be attributed to two girls who have become the driving force behind the association's rapid but controlled expansion. Caroline Judd and Kath Bennett (nee Suhr), both from the YWCA club, combined to form a strong and resourceful administrative team, forming a basis for much of the VLRA organisation.

Caroline started by reforming the defunct Preston Club at Edwardes Lake, later becoming secretary of the Victorian Women's Amateur Sports Council. She took over as secretary of the VLRA in 1974, and was elected president this year. As womens rowing expanded, her fair and far-sighted administrative ability has created a strong association.



OLD OARSMENS ASSOCIATION. Foundation meeting at Amateur Sports Club. Back Row - Marcus Burke (sec.), Tom Rodda, Noel Wilkinson, Jack Nicoliason, Frank Morris, Charlie Boxhall. Front Row - Bill Scates, Ray Todd, Ron Marsh, and Catter James.

Kath Suhr Bennett in 1969 formed Victoria's first University women's rowing club at Melbourne University with the co-operation of the Sports Union. Kath was VLRA Publicity Officer from 1968 to 1976, setting up a fine liaison with the media. During this time, women's rowing received press coverage out of all proportion to the size of the sport, encouraging hundred of girls to find their way to rowing clubs for the first time. During this time also, Kath won more national rowing titles than any other Victorian oarswoman, and still found time to successfully coach crews for her club, YWCA, of which she was captain, and later president, and now a life member.

There were two notable achievements in Victorian women's rowing in 1975. The first was the affiliation of the men's and women's associations, with representatives of each body attending each other's monthly meetings, with sound liason at executive level.

The second was the naming of a Victorian crew, all from YWCA, to represent Australia in the world fours titles and the world rowing championships held in Nottingham, U.K. The crew was chosen, unchanged, after their runaway win in the Australian titles in Perth. It was the first womens four to row for this country in a world championship. They were placed eighth. Their coach was John Bennett, of the Banks Rowing Club, while Kath Suhr Bennett was manager and emergency.

There are now 17 clubs rowing the VLRA. By the end of the year there will be more than 20. The association will stage seven of its own womens regattas, while there are 61 events for women at 23 major men's regattas this season.

The men's and women's associations have set up a sub-committee to investigate means of closer co-operation. This could pave the way for eventual amalgamation, which must benefit the sport of rowing in the long run.

#### Personal Notes -

Lizzie Latchford a co-founder of the Albert Park Club and VLRA. Captain of Albert Park for 24 years. Passed away in 1937. Obituary described her as the City of South Melbourne's most ardent charity worker, a happy soul who left a trail of sunshine in her path.

Dora Hassell - One of Albert Park's most active members, associated with the club for over 30 years as Coxswain, coach and captain, finally as one of the trustees who disbanded the club in 1964. She died several years later.

Jess Pinkerton - A member of the assocaition's executive since 1929, treasurer of the Victorian Women's Amateur Sports Council for 20 years, and life-member of both Essendon and VLRA.

Jess Doolan Stockman - Former president of Essendon and VLRA, life-member of both. Tireless worker and fund raiser. Both the latter were great fighters for the sport when things were not so bouyant.

Mrs Cassie Woolley McRitchie - mother of women's rowing. The sequel to her early career: she married in 1914, and retired from competition, although keeping an active interest in the Albert Park Club; in 1968, at the age of 91, she presented Australian Championship trophies; she died at the age of 96; rowing obviously did her none of the harm predicted in 1901!

#### ONE HUNDRED MILE SINGLE MARATHON ROW

Val Bertrand, an outstanding Australian oarswoman, gave a unique demonstration of physical and mental endurance to scull for twenty-one hours and three minutes to set a 100-mile single sculling record for the Guinness Book of Records in March 1973.

Val attempted the marathon on the Hopkins River at her home town of Warrnambool, a rich rural centre with a population of 18,000 about 180 miles west of Melbourne. The course, set near the mouth of the river, was a round trip of 4.76 miles up and down stream. It had a wide bend in the middle but only five buoys with flashing lights atop placed down the centre. These were to prove most adequate during the night.

Val started at 4.10 p.m. on Saturday 10 March on placid water. The Hopkins inlet is shallow, and wind quickly chops the water up. It was therefore decided to take advantage of the calm night conditions. Realising that she would be sculling her tiny 12kg, ten inch wide racing shell through ten hours of darkness, Val set off at a great pace, averaging 7 MPH. At the three hour mark, she took her first rest period. Marathon rules allow a five-minute break every hour, which may be accumulated.

As darkness decended around 8 pm, the inadequacy of the lighting arrangements became painfully obvious. A floodlight carried by a following boat blinded the lone sculler, making it nearly impossible to take sightings off the few marker buoys which she started to hit at regular intervals. During the 14th lap, she all but smashed a blade completely, with precious time being lost while it was temporarily taped together.

She took her second rest at 9 pm with a quick snack of bread soaked in honey, some glucose, and a high-protein drink. But it was the cup of tea, hot and black, taken from a bystander which Val claims really revived her.

After being on the water for more than five hours, Val really turned it on for her seventh lap. Her time of 48.44 minutes then was the fastest of the entire row. She took her third rest and another cup of tea at 10.30 p.m.

