

Chapter 5: 1931 to 1963: A New Era

The Forty-Third Royal Canadian Henley Regatta The Sixty-Sixth Regatta of the Canadian Association of Amateur Oarsmen July 28 to 31, 1948

The London Olympic Games were very much on the minds of the members of the Executive Committee when they met at the King Edward Hotel on St. Valentine's Day.

First, the trials were moved from June 12 to June 26.

Then, they were advised that the Canadian Olympic Association had revised its costs. It was now estimated that the cost per man was \$784, of which the clubs would be required to contribute approximately \$400.

The CAAO sent a request to the COA asking that the size of the rowing team be increased from 11 to 14.

Finally, the Committee was advised that in order for Canadian oarsmen to be allowed to compete in London, the CAAO would have to become "a member of the Federation Internationals [sic] des Societies d'Aviron (international Federation of Rowing Societies)." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. February 14, 1948] Although FISA had been around since 1892, and had been involved in Olympic rowing since 1896, this was the first time that participation in Olympic rowing was contingent upon membership in that federation.

Away from the Olympic drama, on March 18, some sad news came from Port Dalhousie: James "Chief" Smiley died in a fire which swept through his boat livery/home next to the grandstand. Clayton Browne, sports reporter for the *Standard*, wrote a long, touching obituary near the end of which he says:

With Dick and Andy Schram, Jim Smiley annually prepared the course for the Henley Aquatic Association and his colourful gunnery demonstrations, between the races, made him a renowned figure among the visiting delegations of Canadian and American rowing clubs. [The St. Catharines *Standard*, March 19, 1948, p.26]

The Executive Committee held its spring meeting at the King Edward Hotel on April 10. The Canadian Olympic Association had increased the rowing team to a maximum of 17. As a response to the flood of post entries at the 1947 Henley, (clubs hungry for points were making last minute entries,) it was moved and carried "that all clubs be notified that in future no post entries will be accepted." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. April 10, 1948]

It would be a busy summer for the Henley Aquatic Association. On June 5, the Canadian Secondary Schools Rowing Association was going to hold its championship regatta. The Olympic trials for both rowing and canoeing were scheduled for June 26, and the Sixty-Sixth Regatta of the CAAO was going to run, Wednesday to Saturday, July 28 to 31.

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The Olympic trials attracted an estimated 1,500 spectators, [The St. Catharines *Standard*, June 28, 1948, p.18] and were rowed over 1,850 metres, the distance of the Olympic course on the Thames River. The selection of the team was not without controversy. The Leander B.C. eight and the Ottawa R.C. double were chosen. Winners of the trials, but not chosen were the Argonaut R.C. four, and Theo Dubois from the Winnipeg R.C. who beat four other scullers.

The latter omission attracted a great deal of attention in the press. Jim Coleman devoted almost an entire column to Dubois, pointing out that there was room on the team and that he was willing to pay his own way. Coleman also says that the decision was not unanimous, that Jack Guest was strongly opposed to leaving Dubois off the team, so much so that when he could not persuade the Committee to include Dubois, he “disgustedly walked out of the meetings [sic].” [The Toronto *Globe and Mail*, June 28, 1948, p.18] Even the Ottawa R.C. backed Dubois. That Club’s executive requested that the selection be reopened. [The Toronto *Daily Star*, June 30, 1948, p.10] Since the CAAO President, Roy Byron, was from Ottawa, one might expect that to happen, however, when it was discussed at a meeting on July 3 in Brockville, the original decision was not overturned. Jim Coleman devoted most of another column to the issue, this time reproducing a letter from W.J. Carleton who offered a conspiracy theory, saying that Dubois told him a year before that he feared that he might not be selected and that no reason would be given. [The Toronto *Globe and Mail*, July 1, 1948, p.16] The reason given was a poor time: 7:21.8 for 1,850 metres.

Some Dubois supporters felt that he was the only sculler who could challenge John B. Kelly, Jr., the implication being that Kelly was going to win a medal and so might Dubois. In reality, Kelly won his heat, but came second in his semi-final and did not advance to the three-boat final.

And Theo Dubois? He did not come to the 1948 Henley. He explained:

“it’s only a repetition of the Olympic trials. I’ve beaten all the guys who’ll participate, so I wouldn’t have anything to gain and it wouldn’t get me a berth on the Olympic squad—the one thing I’ve really been shooting for.

“Besides . . . I’ve too much work to do here and can’t spare the time.” [The Toronto *Globe and Mail*, July 28, 1948, p.15]

The CAAO loosened its purse strings for the Olympic team, voting the sum of \$1,000 towards expenses to be administered by team manager Arthur Carter. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. June 26, 1948]

In addition to the decision not to reverse its stand on the exclusion of Theo Dubois on the Olympic team, the Executive Committee meeting held at the Manitonna Hotel in Brockville saw two new improvements to racing: clubs were asked to place soft rubber balls on the bows of eights and fours to prevent the reoccurrence of a competitor being injured, as had happened to Doug Timleck in 1947 when his single was rammed broadside by an Ottawa R.C. four. The second improvement was to station a lifeguard

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with St. John Ambulance training at the grandstand or in a boat. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Brockville. July 3, 1948] Both measures became common practice.

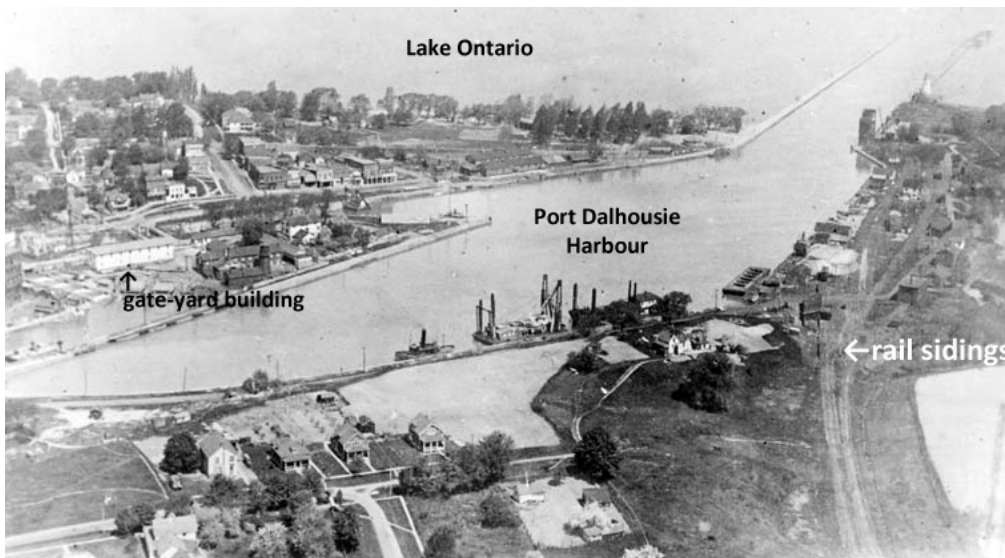
Secretary John Murray gave the official tally of competitors at 738. [The St. Catharines *Standard*, July 27, 1948, p.1]



Some of those competitors from the Argonaut R.C. are pictured above unloading a shell from a rail car parked on a siding on the east—what the locals referred to as the Michigan—side of Port Dalhousie. Rail cars containing shells from several clubs remained on the siding for the duration of the Regatta. Once the shell in the photo had its riggers attached, it would have been launched from one of the docks along the east wall of the

harbour, and rowed across to the gate-yard building on the other side, where it remained until it was no longer needed for competition. Then the process would have been reversed.

Although this aerial photo was taken before 1948 (the third boathouse, aka “the tin shed” is not yet abutting the near side



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of the gate-yard building—that didn't happen until 1943), it shows us where the rail sidings were. Although it is not clear from the photo, there was a network of sidings, some extending out to the lake.

Instead of having the opening ceremonies on Wednesday evening, as in previous years, the opening ceremonies for the 1948 Regatta were held Wednesday afternoon before the first race. It was a simple affair conducted by "Mayor Dr. W.J. Macdonald of St. Catharines and Reeve R.K. Ross of Port Dalhousie, assisted by CAAO Pres. Roy Byron of Ottawa." [The St. Catharines *Standard*, July 27, 1948, p.1] Although the announcement said that the flags of Canada and the United States would be raised by "one of the ladies of the CAAO executive," that was an error. It would be decades before a woman took a seat on the Executive Committee. In fact, it was the wife of Jack Guest who did the honours. Part of the opening ceremony which is still practised was

a minute of silence . . . reverently observed to the memory of the late CAAO Past President P.J. Mulqueen, NAAO Past President Henry Penn Burke, James "Chief" Smiley, William B. Cleland, and the various oarsmen paying the supreme sacrifice during the Second World War. {The St. Catharines *Standard*, July 29, 1948, p.26]

An exhibition race was planned for the Regatta. It would pit two women's eights from the St. Catharines R.C. against one another. There had been women scullers as far back as Ned Hanlan's time in North America and Europe. Some were related to a male sculler so they had access to equipment and coaching. The same 19th century rowing mania out of which the CAAO was born in 1880, may have had something to do with the establishment of the first women's programme at Wellesley College in 1875. Other colleges in the United States and England followed. Moreover, the Philadelphia Girls' R.C. had been founded in 1938. Furthermore, a photo exists on the *Ecorse Along the River* web site [<https://ecorsealongthedetroitriver.weebly.com/the-ecorse-rowing-club-rows-strong-and-sponsors-the-oarsmens-balls.html>] which shows a women's coxed four. The photo is not dated, but one of the rowers is Elaine MacDonald who was chosen Rowing Queen in 1942, so the photo must be from that era. Although the St. Catharines women were not the first, they were pioneers in Canadian women's crew rowing. An eight had been formed in 1947, made up of sisters and friends of St. Catharines oarsmen. In 1948, more young women were recruited and a second eight was formed. The women ranged in age from 14 to 21. The natural thing to do when there are two crews, is to race, and so, a race was scheduled. Most of the press and public opinion was supportive of the women and the race, however, there was one dissenting voice, the Sports Editor of the Toronto *Daily Star*, Andy Lytle. He used his "Speaking on Sport" column to vent:

My own impression of hailing sweet femininity into rowing, or even permitting same to compete in such harsh tasks, is that it is a form of athletic barbarism which should be rigorously suppressed.

★ ★ ★

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I can sympathize with the Canadian Henley Old Boys trying to make a few honest bucks at the regatta, but not at the expense of asking soft, curvaceous young women to pull themselves out of shape in muscular antics designed to extract every atom of go out of masculine throwbacks to the days of the slave galleys.

★ ★ ★

Can you imagine what a lift it will be to the fathers and mothers in the stand as they watch young women, possibly their own daughters, pitching all over their crafts in complete exhaustion at the end of their race?

★ ★ ★

In short, girls, I'm agin it, even for the flat-chested and leathery-limbed members of your lovely sex. [The Toronto *Daily Star*, July 13, 1948, p.10]

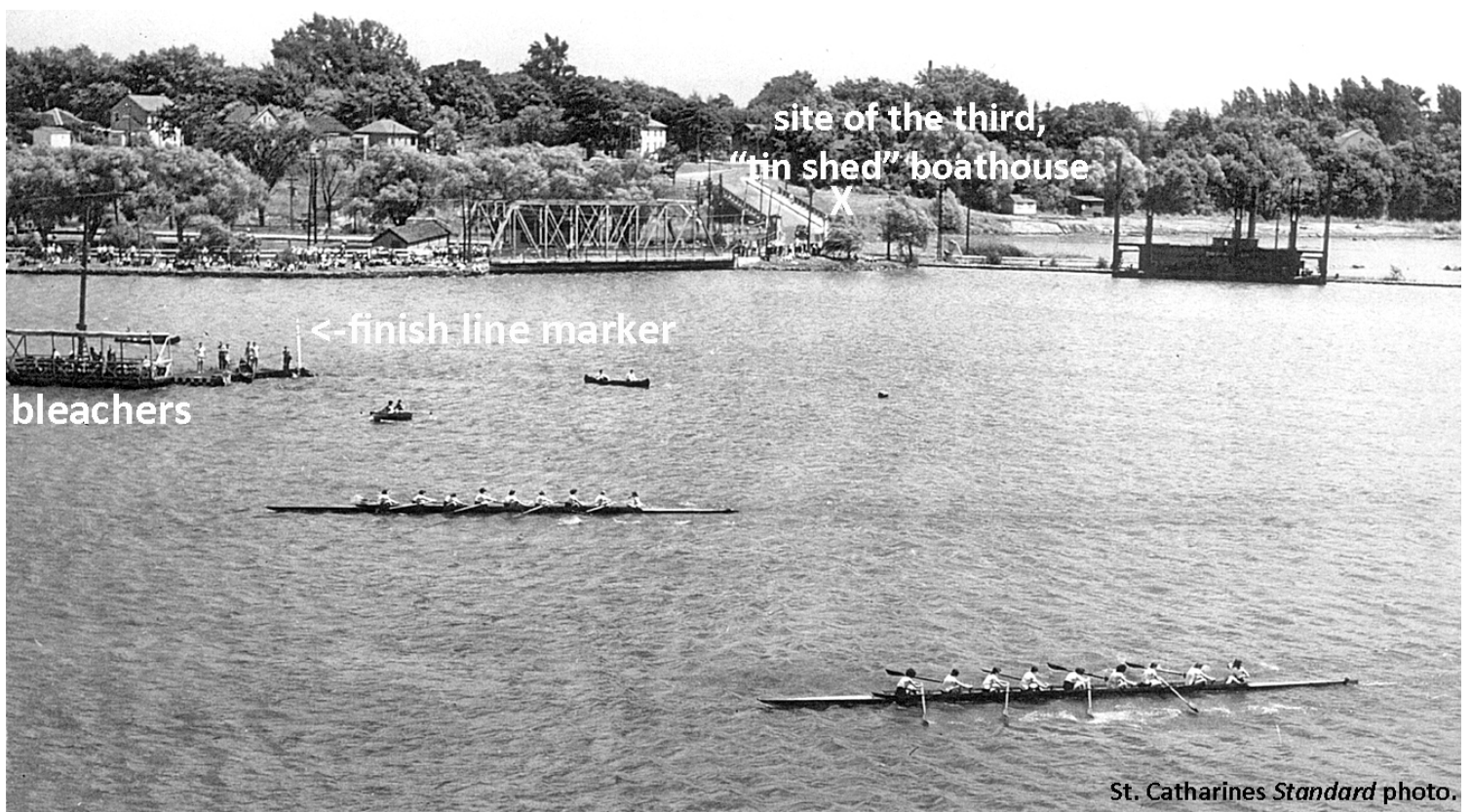
The reaction to Lytle's comments was swift and universally opposed to his opinion. However, the controversy did a lot to encourage the women and promote the race.

The first race was held on Wednesday, immediately after the opening ceremonies. Crew #1, sometimes called "The Seniors" because most of the women had rowed in 1947, beat Crew #2, "The Juniors," i.e. novices. The two crews also opened the programme on Saturday, with the same result.

Unfortunately, no accurate list of the personnel of the crews who rowed the first race in racing shells at Henley exists. However, here are the names of the crews, as they appear in two later print sources, from bow to stern:

Crew #1: Shirley Brookson, Virginia Williams, Betty Christopher, Helen Paskey, Audrey Wipper, Tudy Halsted, Beverly Lemon, Diane Gayder, and Toady Bradshaw.

Crew #2: Doreen Sadler, Mary Lou Lewitt, Betty Pennock, June Rudel, Iris Finlay, Shirley Little, June Dunn, Lola Lang, and Beverly Vansickle. [Canadian National Exhibition,



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Combined Sport Programme, Saturday, August 28, 1948.] [Tudy McIntosh, "Women in Rowing," *Port Dalhousie: An Intimate History*, 2020, p.121]

The photo above, probably taken on Saturday, judging by the number of spectators on the far bank, shows the finish of the Women's Eights as seen from the roof of the grandstand.

An entrepreneur has set up bleachers on a boat beside the site of the first grandstand. The fact that there are only a couple of spectators sitting in the shade in that prime location suggests that a fee was being charged.

The photo also gives a good view of the cleared location of the third boathouse, usually called "the tin shed." It had been built in 1932 and moved at the request of Ontario Hydro to a space abutting the gate-yard building some time between the end of the 1942 Henley and the start of the 1943 Henley.

In contrast to this peaceful scene, something bizarre happened at the starting line on Wednesday; someone shot

volleys on young boys who held the rudders of the competing shells for the line-up at the starting point.

"It got so dangerous the boys refused to stay at their posts unless something was done to stop the shooting." [Welsh] LeBlanc [coach boat driver for the St. Catharines R.C.] said.

"The boys get two dollars an afternoon each for holding the tails of the shells in position. They threw up their hands when the bullets peppered the start and said it wasn't worth it." [The *Toronto Daily Star*, July 30, 1948, p.3]

Starter, Joe Wright, Jr., called the Ontario Provincial Police, and on Thursday the area along the bank was searched, with no luck. However, on Friday,

a 13-year-old boy was found . . . near the starting point at the Henley Bridge. He admitted firing shots, but he was let off with a warning after telling police he was only target-practicing by firing at logs in the water.

None of the competing crews said it was bothered by the shots, fired from a .22-calibre rifle. [The *Toronto Globe and Mail*, July 31, 1948, p.16]

There were nine entries in the Junior 145-lb. Fours, so, for the first time, it was decided to run three heats for one event on Wednesday. Spectators were guaranteed three good races, since only the winners would advance.

Similarly, three heats were needed for the Junior 145-lb. Eights on Thursday. However, to make a four-boat final on Friday, the second-place crew in the fastest heat also advanced.

Post-entries had been the cause of delays in previous years, much to the annoyance of the spectators. With the policy of no post-entries in place, Wednesday's programme finished 30 minutes early, and Thursday's programme finished only four minutes late. [The *St. Catharines Standard*, July 30, 1948, p.18]

In addition to running the races expeditiously:

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To keep spectators in the grandstand informed of every move all down the course, Bill Wheeler, broadcasts over a walkie-talkie to the amplifying system in the stand [from] the radio boat, Fraser Klager's "Water Wagon." [The St. Catharines *Standard*, July 31, 1948, p.8]

On Friday, something which would become commonplace occurred. The West Side R.C.'s Jim "Chick" Hewson won the Junior Doubles with Erwin Fox, then he immediately jumped into the Senior Fours (Coxswain) boat and won that race. Two races and two wins in the space of 15 minutes! [*My first memory of Chick Hewson is from the early 1960s and he did something similar, except he stepped out of a double, and immediately stepped into a single.*]

Friday's programme finished half an hour early, thanks to the cancellation of the two heats for the Senior Fours. Two of the five crews scratched, obviating the need for heats.

The Mirror Room of the Hotel Leonard was the venue for the annual dinner for the CAAO executive, visiting club officials and coaches, and the media on Friday evening. Medals, plaques and trophies were presented to Friday's winners in the lobby after the dinner. [The St. Catharines *Standard*, July 30, 1948, p.19]

The radio listings in Saturday's *Globe and Mail* include "Henley Regatta" at 4:00 p.m. on CBL, a CBC affiliate, and CKTB. [The Toronto *Globe and Mail*, July 31, 1948, p.25] Once again, the CAAO had scheduled the Championship Singles for 4:00 p.m., and the Senior Eights for 4:15 p.m., two potentially exciting races for listeners across Canada to hear described by Rex Stimers and fellow CKTB sportscaster, Tommy Garriock, from the roof of the grandstand. [The St. Catharines *Standard*, August 2, 1948, p.18] Argo fans in Toronto must have enjoyed hearing the account of Ken Nunn's win. Although there were no Canadian boats in the Senior Eights—the Leander B.C. eight was at the Olympics—it was a close race with West Side R.C. winning for the second year in a row. Thirty-year-old Jim Hewson was in that boat, and collected his fourth medal of the Regatta. He had won his third medal earlier in the afternoon in the Senior 155-lb. Eights.