The attempt was entering a crucial stage. It was longer than Val had ever sculled in trials, and, at the minimum, she still had 12 hours to endure the unpredictable Hopkins waters. On the following day, from the comfort of an armchair, Val explained her feelings at this point - 'I really felt like tossing it in around the 40-mile mark - my back was aching and turning about at the end of every half lap was unbearable... just a little thing like changing the position of my hands put painful pressure on my blisters. There were so many miles and hours of darkness ahead. I was very depressed. Then I heard someone shouting steering instructions at me from the following boat and I really "saw red". I had been steering all over the course, and it made me mad to think they were sitting in comfort telling me what to do, so I shouted curses at them and sprinted away for a few hundred yards.' From this point, both Val and her supporters had no doubt that she could make the distance.

Val Bartrand is a 23 year-old sports mistress at Warrnambool's St Anne's College. At 5'3" tall and 57 kg, she has been rowing for 11 years, representing the State seven times, and gaining selection in Australia's first national women's rowing team which competed against New Zealand this year. Although only a lightweight oarswoman, Val has won nearly every national and state title during her rowing career. She also finds time to excell at basketball, badminton and ten-pin bowling. For relaxation she drives her father's trotting horses in work-outs!

All through the long night Val was encouraged by hundreds of onlookers at the landing point, honking car horns and flashing headlights, while the local radio station played her favourite records and sent encouraging messages which she heard on a transistor radio in her boat. A touching contribution came from a dear 75 year old women who lived by a lonely stretch of the river. She kept her house lights illuminated all night, and came outside to cheer Val on every time she passed.

At 1.00 am, near disaster...A dense sea fog rolled in, and suddenly engulfed everything. Val was isolated from the supervising launch for more than three minutes. She deviated into a dangerously shallow bay, and the launch became entangled in a waterfront fence. Only good luck brought them together, and for the next hour it was an involuntary game of hide-and-seek through the eerie clouds of fog.

Still only taking a rest at two-hour intervals, Val was feeling fit, and sculling strongly through the darkness. However, by 8 am, and after 16 hours on the water, she started taking five minute rests each hour. Her tough physical preparation was keeping her going, although the back-up facilities fell short of the mark on occasions. Training for the record attempt included running three to five miles, and bicycle-riding eight to ten miles daily, with bi-nightly work-outs on a gruelling gymnasium rowing machine.



By 9.30 am, the feared northerly wind in 25 MPH gusts was whipping up choppy seas, but Val fought tenaciously on for another three-and-a-half hours. At 1.13 pm, Sunday 11 March 1973, the official one hundred-mile mark was crossed, 21 hours and 3 minutes of near-continuous sculling! A fantastic effort! Val shouted jubilantly to the following supporters - turned her shell around for nearly the fiftieth time and sprinted several hundred yards to the waiting crowd, where she stepped out of her scull, and waded ashore unaided to a tumultuous applause and the best cup of tea she had ever had.

It was a great personal triumph (many old local oarsmen predicted she would fall in during the night and drown), and an exhibition of intense mental application by a very fit female athlete.

A medical examination passed Val as fit, and a scrutineer from the Australian Women's Rowing Council who followed the entire row verified all records.

Nursing painfully blistered hands, Val faced the press and national television, and explained her only concessions to comfort during the marathon were cotton gloves, foam padding on her seat and a transistor radio. She was asked if she would attempt the row again - 'Yes', she quipped, 'just as long as I can have a cup of tea at each rest.' A week later she was back in her shell, racing for her state senior sculls title over 1000 metres. Her time was just under four minutes - not quite a record-breaking effort.



## THE OLD OARSMEN'S ASSOCIATION

On Thursday, 9 September 1937, at the Amateur Sports Club, a group of 21 former oarsmen, members of Victorian rowing clubs, met at the suggestion of the Victorian Rowing Association committee to form an association similar in character to those which has been in existence several years in two other states. On 14 October 1937, also at the club, an inaugural meeting was held, and a constitution and rules were presented and adopted.

The following gentlemen were elected to office :

Patrons,	Sir George Fairbairn and Sir Stephen Morell;
President,	Mr A L Dobbie;
Vice President	Messrs. W Anketell, S F Barnfather, H Bunce, Dr H C Disher, T Gipton, A N Hopkins, A King, H Ross-Soden, A J Shepherd, S C Stewart, Colonel Stevenson, Captain Treacy.
Committee,	Messrs. S Gebbie, W Glover, H J Green, E Kenny, L Lazarus, J Nicholaisen, W Podmore, W Scates, B Selletto, W R B Todd.
Honorary Secretary,	Mr Marcus Burke;
Honorary Treasurer,	Mr Jack Thompson.

The objects were 'to promote, maintain and renew old associations and to enhance the spirit existing amongst those who have participated in the sport of rowing; and to foster, improve and perpetuate the sport of amateur rowing and sculling in all legitimate ways, including the assistance of amateur rowing clubs and all interstate and international crews and scullers.'

The only significant changes to the constitution and rules were made in 1959 when the words 'of Victoria' were added to the title of the association, and in 1975 when the annual subscription was raised from 50 cents to \$1.00 per annum.