Although they didn't win four medals, the Leander B.C. 145-lb. four did win three, taking the Junior on Thursday, Intermediate on Friday, and Senior on Saturday.

All the winners and times for the 1948 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1948 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The NAAO formula for determining the Regatta champion was now officially the CAAO's formula. The West Side R.C. team, made up of 70 oarsmen, was declared the Regatta champion for the second year in a row.

Argonaut R.C.

(15/3)

Toronto, Ontario

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Brockville R.C.	(7/0)	Brockville, Ontario
Don R.C.	(7/0)	Toronto, Ontario
Leander B.C.	(13/4)	Hamilton, Ontario
Ottawa R.C.	(3/0)	Ottawa, Ontario
St. Catharines R.C.	(15/4)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(11/2)	Detroit, Michigan
Ecorse R.C.	(12/4)	Ecorse, Michigan
New York A.C.	(2/1)	New York, New York
Penn A.C.	(2/1)	Philadelphia, Pennsylvania
Potomac B.C.	(1/0)	Washington, District of Columbia
Ravenswood B.C.	(1/0)	Long Island City, New York
Undine Barge Club	(2/1)	Philadelphia, Pennsylvania
Vesper B.C.	(5/0)	Philadelphia, Pennsylvania
West Side R.C.	(22/7)	Buffalo, New York
Wyandotte B.C.	(7/0)	Wyandotte, Michigan

High school entries:

Brockville C.I.	(1/0)	Brockville, Ontario
Ecorse H.S.	(2/1)	Ecorse, Michigan
Lafayette H.S.	(2/0)	Buffalo, New York
Long Island City H.S.	(1/0)	Long Island City, New York
Murrell Dobbins Vocational H.S.	(1/1)	Philadelphia, Pennsylvania
Our Lady of Mount Carmel H.S.	(4/0)	Wyandotte, Michigan
St. Catharines C.I.	(4/1)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(3/2)	Wyandotte, Michigan

The annual meeting of the CAAO was held on Friday evening in the Mirror Room of the Hotel Leonard.

The Officers elected for 1948 were the same as 1947:

Honorary President: Alex G. Muir, Hamilton

President: Roy L. Byron, Ottawa

1st Vice-President: William G. Crawford, Toronto

2nd Vice-President: S.M. Elliott, Lachine

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Director of Publicity: Cliff Shuttleworth, Hamilton

Regatta Chairman: Richard L. Schram, Toronto

Executive Committee:

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Retiring 1949: Thomas R. Loudon, Ottawa, Joe Wright, Jr., Toronto, Les Callan, Vancouver and L.A. Rowell

Retiring 1950: C.S. Riley, Winnipeg, Jack S. Guest, Toronto, and E.R. Phillips.

Retiring 1951: Jack A. House, St. Catharines, B.F. Kerr, Ottawa, Cliff Shuttleworth, Hamilton, [and D. Huestis].

The main topic of discussion was the purchase of a trophy to be presented to the Regatta points champion.

Although the programmes identified lanes by their traditional colours, lane numbers were also included. However, on the course, the lanes had not been numbered, and so, in order to remedy that omission, it was decided “to number all lanes in future Henleys to assist crews in steering a straight course especially where events are heavily entered.” [The St. Catharines *Standard*, July 21, 1948, p.17] Presumably, the lanes would be numbered at the start and the finish, since there was no way to hang overhead lane markers.

At the Olympics, neither the Ottawa R.C. double nor the Leander B.C. eight advanced to the finals.

After the Henley Regatta, the St. Catharines R.C.’s women’s eights competed at the Canadian National Exhibition Regatta, then the programme was terminated.

The official reasons given for ending the programme were summed up in the St. Catharines R.C.’s Club Critic’s Report:

[T]he club does not have proper facilities at this time to accommodate ladies’ rowing. In addition, the ladies do not have the strength to handle the heavy and expensive equipment used in this sport and equipment has been damaged. [Thom, Donald F.. “Report of Club Critic.” Memorandum to the Members of the St. Catharines Rowing Club. February 9, 1949]

In my history of the St. Catharines R.C., I summarized the women's reaction to that report:

The ladies have universally and vigorously maintained in print, and in person, that the shells they were given were old, and that the “Burgoyne,” in particular, was so heavy - “water-logged” is a term they often use to describe it - that the boys had difficulty carrying it too. Any damage done to the “Burgoyne” or the twenty-year-old “Schram,” the other shell they used, was not necessarily solely the result of any weakness on the girls’ part. They agree that the change facilities were primitive - they used an outbuilding in which oarsmen were weighed at Henley.

In addition, they point out that they were not generally accepted by the boys, in part, because, with the shortage of boats, they were seen as taking equipment away from the boys.

However, the ladies offer their own explanation for the demise of women’s rowing after two years: there was no competition. Had another club boated a ladies’ crew, perhaps the objections mentioned above might have been overcome. [Stan Lapinski, ed., *The St. Catharines Rowing Club: 100 Years in a Row* (St. Catharines: St. Catharines Rowing Club, 2003) p.82]

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Sadly, they were not aware of the existence of the Philadelphia Girls' R.C. and that Club was not aware of the St. Catharines crews.

Women competitors did not return to Henley until 1972, when a single, coxed four and eight were added to the programme as exhibition races. This time there was no shortage of competition.

1948

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The Forty-Fourth Royal Canadian Henley Regatta The Sixty-Seventh Regatta of the Canadian Association of Amateur Oarsmen July 27 to 30, 1949

At the spring meeting of the Executive Committee held at the King Edward Hotel, it was decided to hold the Sixty-Seventh Regatta of the CAAO from Wednesday to Saturday, July 27 to July 30.

A sub committee was chosen to investigate designs for the new trophy to be presented to the winner of the total aggregate points. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 5, 1949]

Two months later, the final design of the trophy was approved, and the Leckie Manufacturing Co. of Toronto was given authorization, and \$750, to manufacture what was to be called the Maple Leaf Trophy. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. May 7, 1949]

Also at that meeting, it was announced the the Governor-General and his wife, Lord and Lady Alexander, had accepted the CAAO's invitation to attend the Regatta.

The name "Henley Aquatic Association" had been virtually absent from the Henley programmes for the previous four years, however, the 1949 programme is packed with information about it. There are half pages of photos of the Directors, Officers, Executive, and even Honorary Directors. There is also a large photo with a long descriptive caption which explained an annual ceremony in which the the HAA inspected the St. Catharines R.C. boathouse and turned over the keys to the Club each spring. In the photo, Jack House, President of the HAA, is passing the keys to Ted Nelson, President of the Club. The caption makes it very clear that the Association is the landlord and the Club is the tenant. Also included is a brief outline of the work done by the HAA. It looks suspiciously like the programme was the work of the HAA. Confirmation of that suspicion might be an item in the minutes of the fall meeting of the Executive Committee. In that item, the HAA asks in a letter "that the C.A.A.O. contribute the sum of \$100 towards the cost of the programme for the 1949 Royal Canadian Henley Regatta." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 15, 1949] The request prompted "considerable discussion" before the letter was filed. No mention is made of the \$100 being paid.

When crews arrived at the course, they were greeted by a welcome improvement to the facilities. The single dock used by competitors going to and coming from the course had been causing a bottleneck for years. In 1949, the Henley Aquatic Association installed an L-shaped dock which almost tripled the dock space. [The St. Catharines *Standard*, July 26, 1949, p.13] The design proved to be so efficient, that it was used until 1967 when the boat storage facilities were moved to Henley Island.

One aspect of the Regatta over which neither the Henley Aquatic Association nor the CAAO had any control was the heat. Southern Ontario was in the grip of an intense heat wave, with temperatures unrelentingly holding steady each day in the 92° to 93°

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[33.3 °C to 33.9 °C] range.

CKTB - and now CKTB-FM - tried something different in 1949:

[S]tarting today [Wednesday] and continuing every afternoon of the Henley, Bill Wheeler of CKTB's special-features staff [will] be plying the Henley Course in a power boat, utilizing a ship-to-shore radio system to keep CKTB's listeners up to the minute on every race.

Then, on Saturday afternoon, of course, with CKTB as the origination point, Rex Stimers will broadcast to Niagara District and CBC listeners the feature events of the final day. [The St. Catharines *Standard*, July 27, 1949, p.17]

In addition to forwarding bulletins to the CKTB newsroom, Bill Wheeler sent an on-the-spot commentary radioed from the course to the grandstand . . . [from] atop the sturdy Water Wagon II. . . . He radios the standing through 19 [receiving] sets of the Lincoln and Welland and 44th Field Regiments, and his report is relayed to loud speakers through the stand. [The St. Catharines *Standard*, July 28, 1949, p.12]

The Argonaut R.C. sent 40 competitors and the Don R.C. sent 20 to the 1949 Regatta. [The Toronto *Daily Star*, July 26, 1949, p.10] No Argonaut took home a medal, while one Don, Jack Guest, Jr., took home two, one for the High School Singles, sculling for Etobicoke C.I., and one for the Junior Singles. Jack, Sr. had won the Junior and Association Singles at the 1927 Canadian Henley, a silver medal in the Double Sculls with Joe Wright, Jr. at the 1928 Amsterdam Olympics, the Championship Singles at the Canadian Henley in 1929, and the Diamond Challenge Sculls at the Henley Royal Regatta in 1930. In recent years he had been guiding the Don R.C. through a difficult time as President of the Club.

CAAO Secretary, John Murray, guesstimated the number of competitors at "between 800 and 900—a record." [The St. Catharines *Standard*, July 27, 1949, p.20]

Jack Sullivan, Canadian Press Staff Writer, estimated the size of the grandstand crowd on Thursday at "less than 2,000." [The Ottawa *Citizen*, July 29, 1949, p.20]

That crowd witnessed a strange "race."

Call it the "breaks" of the game, or what you wish, but St. Catharines Rowing Club and their rival Toronto Dons suffered heart-cracking official decisions yesterday at the 67th Henley, that stirred both clubs from rigger to coxun. St. Kitts lost a glorious chance to lead all competing clubs at the Henley when two of their fours were disqualified for inability to get to the starting line in time for their junior 155-fours. Dons got the same bad break. That left Buffalo Westsides [sic] at the starting line where they got the "gun," did a row-over and then raised an unholy roar for winning. Bisons did not want to win a cheap race, with the added sting that such put their junior four in senior ranks without a race. Grandstand fans jeered the Bisons' row-over when the slow time was listed as 8:34. What happened was necessity of re-rigging one St. Kitts boat and illness of Steve Bak in the other. The first home crew got to the mile mark but the other was farther down. Dons just got off the float when told they were "out." Both clubs protested, noting that Argos held up a race for 25 minutes to change boats and also boats waited 17

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minutes at the starting line for judges in the first race. [The St. Catharines *Standard*, July 29, 1949, p.18]

The starter waited 20 minutes before firing his gun for the West Side R.C. four.

Although the *Standard* reporter does not make the connection, Steve Bak's illness was likely related to the "heart-breaker" loss to a West Side R.C. crew in the Junior 145-lb. Fours four races earlier and the 33 °C heat.

That four also included two lightweight scullers, brothers, Frank and Greg Murphy, who were involved in four of the nine wins by St. Catharines R.C. crews. They won the Junior and Senior 145-lb. Doubles, and joined Bill Ewert and Steve Bak to win the Intermediate and Senior 155-lb. Fours. The Intermediate race was immediately preceded by the Junior Doubles which was won by Bill Ewert and Jim McIntosh. Coming second by three metres were the Murphy brothers. "The refs boat had to rush the Murphys and Ewert to the starting line to get them there in time for the 155-four Intermediate final." [The St. Catharines *Standard*, July 30, 1949, p.16]

The water on Wednesday and Thursday had been calm, but on Friday, before the start of the Junior 145-lb. Singles,

[o]fficials reported such rough water at the start that scullers had to bale out their craft before getting under way.

. . . .

White-caps on the water was also hampering the times of later crews, but the big stands got the benefit of the breeze in their faces. [The St. Catharines *Standard*, July 30, 1949, p.16]

Although it might have been a factor, the press coverage does not make a connection between the rough water and a mishap in the Intermediate Fours. The Winnipeg R.C. crew "travelled night and day by automobile for nearly two days to compete," [The Toronto *Globe and Mail*, July 30, 1949, p.15] carrying their shell on the roof of their car. They won their heat, and in the final they "had a clear open length of water margin over St. Catharines when" [The Toronto *Globe and Mail*, July 30, 1949, p. 15] "No.3 man broke an oar at the ¼-mile mark." [The St. Catharines *Standard*, July 30, 1949, p.16] The St. Catharines R.C. four went on to win.

When the CAAO polled its members to determine interest in sending competitors to the British Empire Games in New Zealand in 1950, only the Ottawa R.C. replied positively, and the only competitor it nominated was Gabe Beaudry who had been half of the Canadian double at the 1948 London Olympics. Beaudry needed a good showing at the Henley, and things looked promising when he won the Association Singles. However, a second place in the Senior Singles behind Joe Angyal of the New York A.C. did not bode well for the Ottawa sculler.

Saturday's 13-final-event program was watched by more than 3,500 persons, including the Governor-General and Lady Alexander, who had ringside seats in a launch on the mile-and-550-yard course for the championship singles and senior eights events. [The Toronto *Globe and Mail*, August 1, 1949, p.15]

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The Senior Eights race was won for the third year in a row by the West Side R.C. When Earl Alexander of Tunis and his wife were not on the Toronto Harbour Commission launch following races, they occupied the royal box in the grandstand. By all accounts, in both the sports and society pages, they enjoyed themselves.

One of the few official duties the Governor-General had to perform was to present the new Maple Leaf Trophy to the club which won the Regatta points championship. To the surprise of many, that was the St. Catharines R.C. which beat the West Side R.C. which had dominated the Regatta for the previous two years.



St. Catharines Standard photo.

In the photo, his Excellency Viscount Alexander (right) shakes the hand of St. Catharines Head Coach Ralph Cossitt, while Club President, Ted Nelson has a firm grip on the Maple Leaf Trophy.

All the winners and times for the 1949 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1949 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Although the U.S. National Regatta was held in nearby Buffalo the weekend before, there was no great increase in the number of American clubs at the Canadian Henley.

However, a new club paid its first visit to the Canadian Henley. The Detroit Rowing Club had been founded in September, 1948 by former Detroit B.C. head coach, Jud Ross.

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Ross had been a successful club coach and the driving force behind the many successful Grosse Pointe H.S. crews, but he had a falling out with the Boat Club board, and started the Rowing Club.

Secretary John “Murray, principal of Kingston Collegiate Institute and one of the few men who can solve the highly-complicated system of regatta scoring without batting an eye” [The St. Catharines *Standard*, July 27, 1949, p.20] declared the St. Catharines R.C. the Regatta champion for the first time in its history. Among the Club’s 213 oarsmen [The St. Catharines *Standard*, August 2, 1949, p.4] were several good scullers and five different eights. They were all competitive, so they all helped to rack up points. Unfortunately, because keeping track of the points was an intricate job, Secretary Murray stopped producing his official results, and rowing historians lost their best source for complete and accurate data.

Argonaut R.C.	(10/0)	Toronto, Ontario
Don R.C.	(10/1)	Toronto, Ontario
Leander B.C.	(11/2)	Hamilton, Ontario
Ottawa R.C.	(7/1)	Ottawa, Ontario
St. Catharines R.C.	(39/9)	St. Catharines, Ontario
Winnipeg R.C.	(6/2)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(11/0)	Detroit, Michigan
Detroit R.C.	(4/0)	Detroit, Michigan
Ecorse R.C.	(16/0)	Ecorse, Michigan
Fairmount R.A.	(4/1)	Philadelphia, Pennsylvania
Malta B.C.	(3/0)	Philadelphia, Pennsylvania
New York A.C.	(5/3)	New York, New York
Penn A.C.	(3/0)	Philadelphia, Pennsylvania
Potomac B.C.	(1/0)	Washington, District of Columbia
Ravenswood B.C.	(4/1)	Long Island City, New York
West Side R.C.	(18/8)	Buffalo, New York
Wyandotte B.C.	(9/0)	Wyandotte, Michigan
Yale University	(1/0)	New Haven, Connecticut

High school entries:

De La Salle H.S.	(3/0)	Detroit, Michigan
Ecorse H.S.	(3/0)	Ecorse, Michigan
Etobicoke C.I.	(1/1)	Toronto, Ontario
Lafayette H.S.	(3/0)	Buffalo, New York
Our Lady of Mount Carmel H.S.	(2/1)	Wyandotte, Michigan
St. Catharines C.I.	(6/3)	St. Catharines, Ontario

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St. Francis Xavier H.S.	(1/0)	Ecorse, Michigan
Stuyvesant H.S.	(1/0)	New York, New York
Theodore Roosevelt H.S.	(2/0)	Wyandotte, Michigan

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1949 were:

Honorary President: Roy L. Byron, Ottawa

President: William G. Crawford, Toronto

1st Vice-President: S.M. Elliott, Lachine

2nd Vice-President: Jack Guest, Sr., Toronto

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Director of Publicity: Cliff Shuttleworth, Hamilton

Regatta Chairman: Richard L. Schram, Toronto

Executive Committee:

Retiring 1950: C.S. Riley, Winnipeg, and E.R. Phillips.

Retiring 1951: Jack A. House, St. Catharines, Cliff Shuttleworth, Hamilton, D. Huestis, and B.F. Kerr, Ottawa. [replaced by George Sprague, Jr. in June, 1950]

Retiring 1952: Thomas R. Loudon, Ottawa, Joe Wright, Jr., Toronto, Les Callan, Vancouver and Charles M. Adams, Lachine.

After Treasurer Arthur Carter reported that the Association had nearly \$9,000 in the bank, Ottawa R.C. President, Des Bloom, admonished the Executive Committee to

“get cracking and loosen up your purse strings to help out rowing clubs across the country.”

....

“I don’t know how it can be worked out, but that is up to the incoming executive. If they don’t work on it, rowing in Canada is going to die.”

....

Bloom told the meeting, one of the liveliest in years, that it cost the Ottawa Rowing Club \$700 to send 10 men to this year’s regatta.

“If you consider that the Henley is Canada, then a lot of clubs have to work awfully hard [to raise money] to get here.”

He pleaded for help to clubs in Vancouver, Calgary, Lachine, Que., Ottawa, Halifax, and any intermediate points.

....

W.G. Crawford, of Toronto, newly-elected president of the association, said “something would be done about helping out clubs in the Dominion.” [The Ottawa *Citizen*, July 30, 1949, p. 17]

Gabe Beaudry did not go to the British Empire Games in New Zealand. Second place in the Championship Singles was not good enough according to the Selection Committee. However, the CAAO agreed to authorize his entry if the Ottawa R.C. paid his

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way. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 15, 1949] Given the Club's financial plight as expressed by Des Bloom at the CAAO annual meeting, it is not surprising that the Club could not afford to send him.

Also at that meeting, the Executive Committee compiled a list of improvements which it wanted the Henley Aquatic Association to make. The three items on the list were:

1. Improved toilet facilities for the oarsmen.
2. Provision of a scale for the use of oarsmen beginning on Monday of Regatta week.
3. Provision of a float near the railway siding across the harbour from the boathouse to be used when launching shells to be rowed to the boathouse after they were unloaded from the baggage cars.

Although not included on the list, dredging the course was discussed. That also was to be brought to the attention of the HAA. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 15, 1949] For those keeping track, the course was last dredged, by Ontario Hydro, after the 1942 Regatta and before the 1943 Regatta.

1949

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The Forty-Fifth Royal Canadian Henley Regatta The Sixty-Eighth Regatta of the Canadian Association of Amateur Oarsmen July 26 to 29, 1950

At the spring meeting of the Executive Committee held in the King Edward Hotel, a revised formula for determining the Regatta Champion was presented by Jack Guest, Sr.. It was no less complicated than the original. The revision stressed winning, with the percentages given to non-winning crews reduced. In line with that philosophy, the number of points awarded for the Championship Singles and the Senior Eights were doubled. The winner of the former event would now get 20, and the winner of the latter would now get 80. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. April 1, 1950] The CAAO was making it clear that those were the premier events of the Regatta.

In response to a letter from the Henley Aquatic Association reminding the CAAO that the agreement between the two organizations was coming up for renewal in two years, it was decided to hold a meeting of the Executive Committee in the autumn to discuss this matter.

At the June meeting, an item relating to the financial assistance to crews travelling more than 160 km to the Regatta revealed that there was in place a “bonus rate of \$5.00 per man up to a maximum of twenty men.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. June 17, 1950] This was amended to be “increased to \$8.00 per man for this year only.” We can assume that the increase was in response to the Ottawa R.C.’s President, Des Bloom’s chastisement of the Association at the annual meeting in July. No reason is given for the one year limit.

There were more than 600 oarsmen at the 1950 Regatta. [The Toronto *Daily Star*, July 26, 1950, p.16] Although the press insisted on calling that a “record number,” [The St. Catharines *Standard*, July 27, 1950, p.26] that was about 200 fewer competitors than attended the 1949 Regatta.

One of the competitors was Dick McIntyre. He had won the High School Singles in 1944 for Roman Catholic H.S. in Philadelphia. He had also sculled for Vesper B.C. and Penn A.C., but he was now a student at the University of Washington, and was representing the Seattle Tennis Club. His interview with a reporter from the *Standard* must have gladdened the hearts of the CAAO Officers and Executive:

“I’ve rowed in regattas all over the continent, and I’ve talked to fellows who have rowed in Europe, and I think you’ve got [by] far the best regatta in the world right here. I love it,” said Dick. “Your course is always the same, where the U.S. National moves theirs around and you don’t know what to expect. The officials and the organization here are outstanding—they let you know when your race is on and make sure you’re there on time. And the hospitality of the Canadians is wonderful.” [The St. Catharines *Standard*, July 26, 1950, p.23]

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The best McIntyre could do was a second in the Junior Singes behind Dick Kremantz from Nereid B.C..

Except for Saturday, grandstand attendance was down throughout the Regatta, but the price of admission could not be blamed:

Wednesday - 25¢

Thursday - Children's Day - Adults 50¢. Children, 12 and under accompanied by a parent admitted free.

Friday - 50¢

Saturday - 75¢

There were also a few box seats available for \$1.00. [The St. Catharines *Standard*, July 27, 1950, p.15]

By way of comparison, hockey fans paid 50¢, \$1.00, or \$1.50 to watch a Junior playoff game at Maple Leaf Gardens between Barrie Flyers and St. Michael's Majors on March 1. [The Toronto *Daily Star*, February 28, 1950, p.10] Or, movie-goers paid a U.S. national average of 46¢ to see *Cinderella* or one of the other popular movies of the year. [<https://finance.yahoo.com/news/cost-movie-ticket-were-born-155153039.html>]

For the convenience of the spectators in the grandstand, "[a] shortwave radio boat following the races keeps up a running commentary which is amplified to the grandstand crowds so they know the progress of the race up the course." [The St. Catharines *Standard*, July 27, 1950, p.12]

As usual, Wednesday was a light day with light attendance. "Fully a half of the big stand was filled." [The St. Catharines *Standard*, July 27, 1950, p.26] That would mean about 1,750 were in the grandstand. The *Globe and Mail* reporter saw the size of the crowd differently:

Six events were run off under a scorching sun with hardly a breeze to ruffle the one-mile 550-yard course. Less than 200 spectators were in the finish-line grandstand and hundreds others gathered on the shores to catch a closer view of the proceedings. [The Toronto *Globe and Mail*, July 27, 1950, p.15]

Eight heats for four events were run off, as well as two finals, High School Singles, won for the second year in a row by Jack Guest, Jr., sculling for Etobicoke C.I., and Quarter-Mile Dash, 145-lb. Singles, won by Rudy Jezek from Ravenswood B.C..

Attendance doubled on Thursday to 400. [The Toronto *Globe and Mail*, July 28, 1950, p.15] However, the home-town reporter again saw the grandstand half full. [The St. Catharines *Standard*, July 28, 1950, p.20] That crowd saw Jack Guest, Jr. take his second medal, winning the Quarter-Mile Dash, Open Singles.

Guest's third medal came in the Association Singles on Friday. On his father's advice, he did not contest the Championship Singles on Saturday. Jack, Sr. thought that, although he had the size—88 kg and 193 cm—17-year-old Jack, Jr. was too young. Instead, Jack, Jr. combined with his 15-year-old brother, Don, to win the High School Doubles for Etobicoke C.I..

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Although seven secondary schools competed in the high school races, only two produced winners. Etobicoke C.I. took the two sculling events, while the St. Catharines C.I. won the three sweep events.

Attendance in the grandstand on Friday was estimated at 500. [The Toronto *Globe and Mail*, July 29, 1950, p.13]

Those spectators got to see a demonstration of the depth and breadth of the St. Catharines R.C. team. Three races—Intermediate Fours, Intermediate 145 and 155-lb. Fours—had only two boats in each, and both were St. Catharines crews.

Float planes taking off and landing in Port Dalhousie were common, and, on Friday, the “Leander four flew their stroke, Art Griffiths, from Toronto Island airport to Port Dalhousie harbour 30 minutes before he stepped into their shell for the first heat of the senior fours.” [The St. Catharines *Standard*, July 29, 1950, p.16] Leander won the heat.

Seating capacity in the 3,500 grandstand was taxed to the limit by the get-away-day attendance, who tendered rich, merited ovations to the victorious scullers, crews and champions. Adding color to the 68th renewal was the presence of the personnel of the Penance of Phila. champion eight of 1925, who celebrated their first reunion here Saturday and paddled an exhibition ¼-mile in proof that oarsmen never grow old. [The St. Catharines *Standard*, July 31, 1950, p.12]

That crew had achieved celebrity status, and were even accorded a photo in the *Standard*. Part of the photo caption reads:

They still talk about the 1925 Henley, when Penn A.C. of Philadelphia poured out its strength in a photo finish with Toronto Argos and took the Ned Hanlan Memorial Trophy to the United States for the first time. Saturday that famous crew were back at the Henley. In the morning they visited their old coach, Joe Wright, Sr., in Toronto, then hurried back to don over-size T-shirts of the Penn A.C. and climb into a shell. They suddenly realized they had not gone into training, and as they pulled away from the dock, they were ordered to throw away their cigarettes. [The St. Catharines *Standard*, July 31, 1950, p.10]

The caption contains one pardonable error; the Toronto crew that came second in 1925 was a University of Toronto, not an Argonaut crew. Since there was no finish-line camera in 1925, the reporter uses the image to stress how close the finish was.

After being restricted to Saturday events in 1949, CKTB sports announcer Rex Stimers was back covering the entire Regatta in 1950. And he had a lot of help. In addition to the spotter on a boat following the races, on the roof of the grandstand, he had “[p]owerful field glasses and several experts [who] make up the compliment of observers who feed information to Rex.” [The St. Catharines *Standard*, July 27, 1950, p. 27]

Bruce West, sports writer for the *Globe and Mail* made his annual trip to the roof of the grandstand to visit Stimers, and described him this way:

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When we saw Rex he was sitting up on the grandstand roof snarling into a battery of microphones and stripped to the waist like a stoker in the hold of a South African coaster. Rex has a way of doing for the Henley what . . . Foster Hewitt does for a Stanley Cup final. [The *Toronto Globe and Mail*, July 31, 1950, p.16.]

On Saturday, he once again described the Championship Singles and Senior Eights races to Canadian listeners from coast to coast, via the CBC. John B. Kelly, Jr. easily won the former for the fourth time in six years, and the West Side R.C. won the latter for the fourth time in a row, coming from behind to beat a New York A.C. crew by a mere 30 cm.

All the winners and times for the 1950 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1950 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

Using the revised formula to determine the Regatta Champion, CAAO Secretary John Murray declared the St. Catharines R.C. the winner of the Maple Leaf Trophy, for the second year in a row. Joe Perlove, *Toronto Star* Staff Correspondent summed up the difficulty of computing the points this way: "It would take seven accountants, Einstein and three Philadelphia lawyers to figure it out." [The *Toronto Daily Star*, July 28, 1950, p. 11]

Argonaut R.C.	(6/1)	Toronto, Ontario
Brockville R.C.	(4/0)	Brockville, Ontario
Don R.C.	(11/4)	Toronto, Ontario
Leander B.C.	(17/1)	Hamilton, Ontario
Ottawa R.C.	(1/0)	Ottawa, Ontario
St. Catharines R.C.	(30/9)	St. Catharines, Ontario
Winnipeg R.C.	(2/0)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(12/1)	Detroit, Michigan
Detroit R.C.	(11/0)	Detroit, Michigan
Ecorse R.C.	(1/0)	Ecorse, Michigan
Fairmount R.A.	(2/1)	Philadelphia, Pennsylvania
Maumee River R.A.	(1/0)	Perrysburg, Ohio
Nereid B.C.	(4/1)	Belleville, New Jersey
New York A.C.	(7/1)	New York, New York
Potomac B.C.	(1/0)	Washington, District of Columbia
Ravenswood B.C.	(4/1)	Long Island City, New York
Seattle Tennis Club	(5/0)	Seattle, Washington

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Undine Barge Club	(1/1)	Philadelphia, Pennsylvania
Vesper B.C.	(5/2)	Philadelphia, Pennsylvania
West Side R.C.	(20/4)	Buffalo, New York
Wyandotte B.C.	(12/0)	Wyandotte, Michigan

High school entries:

Canisius H.S.	(1/0)	Buffalo, New York
De La Salle H.S.	(3/0)	Detroit, Michigan
Etobicoke C.I.	(2/2)	Toronto, Ontario
Our Lady of Mount Carmel H.S.	(3/0)	Wyandotte, Michigan
St. Catharines C.I.	(5/3)	St. Catharines, Ontario
Technical H.S.	(2/0)	Buffalo, New York
Theodore Roosevelt H.S.	(4/0)	Wyandotte, Michigan

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1950 were the same as the ones elected in 1949:

Honorary President: Roy L. Byron, Ottawa

President: William G. Crawford, Toronto

1st Vice-President: S.M. Elliott, Lachine

2nd Vice-President: Jack Guest, Sr., Toronto

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Regatta Chairman: Richard L. Schram, Toronto

Executive Committee:

Retiring 1951: Jack A. House, St. Catharines, D. Huestis, and George Sprague, Jr., Ottawa, Cliff Shuttleworth, Hamilton. At some point, Claude Saunders took over Cliff Shuttleworth's seat on the Executive Committee.

Retiring 1952: Thomas R. Loudon, Ottawa, Joe Wright, Jr., Toronto, Les Callan, Vancouver, and Charles M. Adams, Lachine.

Retiring 1953: C.S. Riley, Winnipeg, and E.R. Phillips. [unconfirmed] [possible: F.J. Exner, Toronto, B. Hardy, Fort William, James R. Maclaren, Brockville]

Several items which had long-range consequences were discussed.

Representatives of the Brockville R.C. suggested adding another weight class: 135-lb.. Joe Wright, Jr. supported the idea because it would give smaller boys a chance to row. The idea was passed on to the Executive Committee.

While on the topic of lightweight oarsmen:

It was pointed out that too many coaches bring down heavyweight oarsmen to 145 lbs. [*the reporter probably meant 155 lbs.*] in order to get more wins. This was not the purpose of

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lightweight classes, and it was suggested that coaches should be recommended not to train boys down below normal weight. [The St. Catharines *Standard*, July 29, 1950, p.17]

It was not the first time the topic of oarsmen losing weight was discussed, and it would not be the last.

Also discussed, and referred to the Executive Committee, was the possibility of holding the final day of the Regatta on Sunday. Port Dalhousie, but not St. Catharines had approved Sunday sport. [The St. Catharines *Standard*, July 29, 1950, p.17]

There was also a suggestion that the Regatta be reduced to three days. Two arguments were given in support. One was the belief that grandstand crowds would increase, and the other was to help oarsmen who had to take time off work.

Joe Wright, Jr. pointed out that the CAAO was trying to make the Regatta bigger, and that would not be possible over three days. He even suggested that “[w]e may wind up with a five day regatta before long.” [The St. Catharines *Standard*, July 29, 1950, p.17]

There was a wide-ranging discussion about reducing the financial burden of oarsmen who missed a week of work. One club revealed that its cost for the week was \$1,000 to \$1,500. Another said its oarsmen were camping out in a railway car on a siding to save money. The buck was passed to the Henley Aquatic Association which was asked to arrange billets. Jack House related a horror story of a billet experiment: “[A] few years ago an attempt was made to provide a dormitory. A building was obtained but after the boys had left for the first season the place was a shambles and it had proved a costly experiment.” [The St. Catharines *Standard*, July 29, 1950, p.17] He was most likely referring to 1947 when the staff house of a new canning factory awaiting fall operations was turned over to 150 oarsmen. Although it was agreed that something should be done, nothing was.

During the week following the Regatta, Henry Bartlett Burgoyne died at the age of 65. Among the executive positions he had held in many organizations were, President of the Henley Aquatic Association for 26 years, from 1922 to 1948, and President of the CAAO in 1941 and 1942. The Burgoyne name was kept alive in rowing circles by Henry’s son, W.B.C. “Bill” Burgoyne who was then 2nd Vice-President of the Henley Aquatic Association, and who would go on to hold numerous executive rowing positions.

On October 18, Joe Wright, Sr. died. He was 86. He began rowing at the Bayside R.C., then, for 10 years, was Captain of the Toronto R.C.. He then moved to the Argonaut R.C.. He is alleged to have won 137 races as a competitor and coach. At CAAO Regattas, he won the Pair-Oars in 1889, 1893 and 1895 for the Toronto R.C., and in 1897, 1898 and 1900 for the Argonaut R.C.. In 1897, 1898 and 1901 he was in the winning Argonaut four. In 1898, he also won a medal in the eight. When the Regatta moved permanently to St. Catharines in 1903, his Argonaut crew won the Senior Eights race the first five times it was held. The 1904 eight also won a silver medal at the St. Louis Olympics, and his 1908 Argo eight won bronze at the London Olympics when he was 44 years old. After the 1908 Olympics, he turned to coaching at the Argonaut R.C.. In 1915, he accepted the coaching job at the University of Pennsylvania, where, until 1926 he had great success. While

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there, he introduced lightweight rowing in 1917. He spent two more years coaching at Penn A.C. before returning to the Argonauts.

Although he was gruff, and never shy about loudly and publicly berating his crews, and his son, he was generous when it came to helping other clubs when they needed equipment.

At the November meeting of the Executive Committee held at the King Edward Hotel, several issues which would reshape the Regatta programme were discussed. All the items came from the annual meeting in July. Member clubs were to be polled before final decisions were made on these items:

1. The possibility of having the Regatta end on a Sunday.
 2. The dropping of the present Intermediate Four-oared races.
 3. The restricting of the Regatta to a three-day limit with heats on the first morning if absolutely necessary.
 4. The introduction of a 135-lb. class in fours and eights, Junior only for the 1951 Regatta.
- [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 4, 1950]

While those items were discussed at some length, the purpose of the meeting was to decide the Association's bargaining position regarding its agreement with the Henley Aquatic Association which was due to expire on July 31, 1952.

The following day, representatives of the CAAO met with representatives of the HAA, and the CAAO presented its proposals to the HAA.

Another negotiation meeting was held at the Leander B.C. a month later, at which time the HAA presented its counter-proposals. [Canadian Association of Amateur Oarsmen. Meeting of the Joint Committees of the CAAO and HAA. Hamilton. December 10, 1950]

There were no further negotiations until 1951.

In December, the Canadian Press named the late Joe Wright, Sr., Canada's outstanding oarsman of the half-century. He beat Bob Pearce by one vote. [The Toronto *Globe and Mail*, December 22, 1950, p.17]

Meanwhile, in Lausanne, Switzerland, at its Ordinary Congress on August 30, *Le Fédération Internationale des Sociétés d'Aviron*, the governing body of international rowing, voted to accept "a proposal that women should race in singles, doubles, coxed fours and eights, and that the distance should be 1,000m. Exasperatingly, the *reasons* for this unanimous choice of distance were not recorded." [Rowing Story: A history of GB women's international rowing from 1951. <https://rowingstory.com/year-by-year/1951-1953/>]

This decision paved the way for national women's teams from Great Britain, France, Denmark, and Holland to compete against one another.

1950

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The Forty-Sixth Royal Canadian Henley Regatta The Sixty-Ninth Regatta of the Canadian Association of Amateur Oarsmen July 25 to 28, 1951

The March meeting of the Executive Committee was held at the King Edward Hotel. Some tentative plans for the 1952 Olympics in Helsinki, Finland were discussed, including a proposal to send the team by air, not boat. It was estimated that the cost per man would be \$800.

Some decisions were made about revamping the 1951 Regatta programme. Not all the changes suggested at the 1950 annual meeting and discussed in November were implemented. It would continue to be a four-day Regatta, and would not end on Sunday, but on Saturday, July 28. However, the three Intermediate four races were scrapped, and a new weight class, 135-lb., would debut with a Junior four and eight race.

The Committee also agreed on counter proposals to be presented in their negotiations with the Henley Aquatic Association. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 31, 1951]

That drama ended six weeks later, when the Executive Committee met at the King Edward Hotel, and after much discussion, agreed to the four items: (1) The new agreement would run for 20 years. (2) The payments by the HAA to the CAAO would be \$1,000 per year for the first five years, \$1,250 per year for the next five years, and \$1,500 per year for the last 10 years of the agreement. (3) Those payments were to be made by the end of each calendar year. (4) The HAA was to keep the course in satisfactory condition. Failure to do so "shall be grounds for review and possible cancellation of [the] agreement by the" CAAO. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. May 12, 1951] William T. "Doc" Tait, President of the HAA, was present at that meeting, and although the minutes do not say, he was probably there to discuss the agreement which was signed on May 15.

One more innovation was tried at the 1951 Regatta; a later starting time for Wednesday, Thursday and Friday races. "It was made at the suggestion of both Canadian and American rowing clubs to avoid the sun and heat." [The Toronto *Daily Star*, June 20, 1951, p.12] However, the *Globe and Mail* said it "was to attract larger crowds." [The Toronto *Globe and Mail*, July 24, 1951, p.18] Races were originally scheduled to begin at 5:00 p.m. on all three days, however, a large entry forced the CAAO to begin at 4:00 p.m..

In addition to having the programme start later in the day, the CAAO and Henley Aquatic Association tried to increase grandstand attendance by granting free admission to children under 12 in the hope of attracting families.

EXTRA HOUR OF RACES DAILY
Due to a record-breaking number of entries there will be an additional hour of races daily. Starting time is now 4 p.m. Wednesday, Thursday and Friday, 3 p.m. Saturday.



I'm Going to the
HENLEY REGATTA
with Mom and Dad
TONIGHT and TOMORROW
FREE! NIGHT 4-9 p.m.

ADMISSION — ADULTS
Evenings:
Box Seats—
Wed., \$1.00; Thurs., \$1.00;
Fri., \$1.25; Saturday, \$1.25
General Admission—
Wed., 50c; Thurs., 50c;
Fri., 75c; Sat., 75c.
Saturday Afternoon:
Box Seats \$1.25
General Admission ... 75c
Available from Mr. Stanley T.
Organ, Dominion Bank,
Queen Street

CHILDREN
WED. and THURS. EVENING
Children 12 and under,
accompanied by adults,
FREE!
FRIDAY EVENING and
SATURDAY AFTERNOON
Children 12 and Under, 50c

- **Support Your Crew**
Three Action-Packed Evenings
and Saturday Afternoon!
- **Over 700 Oarsmen**
- **World's Largest Regatta**
- **The Champions of America**
- **Bands**
- **Nation-wide Broadcasts**
- **Thrilling Races**

ROYAL CANADIAN HENLEY REGATTA COURSE, PORT DALHOUSIE

The St. Catharines *Standard*, July 25, 1951, p.4

So, how was the 4:00 p.m. start received?