Under the leadership of the president Mr Arch Dobbie, the association flourished in its formative years. When he died, in 1956, Mr Marcus Burke, who until that time had been honorary secretary, succeeded him. Mr Ken Crossley followed Mr Burke as honorary secretary.

After the 1956 Olympic Games rowing events in Ballarat, members of the Old Oarsmen's Association of Victoria were hosts to international oarsmen and officials at a magnificent farewell function held at the Hotel Manyung in Mornington. With few exceptions, all 25 competing nations were well represented. It was a memorable occasion attended by Mr Gaston Mullegg, president of the International Rowing Federation, and concluded with Dr Walter Wulfinf, of Germany, leading the singing of 'Waltzing Matilda' which he had learned during his brief stay in Ballarat. The Victorian Rowing Association contributed 50 pounds towards the total cost

of 596 pounds 12 shillings and 6 pence, the success of the function being largely due to the initiative and drive of the then president, Mr Marcus Burke, and honorary secretary Mr Ken Crossley.

In 1959, Mr Crossley resigned, and the office was filled by Mr Tom Rodda. In 1960, Mr Burke died suddenly, and was succeeded by Mr Jack McKeddie.

To promote the interest of members in the King's Cup Regatta and to give moral support to our Victorian competing oarsmen, the association's committee gave its blessing to organising transport and accommodation for a group to attend the 1961 King's Cup Regatta in Adelaide. This initial effort was most satisfactory, and 47 members made the journey by train. It became the forerunner of organised annual excursions to the King's Cup, and in 1972 a total of 91 members, after having chartered an aircraft, attended the regatta on the Huon River at Franklin, about 32 miles from Hobart.

The year 1962 produced varied activities. The King's Cup Regatta in March was held at Ballarat, and the association undertook for the first time the arrangement of the traditional King's Cup Picnic. With the assistance of our Ballarat members, the event was most successful, as have been our subsequent endeavours in this field. On 2 October 1962, a party of 39 left Melbourne for Perth to attend the British Empire and Commonwealth Games. Rowing has not been a sport at Commonwealth Games since that year when, our party witnessed victory by the Australian Eight - all Victorian oarsmen.

In the Bulletin which accompanies the three notices sent to Members during each year, mention has been made of the 2000 Year Group. On 17 October 1958, the late Wally Turnbull, of Mercantile, paid his subscriptions to the year 2000, and, until his death in 1972, he influenced others to follow his example. There are now 70 in the group, two of that number being financial to 2014.

It may not be generally known that the association administers trust funds, three in number at this date. Through the generosity of the late Dr H C Disher, interest from the investment of monies donated by him are paid to the Victorian Rowing Association for purposes specified by the donor. Interest from investment of the Marcus Burke Fund provides medallions for presentation to the successful in winning the Victorian Four-oared Championship, and interest from the M S Williams Fund is for medallions to the Victorian Champion Schoolboy Eight. Signatories to the investment of these funds, and to investments of general funds of the association, are the trustee, Messrs D Grummet, R Meredith and N Wilkinson, appointed at a special meeting of the association in 1967.

This segment of financial flavour prompts the recording of previous treasurers:

1937-1941 J F Thompson; 1941-1945 W D Thompson; 1945-1958 Cecil Burke; 1958-1967 N F Wilkinson; 1967 F Peters, and assistant treasurer R Richardson.

Auditors have been:

1937-1959 R L Thwaites; 1960-1963 J W Bradshaw; 1963 W T Morrison.

At the 38th annual meeting held in 1975, the president Mr Jack McKeddie, did not seek re-election to that office, and was succeeded by Mr Tom Rodda. Mr Ted Woolcock was elected honorary secretary. Mr McKeddie joined Dr H C Disher and Mr R W Thursfield as Patrons of the Association. Dr Disher died on March 13 1975.

The association is proud of its achievements in the endeavour to maintain the prestige of the King's Cup Trophy for the Australian Eight-oared Championship, and of the support it gives to rowing generally in this State.

#### Veteran Rowing

For many years the Hawthorn Rowing Club Head-of-the-Yarra time trial from Princes Bridge to the Hawthorn Rowing Club was the only regatta that provided a race for veteran oarsmen. In 1972 Field Rickards (MUBC) with Don Todd (Banks), assisted by the benevolence of Bill Bradshaw (the chief regatta organiser of the V.R.A.) finally had veteran racing included as an event in regattas.

A veteran was defined as an oarsman who had turned 30 years of age, had notified his retirement from active rowing to the captain of his club and who had not participated in an active race for a period not less than 12 months from the date of the event in which he was entering. The average age of the crew had to be a minimum of 35 years.

The first season was well supported, six metropolitan club eights regularly racing at regattas. The distance was over the Henley mile. In the following season the Executive decreed that races had to be over half a mile. MUBC yielded its supremacy to Banks. As the season progressed, less entries were received and because of the lack of numbers it was found to be impossible to create two classes of veterans, a young and an old veteran age group.

Some country clubs entered fours and in the last season, 1975-76, racing in fours became the norm with only MUBC and the Banks crews taking the water in eights. For the first time in the history of the Association, a Premiership Certificate was presented - which Certificate Banks won more than comfortably.

## CHAPTER VI

### *Some Personalities*

## Ray Todd

Ray Todd has been an active member of the Wendouree Club for more than 58 years. Ray won his first race as a member of Wendouree's maiden eight at the Colac Regatta in 1918. This crew was stroked by Jack Copperwaite, with F Waters (7), Jack Jopling (6), I H A Smith (5), Roy Geddes (4), Jack Rogers (3), Ray Todd (2), and Jack Inglis (bow). Acey Wilson was coxswain.

As a Wendouree Club oarsman, Ray was a member of 10 winning crews in Victorian title events, namely: three State Eights, two State Fours, and five State Pairs. Nine of these championship winning crews were stroked by the late Jack Jopling, one of Victoria's greatest strokes. The other, a four-oared title crew, was stroked by the late Harry Hawkins. In all, Ray Todd as a crewman won more than 70 races in eights, fours, pairs and sculls.

As crewman and manager with the Wendouree four, comprising Ron Merriman (bow), Clarrie Hutchins (2), Ray Todd (3), and Jack Jopling (stroke), he toured New Zealand in 1927, and in five starts won two firsts, two seconds, and one unplaced (borrowing a coxswain and boat whilst there).

Ray was captain of the Wendouree Club for one season, committeeman, and a delegate for Wendouree on the Ballarat Rowing Association for several years before transferring to Melbourne to work in 1928. He has been a life member of the Year Club.

Ray coached Ballarat College four-oared crews for the 1923 and 1924 Head-of-Lake races.

He has coached many more than 100 winning combinations with various clubs, some of these successes being :

The Victorian King's Cup crew 1946, at Penrith, and the Victorian King's Cup crew in 1947, at Perth, both stroked by Wal Lambert;

The Victorian King's Cup crew (2nd Place) 1950, in Melbourne, stroked by Ian Everist;

The Olympic Fours test race, Ballarat 1948 - Jack Webster bow, Colin Smith (2), Hugh Lambie (3), Wal. Lambert (stroke), Tom Darcey (cox);

Albert Park crews, stroked by Alex McLeish, winners of State Pairs Titles, in 1931 and 1932;

Preston crews which won State Title Pairs in 1935 and 1939, stroked by George Hutchins;

The Melbourne University crew (Jelbert brothers, Ron and Peter) that won the State Pairs 1937 at Ballarat;

With Melbourne Club, open eights (equivalent to State Title) in 1945-46; open fours 1945-46;

And also with Preston Club the Elswick Challenge Cup junior fours at Henley in 1934, plus 19 other successful races with this club;

With Cardross Club (now defunct) the Elswick Cup at Henley in 1948;

With several senior fours from Melbourne University, a Jelbart Family crew, Ron and Peter, Lloyd and Norman;

With Melbourne University dental crew, stroked by Ron Purdue to win the Inter-Faculty eights event for the John Grice Shield in 1946;

With the Tasmanian University eight for the Inter-Varsity race held on the Lower Yarra in 1963.

Ray represented Australia on two occasions in 1948 and 1956, and was coach and sectional manager with the Australian Olympic Team in London in 1948 (where a gold medal was won by sculler Merv Wood).

Ray represented Victoria officially in King's Cup races on nine occasions - - three times as an oarsman (1923 Perth), (1924 Adelaide), and (1925 Melbourne). The 1924 crew was the Wendouree Club eight which swamped, and sank in the race; three times as a coach (1946, Penrith, 1st; 1950, Melbourne 2nd); three times as manager (1933, Brisbane; 1954, Hobart, 1st; 1962 Ballarat).

Ray has attended 37 King's Cup events in various states, and was Australian sole selector in 1948, and Victorian selector on 11 occasions from 1930.

Ray is a vice-president of the Victorian Rowing Association and the Banks Rowing Club, and was a committeeman with the Old Oarsmen's Association since its inception until his retirement last year.

He was a member of Henley Subscribers' Committee for several years, and was Wendouree Club delegate on the V.R.A. until elected as vice-president several years ago. Ray was delegate for rowing on the Victorian Olympic Council for 20 years, was executive committeeman for some time, and was also in charge of fund-raising for the Mexico Olympics in 1968.

Ray was also a member of other sporting bodies in the Ballarat district, became a member of the Wendouree Volunteer Fire Brigade in 1916, and was a member of several winning teams in the Country Fire Brigades' Annual Competition in Country Demonstrations. He transferred to Ballarat City Fire Brigade in 1926, and in 1928 received a Certificate and Medallion for 12 years' long service.

He played junior football with North City before World War 1, and later played football with Miners' Rest football team, which had its home ground on Dowling Forest Racecourse.

As a writer, Ray did an outstanding job for the sport of rowing, and was Herald writer for 44 years, Weekly Times Rowing writer for 35 years, and also wrote and reported rowing for the Sporting Globe and the Sun News-Pictorial for many years.

Ray received a medallion from the Citizen Saving Athletic Foundation of U.S.A. (formerly the Helms Foundation) in recognition of "Noteworthy Contribution to Sport" for more than 50 years. This medallion was presented in January 1975, in 'World of Sport' on Channel 7.

#### R R (Bob) Aitken

R R (Bob) Aitken took over as president of the Association on the death of M S Williams and is a president with a rich rowing background. He was first introduced to rowing while at Geelong College, and in 1940 stroked the school's first eight in the Head-of-the-River, under coach Charles Saleh. Many years later, he coached the Scotch College crew that won the Head-of-the-River.