From a first-night standpoint, the innovation of twilight racing was proving successful. Although only 400-odd spectators were in the grandstand, officials claimed this was a larger attendance than on previous opening days. And the water was calmer than it had been in years. [The Toronto *Globe and Mail*, July 26, 1951, p.15]

Heat and humidity were problems on Thursday:

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Not even the slightest suggestion of a breeze rippled the calm waters of the Old Welland Canal course for the second day's events. With the temperatures in the high eighties and the humidity terrific, it was hardly good rowing weather. [The Toronto *Globe and Mail*, July 27, 1951, p.16]

Don Guest, Jack, Jr.'s younger brother made an attempt to emulate his brother's wins in the High School Singles for Etobicoke C.I., but he stopped, exhausted, before the finish line. The race was won by 10 open lengths by a new phenom, 16-year-old Walter Hoover, Jr. from Grosse Pointe H.S..

It was not an auspicious start for the Guest brothers. Don was badly outclassed and did not finish the High School Singles on Wednesday, and on Thursday, Jack missed the water with his right scull during a stroke and fell out of his shell in the Quarter-Mile Dash, Open Singles, and he too did not finish. On the positive side: "For the spectators Guest's spill was the highlight of the second day of the 69th annual henley [sic]—the world's largest rowing classic." [The Toronto *Daily Star*, July 27, 1951, p.11] Earlier in the year, he had attempted to duplicate his father's 1930 win in the Diamond Challenge Sculls at the Henley Royal Regatta, but had been eliminated in the first round.

Joe McIntyre from the Seattle Tennis Club who won the Quarter-Mile Dash, Open Singles, was one of three brothers competing. Chuck or Charlie, and Dick or Richard, were the others. They all went home with a medal; Charlie and Dick won the Senior Doubles race on Saturday.

Walter Hoover, Jr. won his second race, the Junior Singles, on Thursday. He had lived in Henderson, Nevada, until the end of 1950, and was being coached by his father at the Detroit B.C.. Walter, Sr. won the Senior Quarter-Mile Dash, and Championship Singles for the Undine Barge Club at the 1926 Canadian Henley.

The CAAO was happy with the late start on Thursday. Temperatures and humidity were uncomfortably high during the day—one of the reasons for running the races later—and "comparative attendance for the two opening days are increased fully 100 percent over 1950," [The St. Catharines *Standard*, July 27, 1951, p.18] - the second reason for running the races later.

Heat was not a problem on Friday; rain was. "Rain began to fall less than half an hour after this evening's events began and continued until the last final had been completed." [The Toronto *Globe and Mail*, July 28, 1951, p.15]

Although they had only 30 competitors, the Don R.C. had some strong crews. Clif Boston and Reggie Dubiel won the Junior 145-lb. Doubles on Thursday and took the Junior Doubles on Friday. That was Dubiel's second win on Friday. He also stroked the Don R.C. crew which won the first race of the day, the Junior 145-lb. Eights. That was the first win by a Don R.C. eight since 1937 when they won the Junior Eights. Dubiel was moved to stroke seat days before the Regatta when regular stroke-man, Jack Tipping, developed pneumonia. Added to that crew was Walt Thornborough, who also stroked the 155-lb. four to victory in both the Junior and Senior 155-lb. Fours. The coxie of the eight was future Canadian Amateur Rowing Association President, Rodger Sellars. Jack

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Guest, Jr.'s win in the Championship Singles made it six wins for the Don R.C. and gave them second place in the points race. Most of the team "lived in a box car on a siding near the course for the Henley's four days." [The Toronto *Globe and Mail*, July 30, 1951, p.21]

The new 135-lb. class proved to be an immediate hit. The fours race on Thursday had four entries, as did the eights race on Friday. West Side R.C. won the inaugural Junior 135-lb. Fours race, and Argonaut R.C. won the first Junior 135-lb. Eights race.

Michael J. Broderick, President of the West Side R.C. had a lot to celebrate during Henley week. His crews dominated the points race, he was made a life member of the CAAO at the annual meeting, and he marked his 73rd birthday. He was the guest of honour "at a complimentary dinner tendered him at Hotel Welland by his own club, in which CAAO officials participated in appreciation of his attendance at 40 annual Canadian Henleys." [The St. Catharines *Standard*, July 30, 1951, p.12]

Radio coverage of Saturday's races not only included local station CKTB's broadcast by Rex Stimers from 2:00 to 5:00 p.m., but CBL, the CBC affiliate in Toronto, had doubled its time to an hour, in two time slots: 3:00 to 3:30 p.m. and 4:00 to 4:30 p.m.. [The Toronto *Globe and Mail*, July 28, p.9] The earlier slot covered the Senior 155-lb. Eights, which included an Argonaut crew, and the High School Fours. The later slot, as usual, featured the Championship Singles, and the Senior Eights. Don R.C.'s Jack Guest, Jr., easily won the single, while West Side R.C. took the eight for the fifth year in a row. Guest's only competition was Bob Williams from the Leander B.C..



It was rather unfortunate for the packed stand of over 3500, plus thousands that lined the banks of Henley water, that Bob Williams of Leander could not provide more fitting competition. The Guest power was all too evident and the time [8:18.2] fairly indicated the lack of competition. Had Joe McIntyre of Seattle not scratched and made it a two-boat race, the fan appeal would have increased appreciably. [The St. Catharines *Standard*, July 30, 1951, p.12]

John B. Kelly, Jr., four-time winner of the Championship Singles, was "on active service with the United States Navy," [The St. Catharines *Standard*, July 24, 1951, p.14] and did not compete.

Jack Guest, Sr. had won the Championship Singles in 1929.

Rex Stimers, who was an unapologetic supporter of all St. Catharines sports teams, had little time to settle in on Saturday before the first race, the Senior 145-lb. Eights, came down and was won by his favourite club. The pictured medal was won by a member of that crew, Paul Phelan.

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Stimers had plenty of help in 1951. On the roof of the grandstand with him were Denny Crothers, Jack Dawson and John Size. [The St. Catharines *Standard*, July 27, 1951, p.20]

All the winners and times for the 1951 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1951 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

The West Side R.C. won the Maple Leaf Trophy, emblematic of the Regatta points championship. Bob Fulford called the scoring system “indescribably weird.” [The Toronto *Globe and Mail*, July 26, 1951, p.15]

Argonaut R.C.	(9/2)	Toronto, Ontario
Brockville R.C.	(5/0)	Brockville, Ontario
Don R.C.	(21/6)	Toronto, Ontario
Fort William R.C.	(6/1)	Fort William, Ontario
Leander B.C.	(11/2)	Hamilton, Ontario
Ottawa R.C.	(4/0)	Ottawa, Ontario
St. Catharines R.C.	(19/1)	St. Catharines, Ontario
St. Mary's River B.C.	(1/0)	Sault Ste. Marie, Ontario
Winnipeg R.C.	(4/0)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(1/0)	Philadelphia, Pennsylvania
Detroit B.C.	(14/3)	Detroit, Michigan
Detroit R.C.	(7/0)	Detroit, Michigan
Ecorse R.C.	(6/0)	Ecorse, Michigan
Fairmount R.A.	(1/0)	Philadelphia, Pennsylvania
Lincoln Park B.C.	(2/0)	Chicago, Illinois
Malta B.C.	(1/0)	Philadelphia, Pennsylvania
Minneapolis R.C.	(6/1)	Minneapolis, Minnesota
New York A.C.	(1/0)	New York, New York
Old Dominion B.C.	(2/0)	Alexandria, Virginia
Seattle Tennis Club	(5/2)	Seattle, Washington
Undine Barge Club	(3/2)	Philadelphia, Pennsylvania
Vesper B.C.	(3/0)	Philadelphia, Pennsylvania
West Side R.C.	(24/7)	Buffalo, New York
Wyandotte B.C.	(8/0)	Wyandotte, Michigan

High school entries:

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Canisius H.S.	(3/0)	Buffalo, New York
De La Salle H.S.	(3/1)	Detroit, Michigan
Ecorse H.S.	(5/2)	Ecorse, Michigan
Etobicoke C.I.	(1/0)	Toronto, Ontario
Grosse Pointe H.S.	(1/1)	Grosse Pointe, Michigan
Lower Merion H.S.	(1/0)	Philadelphia, Pennsylvania
St. Catharines C.I.	(3/1)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(2/0)	Wyandotte, Michigan

Because of Friday evening races, the annual meeting of the CAAO was held on Friday morning at the Hotel Leonard.

Two of the Officers elected for 1951, the President and First Vice-President came directly from the Executive Committee, and did not advance through the ranks:

Honorary President: William G. Crawford, Toronto

President: Jack A. House, St. Catharines

1st Vice-President: Joe Wright, Jr., Toronto

2nd Vice-President: Jack Guest, Sr., Toronto

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto. When Arthur Carter suffered a heart attack in the fall, his brother, Fred H. Carter was appointed Acting Treasurer.

Regatta Chairman: Richard L. Schram, Toronto

Acting Curator of Trophies: Jack A. House, St. Catharines

Executive Committee:

Retiring 1952: Les Callan, Vancouver, Charles M. Adams, Lachine, and Harry E. Kaysmith, Toronto.

Retiring 1953: C.S. Riley, Winnipeg, F.J. Exner, Toronto, B. Hardy, Fort William, and James R. Maclaren, Brockville.

Retiring 1954: Claude Saunders, Hamilton, F.F. "Ted" Nelson, St. Catharines, and George Sprague, Jr., Ottawa.

At the meeting, it was decided to remove the Senior Pair Oars from the 1953 programme, and to add another 135-lb. event, a Junior single.

On August 8, William T. "Doc" Tait, President of the Henley Aquatic Association, passed away.

The December meeting of the Executive Committee held at the King Edward Hotel spent a great deal of time discussing the logistics of sending the Canadian team to the 1952 Olympics. The entire Canadian team was flying in early July, but if the rowing equipment was going to be shipped, it would have to leave Montreal by May 15. However, the trials were on June 14. The CAAO opted to have equipment built in Europe

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and shipped to Helsinki by July 15, six days before the rowing competition was scheduled to begin. "Approximate costs would be;- Eights - \$1,000.00; Fours - \$750.00; Doubles - \$500.00 and oars approximately \$25.00 each." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. December 1, 1951] The CAAO would underwrite the cost of the new equipment. Presumably, the clubs whose men used the equipment would reimburse the Association. Those clubs would also be responsible for raising \$300 per man to cover part of the expenses. The Canadian Olympic Association now estimated that the total cost per man would be \$1,000.

Long-time CAAO Treasurer, Arthur Carter, died on December 18. He had held the position since 1931.

1951

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The Forty-Seventh Royal Canadian Henley Regatta The Seventieth Regatta of the Canadian Association of Amateur Oarsmen July 23 to 26, 1952

The year began with some good news. Three of the scullers whose names were submitted by the CAAO for inclusion in the Amateur Athletic Union of Canada Hall of Fame, were accepted. They were Lou Scholes, Joe Wright, Jr., and Jack Guest, Sr.. All were winners of the Diamond Challenge Sculls. The fourth Canadian winner, Bob Pearce, was not accepted because he was born in Australia. [The Toronto *Globe and Mail*, January 14, 1952, p.20]

Since 1952 was an Olympic year, there was no shortage of drama. The CAAO had decided to have a double, a four, and an eight built and shipped to Helsinki. Instead of having the shells built in Europe, as originally proposed, Gordon Jennens, in Kelowna, British Columbia, was chosen to build them, but the Jencraft boathouse suffered some damage in the spring. Nevertheless, the company promised to deliver the shells on time, in spite of time lost. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. April 19, 1952]

In June, Canada's hope in the Single Sculls, Jack Guest, Jr., had to retire for the rest of the season because of a "congenital malformation of one of the lower vertebrae." [The Toronto *Globe and Mail*, June 4, 1952, p.19] The only other Canadian sculler of note, Bob Williams from the Leander B.C., had moved to Winnipeg to train with Derek Riley. They were going to contest the double at the trials. [The Toronto *Daily Star*, June 4, 1952, p.13] They won the trials, and went to England to race at the Henley Royal Regatta. Using borrowed equipment, they lost their first heat. The other crews who were selected at the trials, the Leander B.C. four, and Argonaut R.C. eight made preparations to fly via B.O.A.C. to Helsinki on July 5.

Meanwhile, the saga of the Canadian Olympic rowing equipment was unfolding. The equipment had to be in Montreal for June 17 to be shipped by boat. However, the new Jencraft shells, and the truck carrying them from Kelowna, were missing:

"When they didn't arrive by June 14, rowing Olympic trial date at St. Catharines," said Paddy Cline, Hamilton, coach of the four-oared crew," we got in touch with Royal Canadian Mounted Police and provincial police across Canada in an effort to locate the truck on which they were being sent east. But no one could locate it.

"We then crated shells used in the Olympic trials, got them off fast to Montreal to hit the sailing date." [The Toronto *Globe and Mail*, July 9, 1952, p.14]

The shells made it to Montreal in time to be loaded, and the ship departed, however:

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A North Atlantic storm has practically washed out any chance Canada had in Olympic sculling and rowing.

Officials here [Helsinki] were told today that a ship from Montreal carrying double sculls, four and eight-oared shells, bumped into a North Atlantic hurricane that bashed the shells “beyond repair.” [The Toronto *Globe and Mail*, July 9, 1952, p.14]

Automobiles secured in the hold of the ship broke loose during the storm and all but destroyed the rowing equipment.

There was some thought given to shipping the Jencraft shells, now being used by Argonaut R.C. crews, by air, but the estimated \$20,000 cost was prohibitive. The Royal Canadian Air Force was approached to fly the shells (presumably for free) but a spokesman for the RCAF said that was not possible.

In the meantime, the Canadian four and eight in Helsinki were using equipment borrowed from a Finnish club. The double was scrambling to find a boat.

Three days later, things had changed. The Canadians had found a suitable double to borrow from a club in Stockholm, Sweden. And, the Jencraft shells were *en route* by rail to Montreal, to be loaded aboard a Royal Dutch air freighter, “but officials had no idea how they were going foot the \$4,000 transportation bill.” [The Toronto *Daily Star*, July 12, 1952, p.10]

Things finally got settled three days later. The KLM air freighter was delayed crossing the Atlantic from Europe to New York, and although the shells were in Montreal, the plane would not pick them up until the 16th at the earliest, and they would not get to Helsinki until the 18th. With the Olympics set to open on the 19th, and the rowing to begin on the 20th, a decision had to be made: given the short time to get used to new equipment, should they be sent? When Tom Alison, the team’s equipment manager in Canada, told Fred Carter, the team’s manager in Helsinki, what was happening, Carter let the crews decide. They opted to use the borrowed Swedish equipment. “The Swedish craft had been re-rigged from the European portside style [with the stroke-man on the port side] to the Canadian-type starboard position [with the stroke-man on the starboard side].” [The Toronto *Daily Star*, July 15, 1952, p.14] The Jencraft shells were returned to Toronto.

Given that the Canadians were competing against the best in the world using borrowed equipment, it was no surprise that they did not advance to the finals.

Because the Henley Regatta had become permanently fixed in Port Dalhousie in 1903, 1952 was the 50th or golden anniversary of that occasion, and that fact played a prominent role in the advertising. However, it was the 47th Regatta in Port Dalhousie, because there had been no Regatta in 1916, 1917, and 1918.

A new piece of equipment made its appearance at the finish line. A Polaroid Land Camera was rented and operated by Ted Nelson. It was meant to help the judges when the finish was very close. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Ottawa. June 28, 1952] The camera, which produced sepia-colored prints in about a minute, had only been available since the end of 1948. In 1952, it was still cutting edge technology.

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Another new piece of equipment—a boat trailer—put an end to a long, unique practice at the West Side R.C..

The section of this history on the 1920 Regatta contains a passage from Carlton J. Flynn's *West Side Oars: A History of the West Side Rowing Club, 1912-1948*, in which he describes loading shells onto a flatbed rail car in Buffalo, which was then taken to Port Dalhousie with the oarsmen riding along.

That practice evolved over the years. James Schaab, Past President of the West Side R.C., and the Club's historian sent the following:

We never used a flatbed railcar. There was too much wind. We used a horse freight car because they were the only cars long enough to house an 8 at 60 feet. The rail car was pulled off the main tracks [in Canada] and the guys who were carpenters from the club, (my grandfather Jim was one of several) would go over ahead of the crews and build racks for the shells inside the car. Usually we took 3 eights and 2 ,4s+ & 2,4s-.

It cost \$50 more if we loaded in the USA. The crews would row through the locks at the end of the [Black Rock] canal then row like hell across the Niagara River landing by the International Railway Bridge on the Canadian shore. Then disembark and walk the shells to the freight car, load the boats and walk back over the railroad bridge back to the club. This practice stopped in 1952 when we bought our first trailer.

My Dad [Thorman "Doc" Schaab] said that the hard part was when they rowed through the locks and into the river they had to row as hard as they could up stream along the shore, against the current in order to get up stream far enough so when they started to cross they didn't go past the railroad bridge.

For young boys 14-18 and light weights it has been described as a "passage into manhood." [Schaab, James. "RE: West Side Rowing Club Canadian Henley Regatta 1921." Message to Stan Lapinski. March 15, 2021. Email.]

The Niagara River can flow as fast as 19 km/h [https://en.wikipedia.org/wiki/International_Railway_Bridge] hence the need to get up stream before crossing. The width of the river at that point is about 800 m.

There was no extra fee for the return trip, so after Henley, the shells were loaded back onto the same freight car in Port Dalhousie and returned to Buffalo.

Evening races had been a hit in 1951, and the schedule was kept for 1952:

Formerly, oarsmen rowed in the hottest hours of the afternoon from 2 to 6 p.m., with temperatures ranging as high as 90 degrees in the stands and to rowers, the water-reflected heat often went to 100 degrees. Patrons also favor the later-hour events and attendance is much augmented, with the Henley program running from 4 to 9 p.m. on Wednesday, Thursday, Fridays [sic] and from 3 to 6 p.m. on Saturday. [The St. Catharines *Standard*, July 23, 1952, p.17]

The last streetcar trip from St. Catharines to Port Dalhousie was made on March 2, 1950, after which buses took over the routes. Capitalizing on the fact that buses ran every 15 minutes to Port Dalhousie and went down Main Street past the grandstand, advertisements for the Regatta proclaimed in bold capital letters, "BUSES DIRECT TO

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REGATTA!" [The St. Catharines *Standard*, July 23, 1952, p.23] This was another enticement to attract spectators to the grandstand.

Winds and rough water played havoc with starts on Wednesday. "Several races had to be restarted when boats drifted together or cross-currents threw the shells into each other." [The Toronto *Daily Star*, July 24, 1952, p.18] In spite of the strong tail wind, there was only one crab reported, but all the competitors remained in their boats. However, steering in the Junior straight four heats was erratic.

The Quarter-Mile Dash, 145-lb. Singles was won for the fourth time by fireman, Joe Angyal, from the New York A.C.. "Joe used his own boat which had been damaged when it blew off the top of his car only eight miles from Port Dalhousie. He had repaired it, but it still shipped water." [The St. Catharines *Standard*, July 24, 1952, p.19]

The other final on Wednesday, the High School Singles, was won by Don Guest, sculling for Etobicoke H.S..

On Thursday, he emulated his older brother Jack, who, in 1951, missed a stroke and fell out of his shell in the final of the Quarter-Mile Dash, Open Singles. Eight strokes into the final of the Junior Singles, one of Don's sculls hit a submerged log and he was thrown out of his boat. [The Toronto *Daily Star*, July 25, 1952, p.16] Jack, Jr. learned of his brother's mishap while lying on a hospital bed, listening to radio reports. Don was not only copying his brother, but his father, who, at the 1929 Regatta, also missed a stroke and was thrown out of his shell in the final of the Senior Quarter-Mile Dash. The 1952 Junior Singles was won by newcomer, Eugene Loveless from the New York A.C..

Thursday was a significant day in the history of the Regatta. Although the first race of the day, the first heat for the Quarter-Mile Dash, Open Singles, was started 15 minutes late, an unprecedented 35 heats and finals were run, with the last race, the final of that dash starting promptly at the advertised time of 8:00 p.m.. The winner of the Quarter-Mile Dash, Open Singles was Gabby Beaudry of the Lachine R.C., formerly known as Gabe Beaudry of the Ottawa R.C..

Two row-overs marred Friday's programme. In the High School Doubles, Don Guest got his second high school medal of the Regatta—having won the High School Singles on Wednesday—when he teamed up with novice, Len Stephan, and won for Etobicoke C.I.. Forty-five minutes later, Jim Hewson and Richard Mazierski paddled down the course alone to win the Senior Pair-Oars for the West Side R.C.. The popularity of the event had again fallen off, and it would be removed from the programme, not to return until 1965.

The High School Fours, and Fours (Coxswain) races which had been $\frac{3}{4}$ of a mile, were lengthened to a mile, the same distance as the other high school races. The High School Fours was also given a new trophy, the W.T. Tait Memorial Trophy, in honour of "Doc" Tait, late President of the Henley Aquatic Association who had died the previous August. The first winners were an Allen Park H.S. crew from Allen Park, Michigan.

Again in 1952, Toronto CBC affiliate, CBL, devoted an hour of air time on Saturday to Henley coverage: 3:00 to 3:30 p.m. followed by half an hour of "Music of Mozart," then 4:00 to 4:30 p.m.. [The Toronto *Daily Star*, July 25, 1952, p.18] It was Rex Stimers'

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seventeenth year of covering the Regatta for St. Catharines radio station, CKTB. Assisting him on the grandstand roof were Tommy Garriock, Jack Dawson and John Morrison.

“Finishes on get-away days [sic] were super-thrills and appreciated by the jam-packed stand of 3,500, augmented by perhaps 5,000 more who viewed the 70th Henley from various observation points.” [The St. Catharines *Standard*, July 28, 1952, p.14]

Saturday’s schedule of events was changed from the schedule of previous years. The High School Eights, which had been near the end of the programme for years, was the first race of the day, and two new races, the Senior 135-lb. Eights and Fours, were added. The high school event and the Calder Cleland Memorial Trophy was won by the St. Catharines C.I. for the fourth year in a row. The inaugural Senior 135-lb. Eights was won by a West Side R.C. crew which also won the new Michael J. Broderick Memorial Trophy, named for the late President of the West Side R.C. who had passed away the previous fall. A St. Catharines R.C. crew won the first Senior 135-lb. Fours event. The *Standard* is surprisingly candid about that crew’s weight loss. They “once rowed 155, then down to 145 and in the last four days, ‘boiled down’ to the 135 class, which paid off, plus their past experience.” [The St. Catharines *Standard*, July 28, 1952, p.14] It was this kind of extreme weight-loss that the CAAO was trying to discourage.

A West Side R.C. crew won the Senior Eights race, for the sixth year in a row.

The Championship Singles race was run without Canada’s and the United States’ best scullers. Jack Guest, Jr. was in hospital being treated for his back ailment, and John B. Kelly, Jr. was in Helsinki, representing the United States. The race was won by lightweight Joe Angyal from the New York A.C.. It was his ninth Henley win.

All the winners and times for the 1952 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1952 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

The two Argonaut R.C. wins were by the same 145-lb. eight, which won the Junior on Friday and the Senior on Saturday.

The West Side R.C. won the Maple Leaf Trophy, emblematic of the Regatta points championship for the second year in a row. The Honourable Charles Daley, Minister of Labour in the provincial government, presented the trophy to West Side R.C. President, John Doerr.

Argonaut R.C.	(10/2)	Toronto, Ontario
Brockville R.C.	(3/1)	Brockville, Ontario
Don R.C.	(20/2)	Toronto, Ontario
Lachine R.C.	(2/1)	Lachine, Quebec
Leander B.C.	(10/1)	Hamilton, Ontario
Ottawa R.C.	(4/1)	Ottawa, Ontario
St. Catharines R.C.	(27/3)	St. Catharines, Ontario

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American entries came from:

Detroit B.C.	(8/3)	Detroit, Michigan
Detroit R.C.	(4/0)	Detroit, Michigan
Ecorse R.C.	(20/0)	Ecorse, Michigan
Lincoln Park B.C.	(1/0)	Chicago, Illinois
Malta B.C.	(2/0)	Philadelphia, Pennsylvania
Minnesota B.C.	(5/1)	St. Paul, Minnesota
Nereid B.C.	(9/0)	Belleville, New Jersey
New York A.C.	(14/4)	New York, New York
Old Dominion B.C.	(4/0)	Alexandria, Virginia
Undine Barge Club	(1/0)	Philadelphia, Pennsylvania
Vesper B.C.	(1/1)	Philadelphia, Pennsylvania
West Side R.C.	(25/9)	Buffalo, New York
Wyandotte B.C.	(8/0)	Wyandotte, Michigan

High school entries:

Allen Park H.S.	(2/1)	Allen Park, Michigan
Bishop Timon H.S.	(1/0)	Buffalo, New York
Ecorse H.S.	(2/0)	Ecorse, Michigan
Etobicoke C.I.	(2/2)	Toronto, Ontario
Hamilton h.s. [not named]	(1/0)	Hamilton, Ontario
Lachine H.S.	(2/0)	Lachine, Quebec
Lafayette H.S.	(1/0)	Buffalo, New York
Nutley H.S.	(1/0)	Nutley, New Jersey
Our Lady of Mount Carmel H.S.	(2/1)	Wyandotte, Michigan
St. Anthony H.S.	(1/0)	Detroit, Michigan
St. Catharines C.I.	(3/1)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(3/0)	Wyandotte, Michigan

The annual meeting of the CAAO was held on Friday morning at the Hotel Leonard.

The Officers elected for 1952 were:

Honorary President: Jack A. House, St. Catharines

President: Joe Wright, Jr., Toronto

1st Vice-President: Jack Guest, Sr., Toronto

2nd Vice-President: Claude Saunders, Hamilton

Secretary: John L. Murray, Kingston

Treasurer: Fred H. Carter, Toronto

Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Chapter 5: 1931 to 1963: A New Era

Fred Carter became Treasurer for the second time. A former Don R.C. sculler, he first held the position in 1914, 1915, 1919 and 1920. When he had to relocate for business, his brother Charles took over (1921 to 1930). Charles was followed by another brother, Arthur (1931 to 1951). At Arthur's death, Fred assumed the position again.

Executive Committee:

Retiring 1953: C.S. Riley, Winnipeg, F.J. Exner, Toronto, B. Hardy, Fort William, and James R. Maclaren, Brockville.

Retiring 1954: George E. Flannery, F.F. "Ted" Nelson, St. Catharines, and George Sprague, Jr., Ottawa.

Retiring 1955: Les Callan, Vancouver, Charles M. Adams, Lachine, and Harry E. Kaysmith, Toronto.

The Executive Committee met in November at the King Edward Hotel. One item on the agenda had lasting significance. Two Leander R.C. representatives, Claude Saunders and George Flannery, moved and seconded that the CAAO approve the formation of the Central Ontario Rowing Association. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 8, 1952] The CORA, like the Eastern Rowing Association, would organize regattas to give crews and scullers an opportunity to compete before the Henley.

1952

Chapter 5: 1931 to 1963: A New Era

The Forty-Eighth Royal Canadian Henley Regatta The Seventy-First Regatta of the Canadian Association of Amateur Oarsmen July 22 to 25, 1953

The biggest item discussed at the March meeting of the CAAO Executive Committee was the offer of a \$5,000 donation by the Atlas Construction Co. "towards the construction of a rowing pool in or near Toronto for the purpose of affording winter training." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 21, 1953] The offer prompted "considerable discussion," and a committee was formed to follow up. Also at that meeting, it was decided to call the 1953 Regatta the "Coronation Regatta" to commemorate the coronation of Queen Elizabeth II who was to be crowned on June 2. Finally, to assist officials in identifying oarsmen who were being weighed in, and getting into shells, clubs were instructed to include a signed passport photo of each competitor with their entry forms. This would discourage clubs from having light oarsmen weighed in place of competitors who might not make weight. It would also make it easier to pick out Senior oarsmen who might be trying to row in Junior events. Identification photos were already being used at the Henley Royal Regatta, Olympic Games, and British Empire Games. [The Toronto *Globe and Mail*, July 6, 1953, p.18]

In addition to organizing the Henley Regatta from Wednesday, July 22 to Saturday, July 25, the Henley Aquatic Association had some other regattas to run. First, on June 1, the day before the coronation of Queen Elizabeth II, it hosted the Coronation Regatta (not to be confused with the 1953 Canadian Henley which was also called the Coronation Regatta). Five days later, the Canadian Secondary Schools Rowing Association held its Championship Regatta. Then, on June 20, the first regatta sponsored by the newly-formed Central Ontario Rowing Association was held, also on the Henley course. That organization had been founded by the Argonaut, Don, Leander, and St. Catharines clubs.

Argonaut R.C. coach, Harry Kaysmith, explained the rationale for the formation of the new association:

It has long been recognized by the officers of these clubs that to have more success at our own Henley and at other international regattas we must have more competition, preferably among our own local clubs where the cost of transporting our shells is not too great.



Chapter 5: 1931 to 1963: A New Era

[The Toronto *Globe and Mail*, June 20, 1953, p.16]

The report of the committee that looked into the offer of the Atlas Construction Co. to donate \$5,000 towards the construction of an indoor rowing pool was presented at the July meeting of the Executive Committee:

It is the opinion of the committee that the cost of such a pool is prohibitive at the present time, and that hydraulic rowing machines would be much cheaper and almost as satisfactory for the purpose. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 4, 1953]

It was an idea that was ahead of its time.

The minutes of that meeting also reveal the details of the insurance settlement for the shells which were destroyed *en route* to Helsinki. The Winnipeg R.C. received \$739.00 for the loss of its double and sculls; the Leander B.C. received \$1,139.00 for the loss of its four and oars; the Argonaut R.C. received \$2,460.32 for the loss of its eight and oars. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 4, 1953] No mention is made of who paid for the Jencraft shells, and what club was using them.

The 1953 Regatta was another big one. There were more than 800 oarsmen from 15 clubs competing. [The Toronto *Globe and Mail*, July 22, 1953, p.16]

Before the first race, at 5:00 p.m. on Wednesday, "Mayor R.M. Johnston of Port Dalhousie, officially declared the 71st renewal open, before a sparse stand of around 200 fans, mostly late meet competitors." [The St. Catharines *Standard*, July 23, 1953, p. 21]

Competitors were subjected to a new protocol on the dock. "To prevent 'ringers' from taking to shells after some lighter man had taken their name to weigh in for a lighter crew, all oarsmen at this year's Henley regatta must present 'passport' photos to officials who check them as they enter their shells for their races." [The St. Catharines *Standard*, July 23, 1953, p.21] One of the Assistant Clerks of the Course checked the crew personnel against the photos in his binder before the crew left the dock.

The Wednesday schedule of events was changed slightly. The Quarter-Mile Dash, 145-lb. Singles was moved to the Saturday programme. It had been one of two finals on Wednesday since 1947, when the fourth day was added. In its place, a new event, the Junior 135-lb. Singles, was added. The first winner was 15-year-old Bob Houston from the New York A.C..

The other final on Wednesday was the High School Singles which featured three sons of three Diamond Challenge Sculls winners: Don Guest, sculling for Etobicoke C.I., and Jon Pearce, sculling for Westdale S.S., were the sons of Jack Guest and Bob Pearce, but the winner of the event was Walter Hoover, Jr., sculling for Grosse Pointe H.S.. His father had won the Diamond Challenge Sculls in 1922. Walter, Jr. missed the 1952 Henley because he was in Helsinki representing the United States in the Double Sculls with Detroit B.C. teammate Pat Costello.

Chapter 5: 1931 to 1963: A New Era

The wind which sprang up at around 6:00 p.m. on Thursday delayed races as much as 30 minutes and contributed to the re-scheduling of the two heats for the Junior 155-lb. Fours to Friday before the start of the finals. Another contributing factor was having to move competitors from eights into those fours. Under the conditions, it was decided to run the heats on Friday.

The final race on Thursday was the High School Eights which had been moved from Saturday's programme. The Calder Cleland Memorial Trophy, now valued at \$10,000, [The Toronto *Daily Star*, July 21, 1953, p.14] was won for the fifth year in a row by the St. Catharines C.I..

A future rowing coach at the St. Catharines C.I. (and future President of the CAAO) was covering the Regatta for Canadian Press. Craig Swayze's name appears in by-lines connected to Henley stories for the first time.

Rex Stimers covered the races on all four days of the Regatta, and he had a lot of help on his CKTB radio broadcasts.

Hear Rex Stimers with a colourful stroke-by-stroke account of the thrilling races. Hear Tommy Garriock, John Morrison, Dave Wilson and Jack Dawson with interviews, impressions and views of many of the world's rowing "greats." [from a CKTB advertisement. The St. Catharines *Standard*, July 24, 1953, p.11]

Rowing fans who tuned into Toronto radio station CBL at 3:00 p.m. on Saturday, may have been surprised to discover that the order of events had been changed from the order which had been used for several years. The first half hour of coverage included the Senior Doubles which was won by John B. Kelly, Jr. and Chuck McIlvaine from the Vesper B.C., and the Senior 145-lb. Eights, won by the Detroit R.C. [*not* B.C.], the same crew that had won the Junior 145-lb. Eights. The second half hour from 4:00 to 4:30, featured the Senior 145-lb. Doubles, won by New York A.C., and the Senior 145-lb. Fours, won by the West Side R.C.. Every race heard by Canadian listeners of the Toronto radio station was won by an American crew. Those listeners might have asked themselves, "What about the Champ Single and the Senior Eight? They're always broadcast." Not in 1953. The Championship Singles was the first race after CBL returned to regularly-scheduled programming. It was won by John B. Kelly, Jr., his second win of the afternoon. And the Senior Eights was now the last race of the day, and it too was won by Vesper B.C., with John B. Kelly, Jr. stroking the crew; his third medal of the afternoon. That was a feat which would not have been possible in previous years since the Single and the Eight had been back-to-back. Vesper's win in the Senior Eights meant that West Side's string of wins in that event ended at six.

Because of currents, winds and a fixed starting line used by all boats regardless of length, record times meant little. However, the press enjoyed writing about them. As a result, "two epoc-making [sic] episodes" [The St. Catharines *Standard*, July 27, 1953, p. 13] are covered in some detail.

Chapter 5: 1931 to 1963: A New Era

Aided by a south-east tail breeze, Chuck McIlvaine as bow and Diamond Sculls two-time winner “Young” Jack Kelly as stroke, smashed the first Henley record in senior doubles, doing the trick in 6:58.2. [sic. It was 6:58 $\frac{3}{4}$ i.e. 6:58.4.] Four races later saw veteran Joe Angyal create a second new record in the senior 145-doubles, in negotiating the distance in 7:03. Rather unfortunately, for the benefit of the crowded grandstand of some 3,500 and that many more spectators at advantageous points, neither new record was announced over the PA system, due to the fact that the parent CAAO is not primarily concerned with creation of records, but more with Henley continuity. [The St. Catharines *Standard*, July 27, 1953, p.13]

John B. Kelly, Jr.’s three wins on Saturday was emulated by two other competitors. West Side R.C.’s Jim Hewson, won in the Senior Fours, Senior 145-lb. Fours, and Senior 155-lb. Fours. Hewson was 35 years old, two years younger than Joe Angyl from the New York A.C., who won the Senior 145-lb. Singles, the Senior 145-lb. Doubles with Terry Walsh, and the Quarter-Mile Dash, 145-lb. Singles, all in the space of an hour and 10 minutes.

All the winners and times for the 1953 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1953 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

The West Side R.C. won the Maple Leaf Trophy, emblematic of the Regatta points championship for the third year in a row.

Argonaut R.C.	(9/0)	Toronto, Ontario
Brockville R.C.	(4/0)	Brockville, Ontario
Don R.C.	(12/2)	Toronto, Ontario
Leander B.C.	(16/3)	Hamilton, Ontario
Ottawa R.C.	(2/0)	Ottawa, Ontario
St. Catharines R.C.	(28/2)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(18/3)	Detroit, Michigan
Detroit R.C.	(13/2)	Detroit, Michigan
Ecorse R.C.	(1/0)	Ecorse, Michigan
Malta B.C.	(1/0)	Philadelphia, Pennsylvania
New York A.C.	(14/5)	New York, New York
Penn A.C.	(1/1)	Philadelphia, Pennsylvania
Vesper B.C.	(6/3)	Philadelphia, Pennsylvania
West Side R.C.	(21/7)	Buffalo, New York
Wyandotte B.C.	(5/1)	Wyandotte, Michigan

Chapter 5: 1931 to 1963: A New Era

High school entries:

Brockville C.I.	(1/0)	Brockville, Ontario
Buffalo Tech.	(1/0)	Buffalo, New York
Cathedral Boys' H.S.	(1/0)	Hamilton, Ontario
Ecorse H.S.	(2/0)	Ecorse, Michigan
Etobicoke C.I.	(3/0)	Toronto, Ontario
Grosse Pointe H.S.	(2/2)	Grosse Pointe, Michigan
Lafayette H.S.	(2/1)	Buffalo, New York
Linwell H.S.	(1/0)	St. Catharines, Ontario
St. Anthony H.S.	(3/0)	Detroit, Michigan
St. Catharines C.I.	(2/1)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(2/1)	Wyandotte, Michigan
Westdale S.S.	(1/0)	Hamilton, Ontario

The annual meeting of the CAAO was held on Friday morning at the Hotel Leonard.

The Officers elected for 1953 were the same as the ones elected in 1952:

Honorary President: Jack A. House, St. Catharines

President: Joe Wright, Jr., Toronto

1st Vice-President: Jack Guest, Sr., Toronto

2nd Vice-President: Claude Saunders, Hamilton

Secretary: John L. Murray, Kingston

Treasurer: Fred H. Carter, Toronto

Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Executive Committee:

Retiring 1954: George E. Flannery, F.F. "Ted" Nelson, St. Catharines, and George Sprague, Jr., Ottawa.

Retiring 1955: Les Callan, Vancouver, Charles M. Adams, Lachine, and Harry E. Kaysmith, Toronto.

Retiring 1956: J.A. Bailie, F.J. Exner, Toronto, B. Hardy, Fort William and James R. Maclaren, Brockville.

The British Empire Games, now called the British Empire and Commonwealth Games, were to be held in Vancouver, British Columbia in 1954, and some planning was necessary. The rowing trials were scheduled for July 3, and the Henley Regatta was scheduled for Wednesday to Saturday, July 21 to 24. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. July 24, 1953] These dates would ensure that there was no conflict with the Games which were to begin on July 30.

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Apparently, having photographs of each member of every crew did not stop abuses, because a new rule which was designed to stop changes being made to crews after they left the dock was instituted:

[C]rews rowing in any event must leave the launching float and return intact to the float at the conclusion of the race. No changing of any members of the crews will be permitted after the crew leaves the launching float. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. July 24, 1953]

The fact that such a rule was necessary would suggest that men who did not make weight were being put into lightweight boats, and/or Seniors were being put into Junior boats after the boats had left the launching dock for the starting line.

A decision was made to begin holding the annual meetings in Toronto on the first Saturday in December. To accommodate the new schedule, the July meeting in St. Catharines was suspended and reconvened in Toronto in December.