In 1950 he was an emergency for the state eight that finished second to NSW in the King's Cup race on the Lower Yarra, and in 1951 he stroked the Victorian crew, again second to NSW, at Brisbane. He was stroke of the 1952 and 1953 Victorian eights that won the cup at Penrith, NSW, and at Perth, WA, respectively.

As coach, he was in charge of the Victorian crew that won the King's Cup race on Lake Wendouree at Ballarat in 1956. His greatest achievement was as coach of the Australian eight, stroked by Brian Doyle, that won a bronze medal for third place in the 1956 Olympics at Ballarat. In 1975, he was appointed chairman of the Australian Amateur Rowing Council.

A member and past captain of Mercantile, the president is seldom away from the river and his close interest in all aspects of rowing is an inspiration to other leaders of rowing in their fields. He has a full life in his meticulous attention to all rowing functions and clubs. Apart from being principal in a Melbourne firm of solicitors, he somehow manages to play competitive squash with the Mercantile Club team, and finds time for the occasional game of golf at Royal Melbourne.

#### Norman W Cairnes

If ever an oarsman deserved the almost unique distinction of being a life member of the V.R.A. for his services to the association, it is Norm Cairnes.

Joining Mercantile in 1928, and successfully competing in lightweight, maiden, and junior rowing, he became vice-captain in 1935-37, and captain in 1937-38.

After war services, he became secretary, and then, from 1947 to 1953, was assistant secretary to the V.R.A.

His coaching career from 1946 to 1950 ran through lightweight maiden and junior crews, and so great was his ability that he coached the Victorian King's Cup crew for five years; in 1951 at Brisbane - second to NSW; in 1952 at Penrith - won; in 1954 at Hobart - won; in 1955 at Adelaide - second to W.A.; and in 1961 at Adelaide - won;

Secretary of the V.R.A. from 1953 to 1962, he became a delegate to the AARC for five years, being president in 1968.

Recently secretary, and then treasurer, of Mercantile, Norman follows a life long habit of rowing in the Dobbie Four every Sunday morning. Perhaps one of his greatest achievements was his organising work in the 1956 Olympics.

#### Ken Cusworth

Ken Cusworth joined Banks Rowing Club in 1925, and, within a year, was in a maiden fours crew, in the maiden eights at Henley, and was soon into junior ranks. Two years later, he was in the senior class. Serving in the army in the war years, and finishing with the rank of captain, his training fitted him for administrative work; he soon became involved with the V.R.A.

Manager of the King's Cup crew in 1968, he saw his sons follow in his rowing footsteps; and it must have been a proud moment in his life when he coached his son Robert and Jeff Hardie in the State Senior Pairs in the National Regatta in 1974 at Ballarat. At an age when most oarsmen gently scull on Sunday morning, Ken stroked a Banks veteran eight in the Head-of-the-Yarra in 1972. Recently, he has been rowing in the seven seat behind Field Rickards in a crew largely composed of Melbourne University 30 year-olds. Ken was an outstanding stroke in his time.

## Charles Donald

It is difficult to think of a more outstanding coach in the annals of Victorian rowing than Charles Donald. He was a legend in his lifetime, and for and for years was known as the "Prince of Coaches". His name was always linked with Wesley College rowing. Wesley, in the first 17 years of the century, won the Head-of-the-River no less than 15 times. Alan Mitchell, whom he coached in 1930-31, took over as coach in 1948 perpetuating the Donald tradition.

In 1888 at the age of 17, Charles Donald joined the Wendouree Rowing Club, in company with his brother, James. From that time, the careers of these two great oarsmen were linked in many successes. After a run of 32 wins in all types of crews with Wendouree, Charles transferred to Albert Park, and his brother followed suit.

Jim Donald was one of the best strokes ever seen in this country, and his tally of wins went close to the hundred mark. When rowing behind him, Charlie usually rowed at six in an eight, and at two in a four; but in all his pair-oared victories he occupied the stroke seat. His record is all the more creditable when it is noted that his rowing weight was from 10 stone 8 lb to 10 stone 10 lb, throughout his career; but what he lacked in body weight he made up in the exceptional skill with which he handled the oar, and vim which he put into his blade-work. As his record shows, he was equally at home in all classes of races; but it was probably in pairs that he gave the best exhibition of that dash and power which on all occasions excited the keenest admiration.

His most extraordinary feat was performed in the V.R.A. regatta in 1898, held on the Upper Yarra. Most oarsmen consider a hard mile race a good day's work nowadays, but Donald proved his wonderful stamina by winning three one-mile races in one day: the senior sculls, senior four, and senior eight. This feat is unique in rowing circles, and is not likely to be repeated. Donald owed his condition to strict training and total abstinence from liquor and smoking, a rule to which he ceaselessly adhered.'

He also won three championships in a season viz., pairs, fours, and eights, in 1902. In all, he won 12 sculls, 12 pairs, 36 fours, and 56 eights. Several of these were junior and maiden races, and are not included in his record total.

His ability to impart knowledge to others has been remarkable. He divides with Mr James Macfarlane the honour of being regarded as the best authority on rowing in Victoria. Donald's principal rowing activities have been with Wesley College, and he coached the school crew for 47 years, which must constitute a record.