At that meeting, it was revealed that Joe Wright, Sr. had been granted posthumous admission into the Amateur Athletic Union of Canada Hall of Fame. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. December 5, 1953]

The minutes also include a long list of accounts to be paid. Here is a selection:

Secretary's Honorarium for 1952-53	\$200.00
H.A. Harper - Boys for Stake Boats	\$50.00
Regatta Officials - Box Lunches	\$32.40
Lackie Man. Co., Medals and engraving	\$523.20
Strath-Craft, plaques for regatta	\$166.60
Launch Rental for Regatta - starter's boats	\$87.75 [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. December 5, 1953]

Pictured below is one of the 1953 Strath Craft plaques with the unique Coronation Regatta medallion and oar in the centre.



Robert Houston collection.

1953

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The Forty-Ninth Royal Canadian Henley Regatta The Seventy-Second Regatta of the Canadian Association of Amateur Oarsmen July 21 to 24, 1954

Although July 3 had been the date picked for the British Empire and Commonwealth Games rowing trials, they were held on the Henley course the following Saturday in conjunction with the second Central Ontario Rowing Association Regatta. All the winners were approved by the CAAO selection committee to compete at the BE&CG on the Vedder Canal in Chilliwack, B.C., 100 km southeast of Vancouver, and all but the St. Catharines R.C. coxed four—pictured on the cover of the Henley Programme below—won a medal. The Leander B.C.'s Bob Williams won a bronze, as did the Don R.C.'s double of Don Guest and Larry Stephan. The University of British Columbia eight, which stunned the CAAO officials by winning the trials by four open lengths, won gold at the Games. One of the spectators at that race was Philip, Duke of Edinburgh, who invited the eight to the the 1955 Henley Royal Regatta, an invitation which they accepted.

The Games rowing programme included a pairs event, and the CAAO encouraged Canadian clubs to enter pairs in the trials, and promised to include a pairs race at the Henley, but no crews entered the trials or the Henley. Pairs were a hard sell in Canada.

Craig Swayze's name appears in the 1954 Henley programme in the Henley Aquatic Association advertisement for the first time. He is listed under "Committee Chairmen" twice; once under "Regatta Promotion" with J. Ross Bates, and again under "Programme and Publicity" with R. Merrill Blank. His addition to the HAA is the likely explanation for the founding date of the CAAO on the cover finally being corrected to 1880. Swayze was a stickler for accuracy. The date had been printed incorrectly since 1947. He was now a resident of St. Catharines, working as a sports reporter for the *Standard*. During the rowing season, he had a weekly rowing column called "Rowing."

One name conspicuously missing from the 1954 programme was Joe



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Angyal, the New York A.C. lightweight sculler who had been a force in the 145-lb. class at the Canadian Henley from 1946 to 1953, and who also won heavyweight races, including the Championship Singles—twice. He was a fireman by trade, but he died on June 26 as U.S. Marine Corps Major Joe Angyal, when his Gruman Cougar Jet crashed not far from the New York A.C. rowing course. He was 37 years old. Angyal flew 95 sorties in the Pacific Theatre of Operations during World War II, and sculled with Penn A.C.'s Art Gallagher at the 1948 London Olympics.

Rex Stimers celebrated his 20th year broadcasting Henley events.

The large Henley entry created a boat storage problem and new racks were erected to accommodate the overflow. There were 27 eights but only 24 spaces; 33 fours for 30 spaces; 30+ singles for 20 spaces; and 35 doubles for 15 spaces. [The St. Catharines *Standard*, July 20, 1954, p.1]

Grandstand admission prices were slightly different from previous years, but still reasonable. On Thursday and Friday, adults paid 50¢ and children 12 and under were admitted for free. On Friday and Saturday, adults paid 75¢ and children 12 and under paid 50¢. Box seats could be had for \$1.00 on Wednesday and Thursday, and \$1.25 on Friday and Saturday. Buses now ran every half hour between St. Catharines and Port Dalhousie, a fact that was prominently featured in the Henley newspaper ads. [The St. Catharines *Standard*, July 20, 1954, p.15]

"Possibly 500 patrons attended" Wednesday. [The St. Catharines *Standard*, July 22, 1954, p.22]

The Junior 135-lb. Singles had been a popular race in its inaugural year, 1953, with five entries. In 1954, there were eight entries necessitating heats on Wednesday morning. The final at 5:45 p.m. that same day was won by Don Decastro from the West Side R.C., that club's first of 10 wins.

An accident on the first day of the Regatta has the makings of a sinister revenge story involving two clubs from Detroit—hostile enemies in the fictional version. In the made-up story, one crew tries to stop its nemesis, but is hoist by its own petard:

Only mishap in yesterday's 18-race card came in the first heat of the junior fours when a Detroit Boat club entry was rammed by a Detroit Rowing club shell. The second shell stove in its bow and sank on the spot, the four oarsmen having to swim to shore. New York A.C. went on to win the heat with Detroit Boat club finishing second. [The Toronto *Daily Star*, July 22, 1954, p. 23]

The only thing missing from that story is police involvement. However, in actuality, the Royal Canadian Mounted Police did get involved. The four Detroit R.C. oarsmen were taken "to safety by the Mounties' patrol boat, which took the badly damaged shell in tow and brought it to the dock." [The St. Catharines *Standard*, July 22, 1954, p.1] The *Standard* story also explains the erratic steering:

The Detroiters were carrying a broken rudder inside their shell, but hoped to steer a straight course by even drawing [i.e. pulling]. Half way through their race, their attempt failed as their

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boat went off course, rammed another contestant from Detroit Boat Club, and sank. [The St. Catharines *Standard*, July 22, 1954, p.1]

In theory, a four should be able to row a straight course without a rudder, however, in practice, it was beyond the ability of Juniors in a close race. Full marks for trying, but major deductions for sinking.

The first race on Thursday was a new event, Junior Fours (Coxswain). It was won by an Argonaut R.C. crew, the same crew that would win the Junior Fours later in the day, and the Senior Fours on Saturday. They would account for all the Argonaut R.C. wins. The four, coached by Harry Kaysmith, was made up of Al Black, Jack Chandler, Bruce Holmes, and Bruce Burgess. The coxie was N. Rowe.

The second heat of the Association Singles had a scratch which left Derek Riley from the Winnipeg R.C. and a no-show, Jose Acosta from Club Antares in Mexico City, the

first time a Mexican oarsman had ever competed in a Canadian Henley.

Acosta subbed for Helmut Roessler of Mexico, [Club Antares] who lost his Canuck passport at the NAAO regatta last weekend at Philly, after the two had rowed there. Riley was 100 yds. down, when he met Acosta going up, so he turned back to the start, in a sporting gesture. [The St. Catharines *Standard*, July 23, 1954, p.18]

Riley won the heat, but Acosta also qualified. However, they both scratched in the final.

A second sculler from Mexico City was also at the Regatta. Fernando Gomez from Club España appears in a photo being weighed by CAAO Treasurer, Fred Carter, and Secretary, John Murray. The photo caption says that "Gomez will row in the association singles, but main purpose of his visit is to invite all competing oarsmen to the Pan-American rowing races in Mexico next March." [The St. Catharines *Standard*, July 21, 1954, p.9] There are three things wrong with the photo and caption. First, Dalt Disher was Clerk of the Scales, not Fred Carter or John Murray. Second, competitors for the Association Singles did not have to be weighed in, since that event was an open weight event. Third, Gomez' name does not appear in any singles event. The photo was probably a publicity shot to promote the Pan American Games. Contrary to another statement in the caption, Gomez was *not* "the first Mexican ever to row in a Henley regatta." Jose Acosta was.

Thursday's programme ended with the St. Catharines C.I. winning the High School Eights for the sixth year in a row. The published value of the Calder Cleland Memorial Trophy was \$5,000. [The St. Catharines *Standard*, July 23, 1954, p.18]

An estimated 1,000 spectators were in the grandstand on Friday. [The St. Catharines *Standard*, July 24, 1954, p.16] They saw eight club finals, the High School Fours final, and six heats for three Saturday finals.

The grandstand was 85% full on Saturday, with 3,000 spectators in attendance. [The St. Catharines *Standard*, July 26, 1954, p.14]

Chapter 5: 1931 to 1963: A New Era

Of the 15 finals on the last day of the Regatta, three were row-overs. The first race of the day, the High School Doubles, had only one entry, Ecorse H.S., and even though the CAAO Regatta Rules stated “two or more entries shall be required to insure a race,” [*Constitution and By-Laws of the Canadian Association of Amateur Oarsmen*, 1950, p.13] the event was allowed to proceed. The Senior Doubles was a different story. Three crews were entered, but two scratched, leaving New York A.C.’s Terry Walsh and Ed Lynch to paddle down the course alone. After they got their medals, “Henley patrons stood a minute, in memory of the late Major Joe Angyl, co-winner of the 145-doubles and many-time victor of the singles.” [The St. Catharines *Standard*, July 26, 1954, p.14] The Senior 155-lb. Fours event bordered on the bizarre. West Side R.C. had three crews entered, but one scratched and two—count ‘em, two—crews were disqualified, leaving the Leander B.C. four to row alone.

Race officials said Bisons dilly-dallied up the course in the 30-minute interval, wherein two dashes were run. Hamilton Leander was already at the start, waiting a hot 15-minutes, with the race already 15 minutes overtime.

Calling time, head-starter and CAAO Past Pres. W.M. Ross, sent Leanders away in a row-over disqualifying the two strong Bison fours. . . . Greeted with another chorus of jeers at the stand, after the row-over, Ross did not mince his words in explanation of the disqualification[s]. [The St. Catharines *Standard*, July 26, 1954, p.14]

Ross probably made his explanation to the officials and press at the front of the grandstand, although it is possible that he took the P.A. announcer’s microphone and explained his decision to the crowd.

An exhibition race harkening back to the War years was held: “Between events, two crews of five each, from the R.C. Navy HMCS *Brockville*, staged a whaler race, with the victorious boat-load “dunking” their white-clad coxun after the win.” [The St. Catharines *Standard*, July 26, 1954, p.14]

The Championship Singles race on Saturday had two Detroit B.C. scullers. Pat Costello, who had won the Association Singles on Friday, beat his training partner, Walter Hoover, Jr., who had won the Association Singles in 1953. Together, they had represented the United States in the Double Sculls at the 1952 Helsinki Olympics.

The Senior Eights race was won for the second year in a row by the Vesper B.C.. Unlike the 1953 crew, John B. Kelly, Jr. was not in the boat.

The big story on Saturday involved a West Side R.C. lightweight four composed of Jim Hewson, William Fleming, Louis Cardwell, and Bob Seuerwein. At 3:15 they won the Senior 145-lb. Eights. At 3:45, the same crew won the Senior 155-lb. Eights, and at 4:15, that four won the Senior 145-lb. Fours.

All the winners and times for the 1954 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

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St. Catharines Museum - S1954.28.32.

The West Side R.C. won the Maple Leaf Trophy, emblematic of the Regatta points championship for the fourth year in a row.

Pictured is Thorman "Doc" Schaab, President of the West Side R.C. holding the Maple Leaf Trophy [left] and the Michael J. Broderick Memorial Trophy which had been won by West Side's Senior 135-lb. eight.

Don Thom, Henley Aquatic president, officiated in introducing CAAO Pres. Joe Wright, who presented the respective trophies to various winners at the front of the big stand, with attending club presidents being introduced to the grandstand patronage. [The St. Catharines *Standard*, July 26, 1954, p.14]

Below is a list of the participating clubs at the 1954 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

Argonaut R.C.	(6/3)	Toronto, Ontario
Brockville R.C.	(3/0)	Brockville, Ontario
Don R.C.	(9/1)	Toronto, Ontario
Lachine R.C.	(2/0)	Lachine, Quebec
Leander B.C.	(24/1)	Hamilton, Ontario
Ottawa R.C.	(2/0)	Ottawa, Ontario
St. Catharines R.C.	(16/3)	St. Catharines, Ontario
Winnipeg R.C.	(6/0)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(3/0)	Philadelphia, Pennsylvania
Detroit B.C.	(19/3)	Detroit, Michigan
Detroit R.C.	(7/0)	Detroit, Michigan
Ecorse B.C.	(4/1)	Ecorse, Michigan
Minnesota B.C.	(8/0)	St. Paul, Minnesota
New York A.C.	(28/5)	New York, New York
Union B.C.	(2/0)	Boston, Massachusetts
Vesper B.C.	(6/3)	Philadelphia, Pennsylvania

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West Side R.C.	(25/10)	Buffalo, New York
Wyandotte B.C.	(5/0)	Wyandotte, Michigan

Mexican entry:

Club Antares	(1/0)	Mexico City, Mexico
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High school entries:

Allen Park H.S.	(2/0)	Allen Park, Michigan
Blessed Sacrament H.S.	(3/1)	New Rochelle, New York
Brockville C.I.	(2/1)	Brockville, Ontario
Cathedral Boys' H.S.	(2/0)	Hamilton, Ontario
Central C.I.	(2/0)	Hamilton, Ontario
Ecorse H.S.	(4/1)	Ecorse, Michigan
Linwell H.S.	(1/0)	St. Catharines, Ontario
Our Lady of Mount Carmel H.S.	2/0	Wyandotte, Michigan
St. Anthony H.S.	(5/0)	Detroit, Michigan
St. Catharines C.I.	(3/1)	St. Catharines, Ontario
St. Joseph's C.I.	(4/1)	Buffalo, New York
Theodore Roosevelt H.S.	(3/0)	Wyandotte, Michigan
Westdale S.S.	(1/0)	Hamilton, Ontario

The annual meeting of the CAAO was not held in conjunction with the Regatta, but in Toronto, at its new location—the King Edward Hotel—and on its new date, December 4.

The Officers elected for 1955 were:

Honorary President: Joe Wright, Jr., Toronto

President: Jack Guest, Sr., Toronto

1st Vice-President: Claude Saunders, Hamilton

2nd Vice-President: F.F. "Ted" Nelson, St. Catharines

Secretary: John L. Murray, Kingston

Treasurer: Fred H. Carter, Toronto

Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Executive Committee: [not confirmed]

Retiring 1955: Les Callan, Vancouver, Charles M. Adams, Lachine, Harry E. Kaysmith, Toronto, and G.W. Manning, London.

Retiring 1956: J.A. Bailie, F.J. Exner, Toronto, B. Hardy, Fort William, and James R. Maclaren, Brockville.

Retiring 1957: George E. Flannery, Hamilton, George Sprague, Jr., Ottawa, Russell R. Wood, St. Catharines, and T.M. Saunders, Ottawa.

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In 1950, at its Ordinary Congress on August 30, *Le Fédération Internationale des Sociétés d'Aviron*, the governing body of international rowing, voted to accept “a proposal that women should race in singles, doubles, coxed fours and eights, and that the distance should be 1,000m.” [Rowing Story: A history of GB women's international rowing from 1951. <https://rowingstory.com/year-by-year/1951-1953/>]

In Holland, a month after the 1954 Canadian Henley, following successful “test” regattas in 1951, 1952, and 1953:

The first official Women’s European Championships organised by FISA were called the Women’s European Games and took place at the multi-lane Bosbaan course in Amsterdam on 20-22 August 1954 ahead of the men’s event on 26-29 August.

34 entries from 13 countries raced in five events (coxed quads having been added to the programme) – a big increase on both counts from the test regattas. [<https://rowingstory.com/year-by-year/1954-2/>]

Women’s rowing was growing in popularity in Europe, but not in Canada.

1954

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The Fiftieth Royal Canadian Henley Regatta The Seventy-Third Regatta of the Canadian Association of Amateur Oarsmen July 27 to 30, 1955

The CAAO issued a bulletin in January. It contained two items. The first concerned the Pan American Games which were to be held in Mexico City in March. Clubs were advised that if they wanted to send competitors, they had to obtain permission from the Executive Committee, and they had to pay their own way. No Canadian competed in the rowing events. The second item concerned a new type of training single; one made of fibreglass. An unnamed firm in Vancouver was selling them for \$325. [Canadian Association of Amateur Oarsmen. Special Notice to Canadian Rowing Clubs. Toronto. January, 1955]

In spite of a severe storm, the Executive Committee met at the King Edward Hotel on March 26. Most of the agenda items involved receiving and replying to correspondence, however, the possibility of producing a new coaching tool, a film, was discussed and Claude Saunders was asked to look into it further. The London R.C. applied for, and was granted membership in the CAAO. An item which had been around for years was discussed again, and some action was taken: it was moved, seconded and carried “that the sum of \$250.00 be set aside annually for a C.A.A.O. Boat Fund.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 26, 1955] This would help defray the cost of equipment to be used by Canadian crews and scullers competing at international regattas.

The big rowing news in the spring of 1955 was the announcement that the University of British Columbia eight that had handily won the British Empire and Commonwealth Games trials, then beat the English eight at the Games, was going to contest the Grand Challenge Cup at the Henley Royal Regatta.

After beating the favourite Russian crew in the semi-final, the UBC crew lost to a University of Pennsylvania crew in the final. The Jack Guests, Senior and Junior, cheered for opposing crews in that race. Jack, Sr., who was President of the CAAO, rooted for the UBC crew, while Jack, Jr., who was Commodore of the University of Pennsylvania B.C., and had been in that eight until March, “when his back ailment forced him to give up his seat,” [The Toronto *Daily Star*, July 4, 1955, p.14] cheered for the University of Pennsylvania. As a post script: because of Jack, Jr.’s. chronic back ailment, his rowing career was over.

The UBC eight posed a problem for the Canadian Olympic Association. They were clearly an exceptional eight—competitive at the international level—but the COA had already set the size of the rowing team at 10. If that number was not changed, either the eight, or all small boats would not make the trip to Melbourne in 1956. Cost was the determining factor in setting the size of the team: travel was \$1,008 per man, and food was \$180 per man (\$6 per day for 30 days). Freight costs for the equipment of the oarsmen and paddlers was estimated at \$4,000. [The Toronto *Daily Star*, July 4, 1955, p.

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14] The CAAO Executive Committee requested that the COA increase the team size to 18 and promised to contribute its share of the cost. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. June 26, 1955]

The popularity of the UBC eight seems to have sparked some interest in other British Columbia crews to compete at the Canadian Henley. First, a Vancouver R.C. double announced their intention of coming, then, an improbable eight made up of Navy reservists from HMCS *Discovery* declared their “hopes to match the performance of the now-famed University of British Columbia crew.” [The Toronto *Daily Star*, July 22, 1955, p.14] They had some significant hurdles to overcome: they had been rowing together for only five months, had not competed, and had no money. The latter shortcoming was overcome by each member of the crew taking out a \$500 bank loan. Some of that money was used to ship a borrowed Vancouver R.C. shell to St. Catharines, and \$400 was used to buy a new set of oars. “To save money, they [made] the three-day trip in a Canadian National Railways day coach without the luxury of sleepers.” [The Toronto *Daily Star*, July 22, 1955, p.14]

In a later article, in which they are dubbed the “Cinderella Kids,” we learn that none of the crew had ever rowed before that season, and because they had no rowing machines with which to train indoors during the winter, they supplemented running with a unique routine: skiing. [The Toronto *Globe and Mail*, July 27, 1955, p.16]

While at the Henley, they had unconventional accommodations; they stayed in tents at an army facility, Camp Niagara, in the Town of Niagara, 19 km from Port Dalhousie. [The Toronto *Daily Star*, July 28, 1955, p.16]

Depending on the newspaper one read, there were either 700 [The Toronto *Daily Star*, July 26, 1955, p.15] or 600 [The Toronto *Globe And Mail*, July 27, 1955, p.16] oarsmen competing at the 1955 Regatta. Subsequent articles settled on the lower number.

Morning heats on Wednesday were rowed in extreme heat. “Oarsmen scorched in the morning heats and suffered in the early afternoon, then were drenched later on by torrential rain.” [The St. Catharines *Standard*, July 28, 1955, p.22] The temperature at water-side in the morning was 35 °C.

Races had been running efficiently at 15 minute intervals for several years, so the CAAO decided to dabble in 10 minute intervals. As a test, Wednesday morning and some Friday afternoon heats were run every 10 minutes.

Although the *Standard* reporter does not say how many spectators were in the grandstand, he does say that there was “an increase in 15 per cent attendance.” [The St. Catharines *Standard*, July 28, 1955, p.22] The 1954 guesstimate was 500 spectators for Wednesday, which would mean that there were approximately 575 people in the grandstand in 1955.