To him also is due the honour of coaching the winning interstate eights of 1904, and Melbourne University when they won for the first time in the Inter-Varsity contest.

When he took the Wesley crews in hand, they won six consecutive races from 1901 to 1906, and five from 1909 to 1913, and scored again in 1915. He has prepared a chart for the boys, showing the right and wrong way to do everything in a boat, from entering it to stepping ashore again. With the assistance of a pair-oared crew, who seem quite at home although their boat is "floating" on a grass lawn, he illustrated by photographs all the actions to carry out and avoid in a boat.

## Paul Guest

Paul Guest, a barrister, formerly of Banks Rowing Club, but laterly of Mercantile, has the distinction of rowing in three Olympic Games regattas.

In 1960 he paired with Neville Howell, and in 1964 at Tokyo, rowed in the eight that was stroked by Terry Davies under the coaching of Alan Jacobsen.

At Mexico in 1968, he paired coxless with David Ramage, who was later to produce winning Head-of-the-River crews with Geelong College.

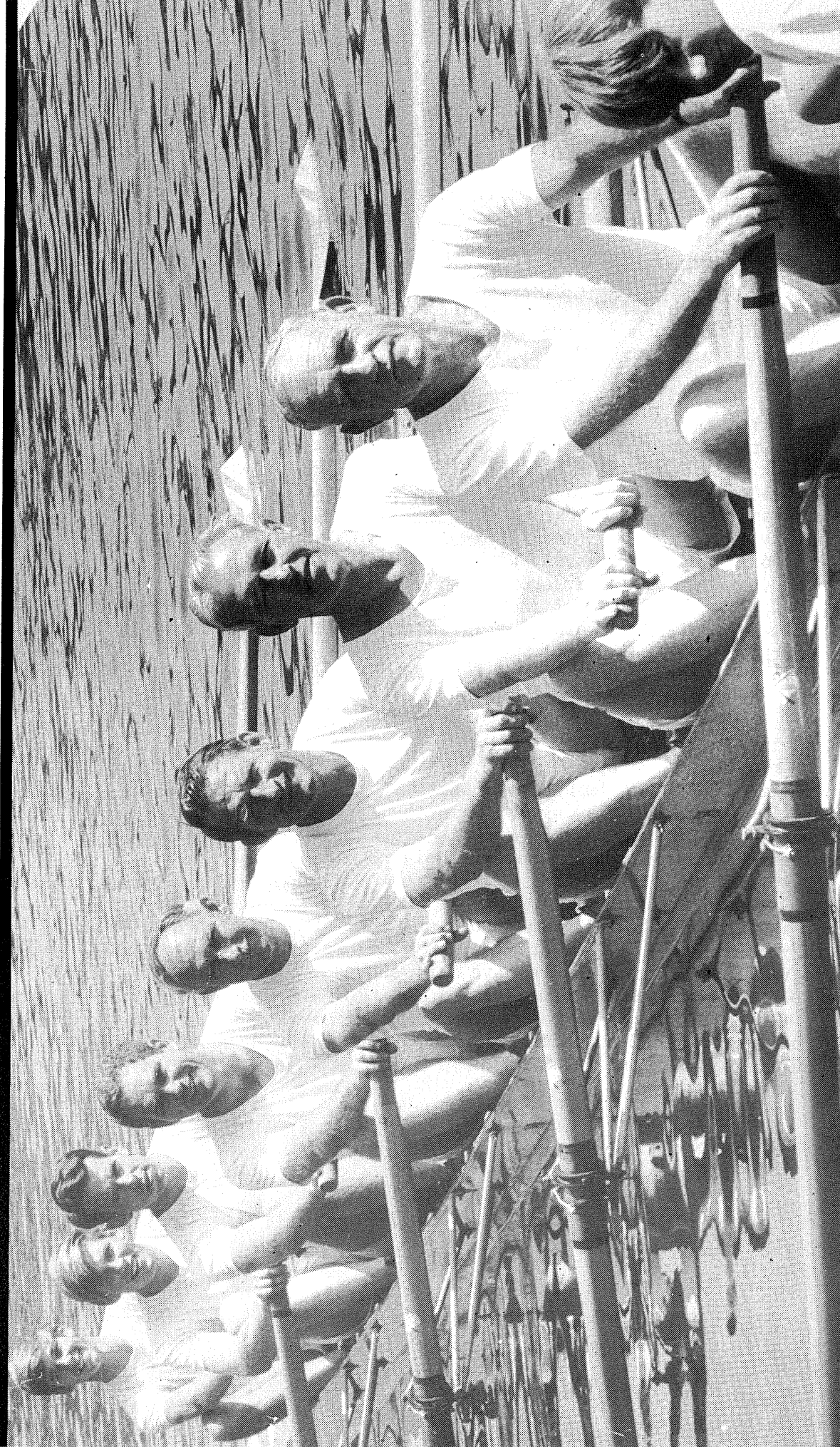
He was also a member of the winning Australian eight at the Empire Games regatta at Perth in 1962.