The first final on Wednesday was a new event. The Junior 155-lb. Singles brought to three the number of finals on the Wednesday programme. The winner of the inaugural race was John Welchli from the Detroit B.C.. He also won the Junior Singles on Thursday. These were not his first Henley wins. In 1952, as a novice, he had been in a four that won both the Senior Fours (Coxswain) and Senior Fours. In 1956, he

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represented the United States at the Olympic Games in Melbourne, Australia, where he won a silver medal in the Four Without Coxswain. In his career, which lasted until 1964, Welchli would win 21 Henley medals in sweep, sculling, lightweight and heavyweight events.

When Jon Pearce won the High School Singles for Hamilton's Westdale S.S., there was some conjecture that he would contest the Junior Singles. However, his father put an end to that speculation by saying that at 18, Jon was too young to compete against men with years more experience than he. Bob wanted his son to get additional experience and to mature a bit more. Bob knew a thing or two about singles sculling. He had won at the British Empire Games, the Olympic games (twice) the Henley Royal Regatta, the Canadian Henley Regatta, and was world professional champion.

"Excitement ran at fever-heat in the big stand, half-filled for the second day." [The St. Catharines *Standard*, July 29, 1955, p.22] A half-filled grandstand would mean approximately 1,750 spectators were on hand.

The first final on Thursday was another new event: Quarter-Mile Dash, Eights. This made 37 events on the Henley programme. It was classified as an exhibition race and did not count towards the points championship. Nevertheless, it had eight entries which were reduced to six in Wednesday heats. Like the singles dashes, it had a floating start which proved to be a challenge to the starter and coxswains. Throw in a head wind to complicate things, and the result was a race that took 83.3 seconds to finish, but 25 minutes to start. A St. Catharines R.C. crew were the first winners.

Although there were 10 finals on Thursday, it was a pair of heats which the grandstand crowd was most interested in. The HMCS *Discovery* crew was in the first heat for the Junior Eights and finished third. Only the first two crews advanced to the final, but the fastest third place crew would also advance, so all eyes and stop watches were focussed on the second heat. Wyandotte B.C. finished third, but were 16½ seconds slower than the Cinderella Kids, so the Navy reservists squeaked into the final.

The Brockville R.C. brought a strong group of eight 145-pounders to the 1955 Regatta. Their first win was the Junior 145-lb. Fours. The fibreglass Jen-Craft shell they used had arrived from Kelowna, British Columbia on Wednesday and the crew had rowed in it only once before their race. [The Toronto *Daily Star*, July 29, 1955, p.12]

Brockville's winning ways continued into Friday. The Club crew won the Junior 145-lb. Eights, and the Collegiate crew won the High School Fours.

The HMCS *Discovery* crew took some solace in the fact that they did not finish last in the Junior Eights, which was won by a St. Catharines R.C. crew. The Cinderella Kids came fourth, beating a Leander B.C. crew. They were also entered in the Senior Eights, but were out-classed and came last. The West Side R.C. crew won.

In 1954, the West Side R.C. had dominated the Regatta, winning 10 events. Things were different in 1955. The West Side R.C. went winless on Wednesday and Thursday, and did not win its first final until the last one on Friday, the Senior Fours (Coxswain).

A buffet supper was held on Friday evening. Guests included Regatta officials, members of the CAAO Executive Committee, and one representative from each club competing at the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the

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Executive Committee. Ottawa. July 9, 1955] Not mentioned on the guest list were members of the Henley Aquatic Association.

During the Saturday programme, a new trophy was donated. President Jack Guest, Sr., and Past President Joe Wright, Jr. accepted the Thomas G. Gannon Memorial Trophy from Detroit R.C. coach, Jud Ross, who made the presentation on behalf of the Detroit B.C. and R.C.. [The St. Catharines *Standard*, August 2, 1955, p.16] It would go into competition in 1956 for the Junior 135-lb. Eights. (Unfortunately, the engraver got Thomas Gannon's middle initial wrong. It should be "J." His middle name was Joseph.)

For the 21st year, Rex Stimers covered the races on all four days, including four hours—from 2:05 to 6:05—on Saturday on St. Catharines radio station CKTB. Toronto's CBL carried his broadcast from 4:30 to 5:30, on Saturday, which allowed listeners to follow the events from the Championship Singles at 4:30 to the Senior Eights at 5:15.

The grandstand was filled to capacity with about 3,500 spectators on Saturday. That crowd was treated to something new. "An innovation to Henley patrons was a preview of the championship singles entrants, with CAAO Past Pres. Joe Wright introducing them in turn, en route to the starting line." [The St. Catharines *Standard*, August 2, 1955, p.16] Joe Wright, Jr. performed the same ceremony before the Senior Eights, as each eight rowed in front of the grandstand.

The Championship Singles was won by John B. Kelly, Jr.. It was the sixth time he had won the event, equalling the record of Bob Dibble who won it six times in a row, 1912 to 1915, and 1919 and 1920. Missing from the event was the Don R.C.'s Don Guest, who had given up sculling and was trying out for the Toronto Argonaut football team as a fullback. (He didn't make the team, but he did play five games for the Ottawa Rough Riders in 1956 as a half back.)

The Brockville R.C.'s 145-pounders took two more races on Saturday, the Senior 145-lb. Eights, and an hour later, the Senior 145-lb. Fours. They were wins 3 and 4.

While the HMCS *Discovery* eight received a lot of press coverage before and during the Regatta and were sentimental favourites, it was the Brockville 145-pounders who captured the imagination of the press and spectators as the Regatta unfolded. Coach Ralph Gifford's team was composed of eight oarsmen, a coxie, and sculler, Moe Cody. Only Cody went home without a medal. The rest of the team swept the 145-lb. class, and took the High School Fours event as well. They were a tall, mature crew. No man weighed more than 145 lbs. [65.8 kg], of course, but their average height was 5'10½" [179 cm] and they averaged 20½ years in age. [The Toronto *Daily Star*, August 4, 1955, p.18]

All the winners and times for the 1955 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1955 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

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The St. Catharines R.C. won the Maple Leaf Trophy, emblematic of the Regatta points championship.

Argonaut R.C.	(10/0)	Toronto, Ontario
Brockville R.C.	(7/4)	Brockville, Ontario
Don R.C.	(6/0)	Toronto, Ontario
HMCS <i>Discovery</i>	(2/0)	Vancouver, British Columbia
Lachine R.C.	(1/0)	Lachine, Quebec
Leander B.C.	(27/2)	Hamilton, Ontario
Ottawa R.C.	(2/0)	Ottawa, Ontario
St. Catharines R.C.	(23/7)	St. Catharines, Ontario
Vancouver R.C.	(2/0)	Vancouver, British Columbia

American entries came from:

Detroit B.C.	(20/6)	Detroit, Michigan
Detroit R.C.	(12/0)	Detroit, Michigan
Ecorse B.C.	(4/1)	Ecorse, Michigan
Lone Star Club	(1/0)	New York, New York
Nereid B.C.	(6/0)	Belleville, New Jersey
New Rochelle R.C.	(3/0)	New Rochelle, New York
New York A.C.	(27/3)	New York, New York
Potomac B.C.	(3/0)	Washington, District of Columbia
Undine Barge Club	(2/0)	Philadelphia, Pennsylvania
Vesper B.C.	(11/4)	Philadelphia, Pennsylvania
West Side R.C.	(21/5)	Buffalo, New York
Wyandotte B.C.	(4/0)	Wyandotte, Michigan

High school entries:

Blessed Sacrament H.S.	(5/1)	New Rochelle, New York
Brockville C.I.	(1/1)	Brockville, Ontario
Central C.I.	(1/0)	Hamilton, Ontario
Ecorse H.S.	(2/0)	Ecorse, Michigan
De La Salle H.S.	(1/0)	Detroit, Michigan
Linwell H.S.	(1/0)	St. Catharines, Ontario
Our Lady of Mount Carmel H.S.	(1/0)	Wyandotte, Michigan
Salesian H.S.	(1/0)	Detroit, Michigan
St. Anthony H.S.	(2/0)	Detroit, Michigan
St. Catharines C.I.	(2/1)	St. Catharines, Ontario
St. Joseph's C.I.	(3/1)	Buffalo, New York
Theodore Roosevelt H.S.	(2/0)	Wyandotte, Michigan
Westdale S.S.	(1/1)	Hamilton, Ontario

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The Executive Committee met at the King Edward Hotel in September. What was now called the Olympic Boat Fund had been enriched by \$605.79 through the sale of books of raffle tickets. That brought the total to \$855.79.

The most important item on the agenda was the size of the Olympic rowing team. After President Jack Guest met with the Canadian Olympic Association, that organization had agreed to pay the full cost of one more man, and increased the size of the team from 10 to 11. It also declared that if the CAAO wanted a bigger team, the clubs to which the additional men belonged would have to assume their entire cost. The Executive Committee put a cap of \$600 per man on the amount of money the clubs would have to raise. That represented about half of the funds needed. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 25, 1955] The funds from the COA would be divided equally among all the members of the team.

Although not mentioned in the minutes of the September meeting, the Executive Committee discussed an old problem, silt, and whispered an old threat, "fix it or we'll move."

"We had trouble at the starting stand this year," revealed Jack Guest, CAAO president. "It was said even the motor boats found it difficult to operate there. The water was only four feet deep. Apparently the water is drying up at the mouth and filling with silt."

Guest went on to say that he understood regatta officials have been trying to get their M.P.'s to have Ottawa dredge the canal. This was supposed to have been done this fall but so far no action has been taken.

Is there any chance of moving the regatta?

"That would have to be decided by the CAAO," replied Guest. "It would certainly be taken up if there is any doubt about conditions by January or February. It would only be a temporary move, though, as the Henley is tied to St. Catharines by agreement."

....

"It's a federal matter that the department of highways and the Hydro have to correct," said Ross Bates, president of the St. Catharines Chamber of Commerce and a member of the Henley Aquatic association executive. "We have been making an effort to have the course dredged for some time. The regatta will be here next year, though. There is no acute problem at the moment as the water can be raised." [The Toronto *Daily Star*, September 27, 1955, p.27]

The last statement is a reference to the fact that Ontario Hydro controlled the water flow on the Henley course and could raise or lower the level as it required.

The course was last dredged after the 1942 Regatta and before the 1943 Regatta, by Ontario Hydro to accommodate increased outflow from its newly-constructed DeCew Falls Generating Station No.2.

Minister of Transport, George Marler, spent two days in October touring old Welland Canal problem areas, including the Henley course, and "left delegations with a promise that he would take their grievance before Ottawa authorities 'at the earliest possible moment.'" [The Toronto *Globe and Mail*, October 8, 1955, p.3]

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The annual meeting of the CAAO was held in Toronto, at the King Edward Hotel on Sunday, December 4.

The Officers elected for 1956 were:

Honorary President: Joe Wright, Jr., Toronto

President: Jack Guest, Sr., Toronto

1st Vice-President: Claude Saunders, Hamilton

2nd Vice-President: F.F. "Ted" Nelson, St. Catharines

Secretary: John L. Murray, Kingston

Treasurer: Fred H. Carter, Toronto

Publicity Director: Craig Swayze, St. Catharines

Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Craig Swayze was now the CAAO Publicity Director, as well as being Co-Chairman of the Henley Aquatic Association Regatta Promotion Committee.

Executive Committee: [not confirmed]

Retiring 1956: J.A. Bailie, F.J. Exner, Toronto, B. Hardy, Fort William and James R. Maclaren, Brockville.

Retiring 1957: George E. Flannery, Hamilton, Russell R. Wood, St. Catharines, and T.M. Saunders, Ottawa.

Retiring 1958: Les Callan, Vancouver, Charles M. Adams, Lachine, Harry E. Kaysmith, Toronto, and G.W. Manning, London.

The Olympic trials were set for July 24, 1956, the Tuesday before the start of the 75th Regatta. The maximum size of the team was to be 15 competitors plus two officials. The question of boats was not settled, although the consensus was that boats would have to be borrowed in Australia.

The Brockville R.C. was severely censured for two infractions. First, "for rowing senior men in junior races at last September's Middle States Regatta in Philadelphia. The crack Brockville Rowing Club eight which cleaned up at this year's Henley was the offending group." [The St. Catharines *Standard*, December 5, 1955, p.18]

Second: "The Brockville club jeopardized its membership in the CAAO by not clearing their entry at the Middle States through the CAAO as required under Canadian amateur rowing rules." [The St. Catharines *Standard*, December 5, 1955, p.18] Although not stated explicitly in the *Standard*, the implication is that the Brockville club deliberately avoided asking for CAAO permission knowing that such permission would not be granted; the Association would never sanction Seniors competing in Junior races.

1955

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The Fifty-First Royal Canadian Henley Regatta The Seventy-Fourth Regatta of the Canadian Association of Amateur Oarsmen July 25 to 28, 1956

The Executive Committee met at the King Edward Hotel on March 24, and spent time clarifying some of its rules for the next edition of its rule book. Here are three which codified existing practice:

1. Qualifying regattas for qualifying senior oarsmen in any one year will be the Royal Canadian Henley Regatta and the N.A.A.O. Regatta.
2. An oarsman who has represented Canada at the Olympic Games, British Empire Games or Pan-American Games is a Senior Oarsman.
3. To qualify to make an entry for the Championship Singles, a sculler must win the Association Single [sic] at the Canadian Henley; the oarsman placing second to the winner of the Association Singles may also enter for the Championship Single [sic], if his time is within 5 seconds of the winner. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 24, 1956]

Since the Championship Singles had been attracting only three and sometimes two entries, the last rule change opened the door to add another sculler to the Regatta's premier sculling event.

The most pressing matter - the size of the Olympic rowing team - seems to have taken up little time at the meeting. A letter from Ken Farmer of the Canadian Olympic Association was read, and another from the University of British Columbia coach Frank Read was read. "After some discussion," Fred Carter, the CAAO representative on the COA was "instructed to reply to Mr. Farmer, stating that the C.A.A.O. is going ahead with trials for all four events [i.e. not just the eight] and expects to have as good representation as Canada has ever had." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 24, 1956] The date for the trials was confirmed for July 24, the Tuesday before the Henley began.

The minutes contain a long list of accounts payable. The three biggest expenditures listed are: \$250 to the Olympic Boat Account, \$200 honorarium to Secretary John Murray for 1955, and \$125 to East Hamilton Radio for an electric hand megaphone. This was the first of many bullhorns which Regatta officials would use in the coming years. This one was such a novelty, that it was rented out for \$5.00 for use at other regattas.

The Association decided that the Thomas G. Gannon Memorial Trophy, which had been donated at the 1955 Regatta, be placed in competition for the Junior 135-lb. Eights.

The CAAO's nose seems to have been out of joint as the result of some, apparently, unflattering statements made about it by the Brockville R.C., because Secretary Murray was instructed to "write to the Brockville Rowing Club, pointing out

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that the publicity given to the discussion concerning their club had not been authorized by the C.A.A.O.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 24, 1956] In other words, it’s not nice to tell tales out of school.

We don’t know what was said in Brockville, but another item mentioned very early in the minutes may provide the answer. In August, 1955, the Brockville R.C., apparently not realizing that it needed the CAAO’s sanction, entered the Middle States Regatta. As a consequence, the Club was debarred from membership in the CAAO. That may have been the action which prompted uncomplimentary things to be said about it in Brockville. In any case, the Brockville R.C. was “reinstated in good standing.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 24, 1956] Not mentioned in the minutes was the fact that the Brockville R.C. had entered Senior crews in Junior races, an extremely heinous offence in the eyes of the CAAO. Nevertheless, all was forgiven, and the Club asked for and received sanction to contest the Thames Cup event for eights and the Wyfold Challenge Cup for fours at the 1956 Henley Royal Regatta.

After the March meeting, the CAAO issued a bulletin to member clubs regarding the Olympic trials. In it, the all-important cost per man is explained. A sliding scale was to be used. If the Canadian Olympic Association limit of 11 men was used, the cost to the clubs sending the crews would be about \$200 per man. If the team was larger, the COA funds would be split equally, so an amount greater than \$200 per man would have to be raised. To use an example from the bulletin, if 13 men were on the team, an extra \$350 per man would be required.

The June 24 meeting of the Executive Committee was held at the Leander B.C.. All of the items dealt with were routine, except for the decision to construct a starter’s platform on the starting float. The Henley Aquatic Association, who would have to do the work, is not mentioned.

Although rowing people tended to look on the Henley course as their private domain, it was not. Steamships waiting to be serviced at the Muir Bros. Dry Dock were free to tie up anywhere, with no regard for the convenience of shells coming from or going to the shellhouse. And Port Dalhousie Air Service, a float plane company with its office on the extreme northeast corner of Martindale Pond (aka the Henley course) was free to have its planes use the course for take-offs and landings. In 1956, that became an issue:

Complain About Seaplane Almost Hitting Crews

Buffalo West Side officials last night registered an official complaint about the tactics of a seaplane landing and taking off on the Henley course. Apparently some of their crews were grazed close enough to have been splashed by the aircraft.

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The small yellow plane practised take-offs and landings all Sunday and some visiting crews made comments at that time. However, nothing was done about it. When the circuits resumed last [i.e. Monday] evening, more than one coach became annoyed.

One Canadian four said they thought the plane was going to land on top of them at one point. The Buffalo boat — rowing a practice course — didn't see the aircraft until it was almost beside them.

The Buffalo officials were told to take the matter up with the Ontario Provincial Police, the force concerned with policing Port Dalhousie. Several Canadian clubs said they would support the West Side complaint. [The St. Catharines *Standard*, July 24, 1956, p.18]

And so, the buck was passed. Apparently neither the CAAO nor the Henley Aquatic Association took action. We are not told if the OPP got involved or not; there is no further mention of the problem in the press.

At the Olympic trials, the University of British Columbia/Vancouver R.C. eight easily beat crews from the Leander B.C. and St. Catharines R.C. by four lengths. However, it was the UBC/VRC four that was the talk of the course. They beat a Brockville R.C. crew by an embarrassing 10 lengths. Not only did the UBC/VRC crews beat their competition, they surpassed Olympic records: the eight won in 5:49.6. The Olympic record was 5:56.7. The four took 6:23.1 to cover the 2,000 metres. The Olympic record was 6:36.1. They were the only crews selected by the CAAO to go to Melbourne. Their coach, Frank Read, was named coach of the team. The Vancouver R.C.'s double, and Jon Pearce from the Leander B.C., although winners of their events, did not make the cut.

The new starter's platform was an immediate hit:

Wednesday, the opening day of the Royal Canadian Henley Regatta, saw all 14 races run off right on time. The new starting float . . . is the main reason for this year's on-time starts. . . . [The starter stood] on a raised platform on the starting float [from where he] fired his gun. . . . Loudspeakers on the float give the starter complete command of crews getting ready for the race. [The St. Catharines *Standard*, July 26, 1956, p.23]

Because Jon Pearce did not qualify for the Olympics, he was permitted to compete at the 74th Regatta. After winning the High School Singles for Westdale S.S. on Wednesday, he was eliminated in his heat of the Junior Singles by the eventual winner, Roberto Retolaza, competing for Club España in Mexico City. Retolaza was treated as something of a novelty by the press before his first heat in which he not only beat the sculler who won the Canadian Olympic trials the day before, but his time was the fastest of the three heats. By the time he won the final on Friday, the 26-year-old, using a borrowed single, was being taken seriously. His win "was a crowd-pleaser. The fans cheered loudest and longest for their handsome Mexican sculler." [The St. Catharines *Standard*, July 26, 1956, p.21] It was the first of many wins by Mexican clubs at the Canadian Henley. Pearce did win another medal. He and Jim Roche won the Junior Doubles for the Leander B.C. on Friday. Roche also won the Junior 145-lb. Singles on Friday, and the Junior 155-lb. Singles on Wednesday.