## Martin Tomanovits

Martin Tomanovits of Mercantile achieved what is believed to be a unique record in King's Cup racing. Rowing No. 6 in the Xavier boat of 1958, he joined Mercantile on leaving school; and his prowess as an oarsman brought him into the King's Cup crews, his seating being 3, 4, 5, 7, 7, 3, 7, and stroke respectively.

Victoria won in 1961, 1962, 1963, and 1964, and in 1965 were beaten by only two feet. They won again in 1966. But for two feet, Martin could have had five successive wins. Other crews to have four successive wins represented NSW in the years 1948 to 1951 inclusive.

Martin went on to captain Mercantile, and then coached the Penrith Cup four to an outstanding win at Penrith in 1976.



THE JELBART FAMILY. Complete Jelbart Family - including cox on Yarra, 1970. Bow - Stephen, (2) Max, (3) Kerry, (4) Kim, (5) Norman, (6) Lloyd, (7) Peter, Stroke - Ron, Cox - Tom.

#### Bill Waterfield

W J Waterfield, present Honorary Secretary of the V.R.A., took over in 1971 from P J Thompson of Banks, who had served the association with outstanding efficiency and personality for many years.

Bill Waterfield joined Melbourne Rowing Club in 1954, and rowed in winning maiden eights and similar crews. He became secretary of Melbourne in 1958, and during his term (which he held until his acceptance of the V.R.A. secretaryship in 1971) was largely responsible for keeping a small club enthusiastic and competitive.

As secretary, he is outstandingly efficient with a fine mind for detail. He attended the World Championships at Lucerne in 1974 (when Cam Johnston's coxless lightweight four brought back Australia's Gold Medal), and again officiated at Montreal in 1975, and Nottingham in 1975. In 1976 he attended the Olympics at Montreal.

#### Noel F Wilkinson

Along with Norman Cairnes and Ray Todd, Noel Wilkinson has the unique distinction of being a life member of the association. Noel Wilkinson is such a dominating force in the V.R.A. that without him, the association would not enjoy its distinction throughout Australia. Thoroughly dedicated to the V.R.A.'s establishment on a sound financial footing, Noel, throughout his rowing lifetime, has donated so much time to the improvement of the association it seems to be with him in all his waking moments.

Noel first joined South Hawthorn Rowing Club in 1928, transferring to Banks in 1930, when the former club disbanded. A life member and vice-president of Banks, he was captain for four years, and treasurer for five years. He is well known as a life member of the V.R.A., where he has been treasurer for 16 years, and an executive member for 24 years.

As King's Cup Manager, he took the team to Queensland in 1957, and Western Australia in 1965 and Queensland in 1969, and was Australian manager in 1961. He was sectional manager for the Commonwealth Games at Perth, and was Australian manager for the World Titles in Canada in 1970. Along with Harvey Nicholson and others, he is the holder of a FISA Licence, and an umpire, and, as an Australian delegate, he attended the FISA conference at St. Batherines in 1970, and Copenhagen in 1971.

Perhaps his greatest achievement is the enormous vitality and effort he had put into fund-raising at club, State and Commonwealth levels.

Michael Sydney Williams

Michael Sydney Williams was born in Sydney on 24 March 1891. After attending South Melbourne College and St. Patrick's College, East Melbourne, he completed his education at Xavier College. Although a long time supporter and later committeeman of Essendon Football Club, his major sporting interest was rowing. He joined Mercantile after graduating as Master of Laws at Melbourne University. His busy and successful practice as a solicitor cut short his competitive career. He had the privilege of rowing number five in a famous Mercantile maiden eight in which (the later B.B.C. comedian) Dick Bentley, occupied the four seat. The crew was well placed going under Morell Bridge in its heat at Henley, when Bentley made one of his better wisecracks. The crew packed up laughing. Coach Bill Pitt on the bank was beside himself trying to restore the situation, and in his efforts managed to ride his bicycle into the river. It was the only crew which finished a race exhausted from laughter. "M.S." was always a regular Sunday morning oarsman, and in his latter years rowed three in 'Brooky's four' (Doug Brooke, Graeme Richardson, and Alex Dobbie, with Bert Spencer as cox). This crew was always ready to challenge, and quite often was known to beat oarsmen many years their junior.

A large jovial man with balding red hair, he was a dominating figure at regattas and at the King's Cup. He gave generously to rowing, and for many years presented the oars to successful Victorian crews. He became president of the V.R.A. in 1955 on the death of Arch Dobbie, and remained in this capacity until his death. He took a large part in the conduct of the 1956 Olympic Games, even to the point of staging one of his celebrated 'Henley night' parties at his home. This was a gala event attended by Olympic oarsmen and officials from all nations.

He renewed international friendship, when he attended, as A.A.R.C. delegate, the F.I.S.A. meeting at Macon, France in 1958. He was also to the forefront at St. Catherines, Canada in 1968 when the Australian four won the Gold Medal.

He was very devoted to his family and one of his proudest moments was when his son, John, became Victorian sculling champion, and was placed second in the President's Cup in 1949.

His interest in rowing continued and he was a familiar figure on the riverbank to the time of his final illness in 1974. He was a memorable man with a very wide circle of friends from all fields of life. He was well known to rowing men of all States as well as overseas. He is well remembered by all who knew him.

His son-in-law, the Xavier and Mercantile oarsman, Hubert Frederico, (a barrister recently appointed judge of the Family Law Court), rowed in the four King's Cup crews in the period 1957-1960. Freddy coached many a crew of Mercantile senior eights, as well as several King's Cup crews. In 1967, he took away as coach the successful four at the Empire Games. Freddy is well known as the coach who lifted Xavier to a high peak of rowing, the coveted Head-of-the-River just eluding his grasp on at least two occasions. Mr Frederico's father, a judge of the County Court, was a prominent Melbourne University and Melbourne oarsman.



*KEN CUSWORTH coaching State Pair. Hardie and his son.*

OFFICE-BEARERS 1976-77

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Assistant Honorary Secretary : J L HARDIE

Honorary Treasurer : N F WILKINSON

Honorary Registrar : K S CUSWORTH

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J W BRADSHAW; P A CAYZER; R F HAMMON;  
B L SMITH; W R STOKES; M G TOMANOVITS.

Life-Members : N W CAIRNES; N F WILKINSON; W R B TODD.

Elected Members : G D CLEGG; K S CUSWORTH; J J DONALD;  
R B DUNCAN; J R JOPLING; R W LAHEY;  
F G RICKARDS; B L SMITH; W R STOKES;  
M G TOMANOVITS.

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Youth Committee : M J ROWAN, D H BOYKETT, R F HAMMON,  
J R HARRY, T HORKINGS, F G RICKARDS.

Promotion Committee : R F HAMMON, M F OWEN, R B WILSON.



FINANCIAL SUBSCRIBERS TO THIS BOOKLET

Adam B M	(Power House)
Aitken R R	(Mercantile)
Anderson J R	(Corio Bay)
Appleby J P	(Mercantile)
Baker D J	(Rutherglen Lake)
Bishop D B	(Monash University)
Bourke K M	(Footscray City)
Bowles R S	(Yarrawonga)
Boykett D H	(Mercantile)
Bradshaw J W	(Mercantile)
Brooke D C	(Mercantile)
Burford J	(Mercantile)
Cairnes N W	(Mercantile)
Carr J P	(Mercantile)
Castle J D	(Yarra Yarra)
Cayzer P A	(Mercantile)
Coe H	(Yarra Yarra)
Cordell A M	(Mercantile)
Currie A M	(Yarra Yarra)
Daffy R	(M.U.B.C.)
Davies R J	(Power House)
Dean P R	(Power House)
Dobbie A W	(Mercantile)
Duncan R B	(Albert Park)
Edwards D P	(Richmond)
Evans A	(Banks)
Forsyth C W	(Essendon)
Frederico H R	(Mercantile)
Gill P	(Yarra Yarra)
Gooding R H	(Essendon)
Gosden R F	(Essendon)
Hammon R F	(Essendon)
Hardie J L	(Banks)
Harding P	(Mercantile)
Harding R G	(Yarra Yarra)
Harrison J C (Pat)	(Yea)
Harrison M D	(Mercantile)
Harvie J R	(Power House)
Hill L C	(Mercantile)
Hunter G J	(Barwon)
Jelbart K P	(Monash University)
Jones A W	(Yea & Yarra Yarra)
Johnsen W	(South Melbourne)
Jopling J R	(Banks)
Lahey R W	(Barwon)
Lange T G	(Yarra Yarra)
Lynch J M	(Power House)
March R J	(Richmond)
Milthorpe G M	(Rutherglen Lake)

Mitchell R G	(Yarra Yarra)
Morrison W T	(Mercantile)
Nankervis R J	(Banks)
Nicholson G H	(MUBC)
Nicholson M J	(MUBC)
Nicholson P H	(MUBC)
O'Brien W E	(Essendon)
Owen M F	(Mercantile)
Palfreyman D	(Mercantile)
Parkinson W D	(Bendigo & Richmond)
Parr J G	(Banks)
Pearce L C	(Rutherglen Lake)
Peters F W	(Richmond)
Power House Rowing Club	
Pullin G D	(Power House)
Ramsbottom J	(Melbourne)
Rentoul A L	(MUBC)
Renouf L D	(Artemis Ladies)
Richardson B J	(Monash University)
Richardson R H	(Mercantile)
Richardson S G	(Mercantile)
Rickards F G	(MUBC)
Rickards F W	(MUBC)
Rodda T	(Bendigo)
Rooney K M	(Hawthorn)
Rowan M J	(Banks)
Sage J	(Melbourne)
Smith B L	(Essendon)
Smith L W B	(Horsham)
Smith N R	(Essendon)
Stephens G R	(Yarrawonga)
Stickland A S	(Yarra Yarra)
Stokes W R	(MUBC)
Tanner R G	(South Melbourne)
Taylor G	(South Melbourne)
Todd D W	(Banks)
Todd R A	(Yarrawonga)
Tomanovits M G	(Mercantile)
Victorian Ladies Rowing Association	
Walsgott E W	(Dimboola)
Ward J C	(Rutherglen Lake)
Waterfield W J	(Melbourne)
Williams L S	(Mercantile)
Wilson E M	(Yarra Yarra)
Wilson R B	(Mercantile)
Woolcock E	(Yarra Yarra)
Y.W.C.A Rowing Club	