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In the account of Roberto Retolaza's race, we get a detail about the emergency services at the finish which seldom, if ever, get mentioned in the press. After the race, he collapsed and fell out of his shell. However, "[l]ifeguard Tom Quinlan quickly pulled Retolaza into his rowboat and after a few moments he was able to return to his single." [The St. Catharines *Standard*, July 26, 1956, p.21]

In any other year, Roberto Retolaza's win in the Junior Singles would have been the big story for Thursday. However, in 1956, a bigger story was the upset which came in the High School Eights. The story has some emotional aspects. St. Joseph's C.I.

rowed their hearts out for coach Irv Treubel, stricken with a heart attack and hospitalized a few hours before the race. After trying for 12 years, a Buffalo crew finally broke the jinx to win the \$10,000 Cleland trophy for high school eights, dethroning St. Catharines who held it seven years. [The St. Catharines *Standard*, July 26, 1956, p.21]

With Irv at the Hotel Dieu Hospital in St. Catharines, the only Treubel on hand for the win was his 13-year-old son, Craig, who coxed the eight. Irv did not return to the Henley course in 1956, but he did recover and continued to coach for a few more years.

The first race on Friday, the Senior 155-lb. Singles, was a new one, won by a veteran sculler, 38-year-old Jim Hewson from the West Side R.C..

While the CAAO disbarred the winners of the Olympic trials from competing at Henley, the U.S. National Association of Amateur Oarsmen had no such policy. That meant that the coxed four from the West Side R.C. which was to represent the United States in Melbourne was able to compete and win its event. They also won medals in the Senior Eights event on Saturday. [West Side R.C. historian and Past President, James Schaab believes that the NAAO did have the same rule as the CAAO, and that the West Side crews either ignored the rule (like the Detroit B.C. Senior double) or that they got around it by having the Olympic-bound coxed four row the straight four, and the straight four row the coxed four. The topic is still being researched.]

On hand on Saturday, was "a cheering crowd of more than 4,000 in the Henley waterfront grandstand." [The Ottawa *Citizen*, July 30, 1956, p.13] The *Standard* reporter describes Saturday's crowd slightly differently:

Although the grandstand wasn't filled to capacity, the high bluffs overlooking the finish were jammed with spectators. In addition, there were pleasure boats anchored off the course and the Michigan [i.e. east] side was crowded with hundreds more observers. [The St. Catharines *Standard*, July 30, 1956, p.16]

The CAAO was justly proud of the fact that 15 races were run in under three hours. That kept the grandstand crowd happy. In 1955, the competitors in the Championship Singles and the Senior Eights rowed in front of the grandstand on their way to the start. In 1956, the competitors in all the races paraded in front of the grandstand and were all introduced by name. In another attempt to engage the crowd, trophies were presented to winning crews and scullers at the front of the grandstand.

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A photo in the *Standard* shows the new Thomas G. Gannon Memorial Trophy being presented to Argonaut R.C. coach Gerry Martin and his 145-lb. eight who had just won the Senior 145-lb. Eights on Saturday, in addition to having won the Junior 145-lb. Eights on Friday. [The St. Catharines *Standard*, July 30, 1956, p.16] There are two problems with the photo: first, that crew should have been receiving the Geoffrey Barron Taylor Memorial Trophy, and second, the Thomas G. Gannon Memorial Trophy should have been presented to the St. Catharines R.C. crew who won the Junior 135-lb. Eights on Thursday.

The Detroit B.C.'s Pat Costello had a two-medal afternoon, first winning the Senior Doubles with Jim Gardiner, then beating the Association Singles winner Bill Lang from the Minnesota B.C. in the Championship Singles. Costello and Gardiner had won the U.S. Olympic trials and would win silver medals in Melbourne.

Jim Hewson and Bob Sauerwein each earned three medals in West Side R.C. crews on Saturday. First they won the Senior Fours race. An hour later they won the Senior 155-lb. Eights race, and finally, two hours later, the Senior Eights.

It was the final stroke of the final race on the final day which decided the 1956 Henley.

It was just enough to give Buffalo a six-inch edge over Detroit in the Hanlan Memorial for heavy eights. The 80 points earned returned to West Sides the Maple Leaf Trophy, symbolic of club supremacy at the four-day rowing regatta.

Up until the final gun Saturday, the surprisingly-powerful Hamilton Leanders were out on top of the point aggregate. With their eight trailing the field in the Hanlan and Buffalo's coming through with the final spurt to nip Detroit at the wire, Leander supporters had to be satisfied with second.

Buffalo amassed a total of 264½ points in four days of rowing, no less than 174 of them on Saturday afternoon. Hamilton earned 193. [The St. Catharines *Standard*, July 30, 1956, p.16]

All the winners and times for the 1956 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1956 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

Argonaut R.C.	(11/3)	Toronto, Ontario
Brockville R.C.	(10/3)	Brockville, Ontario
Don R.C.	(6/0)	Toronto, Ontario
Leander B.C.	(29/7)	Hamilton, Ontario
Ottawa R.C.	(4/0)	Ottawa, Ontario
St. Catharines R.C.	(20/4)	St. Catharines, Ontario
Winnipeg R.C.	(1/0)	Winnipeg, Manitoba

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American entries came from:

Detroit B.C.	(12/3)	Detroit, Michigan
Ecorse B.C.	(4/0)	Ecorse, Michigan
Lone Star Club	(2/0)	New York, New York
Minnesota B.C.	(6/1)	St. Paul, Minnesota
Nereid B.C.	(2/0)	Belleville, New Jersey
New York A.C.	(17/6)	New York, New York
West Side R.C.	(18/6)	Buffalo, New York
Wyandotte B.C.	(3/0)	Wyandotte, Michigan

One sculler from Mexico competed:

Club España	(4/1)	Mexico City, Mexico
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High school entries:

Belleville H.S.	(1/0)	Belleville, New Jersey
Blessed Sacrament H.S.	(6/2)	New Rochelle, New York
Brockville C.I.	(1/0)	Brockville, Ontario
Canisius H.S.	(1/0)	Buffalo, New York
Central Technical School	(1/0)	Toronto, Ontario
Delta S.S.	(2/0)	Hamilton, Ontario
Linwell H.S.	(1/1)	St. Catharines, Ontario
Our Lady of Mount Carmel H.S.	(1/0)	Wyandotte, Michigan
South St. Paul H.S.	(2/0)	St. Paul Minnesota
St. Catharines C.I.	(2/0)	St. Catharines, Ontario
St. Joseph's C.I.	(1/1)	Buffalo, New York
St. Michael's College School	(1/0)	Toronto, Ontario
Westdale S.S.	(1/1)	Hamilton, Ontario

The Executive Committee met at the King Edward Hotel on September 30.

While the new starting platform came in for praise, the behaviour of the boat holders did not. It was suggested that Boy Scouts be hired in 1957. "The boys who assisted this year were not satisfactory for several reasons." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 30, 1956] None of those reasons is given.

Several agenda items had to do with the Olympic team, the most significant one being the report that the Canadian Olympic Association had "finally agreed that the four-oared crew from the Vancouver Rowing Club U.B.C. be included on the Olympic Rowing Team." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 30, 1956]

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Since the people of British Columbia were generously contributing to the financial and material support of the two Olympic crews, the fact that the CAAO donated the tiny amount of \$150 “towards the cost of providing competitors’ uniforms for the Olympic Rowing Team,” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 30, 1956] might be interpreted by a cynic as the CAAO’s being shamed into a token contribution. In a related matter, Jack Guest, Sr., Manager of the Team, was given \$1,000 “for emergency use.”

The minutes contain a long list of accounts payable. Here is a selection:

Robert Duncan Printing Co. 500 Regatta Rules Books	\$115.50
Harry Harper, expenses for 6 boys for 5 days each on float . . .	\$78.00
Lackie Manufacturing Co. medals for Henley Regatta	\$671.30
Strathcraft Manufacturing Co. shields for regatta	\$182.00
Grant to Canadian Olympic Association	\$2060.00 [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 30, 1956]

The last disbursement is the biggest on the list, and is probably the money collected from the University of British Columbia and Vancouver R.C. to cover their share of sending their two crews to Melbourne.

The curtain came down on the drama associated with the size of the Olympic rowing team, and all of Canada stood up and cheered as the University of British Columbia/Vancouver R.C. eight won silver, and the focus of much of the controversy between the CAAO and the Canadian Olympic Association, the UBC/VRC four, won Canada’s first ever gold medal in rowing, beating the Detroit B.C. crew representing the USA. Not too shabby for a crew that was originally formed to be spares for the eight. The gold-medal winners were: Archie MacKinnon, Lorne Loomer, Walt D’Hondt, and Don Arnold.



Team Canada: <https://olympic.ca/games/1956-melbourne/>

Above, Sidney Dawes, Canadian member of the International Olympic Committee, presents a gold medal to Archie MacKinnon at Lake Wendouree, in Ballarat, about 110 km from Melbourne.

Rowing accounted for two of the six medals won by Canada. Men's shooting won a gold and a bronze, Irene MacDonald won a bronze in diving, and the equestrian team won a bronze.



Because some Officers and members of the Executive Committee were in Australia in December, the annual meeting of the CAAO was rescheduled for January 19, 1957 at the Don R.C..

1956

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The Fifty-Second Royal Canadian Henley Regatta The Seventy-Fifth Regatta of the Canadian Association of Amateur Oarsmen July 24 to 27, 1957

Because some Officers and members of the Executive Committee were in Australia in December, the 1956 annual meeting of the CAAO was held on Saturday, February 2, 1957, in Toronto.

The Officers elected for 1957 were:

Honorary President: Jack Guest, Sr., Toronto

President: Claude Saunders, Hamilton

1st Vice-President: F.F. "Ted" Nelson, St. Catharines

2nd Vice-President: James R. Maclaren, Brockville

Secretary: John L. Murray, Kingston

Treasurer: Fred H. Carter, Toronto

Publicity Director: Craig Swayze, St. Catharines

Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Executive Committee: [not confirmed]

Retiring 1957: George E. Flannery, Hamilton, Russell R. Wood, St. Catharines, and Jack A. Smith, Ottawa.

Retiring 1958: Les Callan, Vancouver, Charles M. Adams, Lachine, Harry E. Kaysmith, Toronto, and G.W. Manning, London.

Retiring 1959: Theo A. Dubois, Winnipeg, F.J. Exner, Toronto, B. Hardy, Fort William, Russell R. Shorey, Brockville.

The main topic discussed was the embarrassingly poor-quality sweat suits which Canadian oarsmen were supplied with at the Olympics. Jack Guest, Sr., manager of the team, was scathing in his criticism. "The sweat suits issued by the Olympic association, apart from being a disgrace, were useless to men of six feet or over and the same to shorter men once they were laundered." [The St. Catharines *Standard*, February 4, 1957, p.19] "I feel the CAAO should have complete control over the outfitting of the oarsmen," Mr. Guest, past president of the association said." [The St. Catharines *Standard*, February 4, 1957, p.19] "The shortage of Canada badges was another blow to the athletes' national pride." [The St. Catharines *Standard*, February 4, 1957, p.19] Thanks to Jack Guest's harangue, the CAAO would get involved, and things would improve for oarsmen representing Canada at future international events.

In other business, \$500 was donated to the Boat Fund, \$250 from the CAAO and \$250 from the Leander B.C..

The Executive Committee met at the Leander B.C. in April. Most of the items dealt with were routine. Highlights include: Jack Guest, Sr., Manager of the Olympic Rowing Team returned the \$1,000 emergency fund, intact; and "a trophy to be known as The

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W.G. 'Bill' Crawford Trophy [was] to be purchased as a perpetual trophy to be competed for at the Annual Royal Canadian Henley Regatta for 145-lb. Senior Fours." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. April 6, 1957]

Oddly, not mentioned in the minutes, but reported in the press, was a plan to buy new equipment for Olympic competitors:

"We've found in the past that some of our Olympic competitors are handicapped by the present scheme where the oarsman takes his own club's equipment, which may be old and out-dated. The deal we hope to initiate in 1960 has been used for some time by both the United States and England," [President Claude] Saunders said.

....

Saunders estimated costs, including oars at \$2,500 for an eight; \$1,500 for a four; \$1,000 for a double; and \$500 for a single. [The *Toronto Globe and Mail*, April 8, 1957, p.26]

After the initial purchases, the plan called for the shells to be sold following the Games, and that money to be put into a fund to buy new shells for the next Olympic team.

A little more information about the W.G. "Bill" Crawford Memorial Trophy appears in the minutes of the next meeting of the Executive Committee.

The meeting was reminded that no presentation had been made to Past President, the late W.G. Crawford, before his death, and after some discussion, it was moved [and seconded that a committee] be appointed to arrange for the purchase or construction of a trophy to be known as the "Bill" Crawford Trophy, with the sum of \$50.00 being paid by the C.A.A.O., to match a similar amount offered by the Dons Old Boys' Association for the purpose. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. June 30, 1957]

Lest the CAAO appear parsimonious, \$50.00 was what was usually spent on gifts for Past Presidents.

A request from the Fort William R.C. asking for assistance in obtaining films for training purposes, prompted another discussion about this type of training aid. This time, "the sum of \$100.00 [was] voted for this purpose for the purchase of [a] 16 mm. film in colour." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. June 30, 1957]

The newly-formed Montreal R.C. applied for, and was granted, membership in the CAAO. The Association now had 17 member clubs.

Although 1957 was the 75th, or diamond anniversary of the Regatta, very little was made of this significant achievement.

Estimating the number of boats to be racked at Henley was not an exact science, but on the Tuesday before the opening day, Regatta Manager, Bill McAleese, guesstimated "more than 100 boats are expected." [The *St. Catharines Standard*, July 23, 1957, p.14]

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The guesstimate of the number of competitors released to the press was 600, a large, but not “the largest entry in Henley history.” [The Toronto *Globe and Mail*, July 23, 1957, p.19]

Rowing conditions were ideal on Wednesday, with the temperature hovering around 26 °C “all day and a breeze [that] barely ruffled the waters of [the] Old Welland Canal.” [The Toronto *Globe and Mail*, July 25, 1957, p.23]

The popularity of the Junior lightweight singles required six heats to be run on Wednesday morning for the two afternoon finals. Tom Diamond from Bachelors Barge Club came first of 11 scullers in the Junior 155-lb. Singles, and the St. Catharines R.C.’s Stan Murdza was also one of 11 entrants in the Junior 135-lb. Singles which he won in the afternoon.

In addition to some good racing, Thursday’s programme included one upset, an official who suffered a gunshot wound, and a disqualification.

The upset came in the Junior Singles. Jon Pearce, now a McMaster University student, living in Toronto, and sculling for the Argonaut R.C., had won his heat on Wednesday, and was touted to win the final. However, Tony Biernacki, a self-coached sculler from the Ottawa R.C., who had also won his heat, but had lost to Pearce eight times since he started to scull in 1954, finally beat his nemesis by a length.

The shooting happened shortly after the start of the High School Fours (Coxswain). Referee Ted Nelson, who was following the race, “was accidentally shot in the left hand with a blank cartridge from a .32 calibre revolver.

“Mr. Nelson was placing the revolver, which is used in case of a false start, in its holster when it accidentally discharged.” [The St. Catharines *Standard*, July 26, 1957, p. 20] The race was won by St. Joseph’s Preparatory School from Philadelphia. The record books do not give a time, because by the time the race was finished the Referee’s boat was at the dock where Dr. Stevenson was treating Mr. Nelson. He was then taken to Hotel Dieu Hospital where his condition was described as “excellent,” kept for 48 hours for observation, then released.

The disqualification came after the Junior 145-lb. Doubles was completed. The race was won by a Vesper B.C. double, however, when it was discovered that they had been in a winning quad at the U.S. National Regatta, they were disqualified because they were no longer Juniors. In the re-row on Friday, the Detroit B.C. double, who had placed second in the original race, won.

Almost lost in the all drama of the day, was the fact that St. Joseph’s C.I. from Buffalo, won the High School Eights race for the second year in a row.

The winner of the Junior 145-lb. Singles on Thursday was John Farley from the Vesper B.C.. Although his win in the Junior 145-lb. Doubles had been disallowed because he had won a quad race at the U.S. National Regatta, he was allowed to compete in a single. The CAAO rule allowed a sculler who had won a Junior doubles event, and by extension, a Junior quad event, to “retain his Junior status as a Junior Singles Sculler, until such time as he has qualified as a Senior Sculler by winning a Junior Singles Sculling race.” [Constitution and By-Laws of the Canadian Association of Amateur Oarsmen, p.14, 1950]

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Friday was just another day at the office for 39-year-old Jim Hewson, from the West Side R.C.; he won the Senior 135-lb. Singles in the record time of 8:34.5. The press says it was his 43rd medal, but it was probably his 41st.

The popular Quarter-Mile Dash, Eights was moved from the first race on Thursday to the last race on Friday. Although it didn't count for points, eight crews were entered. Heats reduced that number to six. The eventual winner was the West Side R.C. crew that was entered in the Senior Eights on Saturday.

"Although close to 4,000 persons lined the canal banks for the races, the grandstand was not filled." [The Toronto *Globe and Mail*, July 29, 1957, p.22] That was Ken McKee's estimate of attendance on the final day of the Regatta.

A Detroit B.C. crew won the Senior 145-lb. Fours event and were presented with the new W.G. "Bill" Crawford Memorial Trophy. The inaugural presentation was made at the front of the grandstand by two of Bill's sons, Laddie and Grant.

One of the premier events, the Championship Singles, had the makings of a great race, with four good scullers entered. However, three of them scratched, leaving the winner of the Association Singles, Tom McDonough, from the Fairmount R.A., to row over alone. It was only the third time since 1880, that the medal was awarded without a struggle. John Ryan did it for the Bayside R.C. in 1887, and Everard Butler also won an uncontested medal for the Argonaut R.C. in 1911.

Ironically, six-time winner, John B. Kelly, Jr. was at the Regatta, but he and Bill Knecht were entered in the Senior Doubles for the Vesper B.C., which they won. Kelly, who had won the bronze medal at the 1956 Olympic Games, was not the only Olympic medalist competing at the 75th Henley. The Detroit B.C. four who won the Senior Fours, had three of the four members who had come second to Canada. They were John Welchli, John McKinlay and Art McKinlay. Jim McIntosh was the fourth member of the Olympic crew. His place at the Canadian Henley was taken by Jim Gardiner. That four, plus coxie Denny Osgood, also won the Senior Fours (Coxswain) on Friday.

The last two races on Saturday provided some excitement for the crowd. In the penultimate race, Quarter-Mile Dash, Open Singles, Jon Pierce from the Argonaut R.C., who had scratched because of "pulled back muscles, decided to re-enter the race after morning hospitalization, and came on to nip Leanders' Con Andreychuk." [The Toronto *Globe and Mail*, July 29, 1957, p.22] After the race, Andreychuk fell out of his shell and had to be rescued by the Judges' boat. The Leander sculler was a two-sport athlete. He also played one game for the Canadian Football League's first-place team, Hamilton Tiger-Cats.

In the last race, the West Side R.C. eight that had won the dash, had to settle for second in the Senior Eights; a Vesper B.C. crew beat them by a length (or a deck, depending on the newspaper one read).

All the winners and times for the 1957 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

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Below is a list of the participating clubs at the 1957 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

Thanks to their second-place finish in the Senior Eights, the West Side R.C. was declared the Regatta champion for the second year in a row, and the sixth time in seven years. One anomaly to note is that the Detroit B.C. won more events than West Side, but the latter club's 35 entries in 34 events meant that it accumulated a significant number of "runner-up" points.

Argonaut R.C.	(13/4)	Toronto, Ontario
Brockville R.C.	(4/0)	Brockville, Ontario
Don R.C.	(2/0)	Toronto, Ontario
Leander B.C.	(29/2)	Hamilton, Ontario
Ottawa R.C.	(3/1)	Ottawa, Ontario
St. Catharines R.C.	(29/4)	St. Catharines, Ontario

American entries came from:

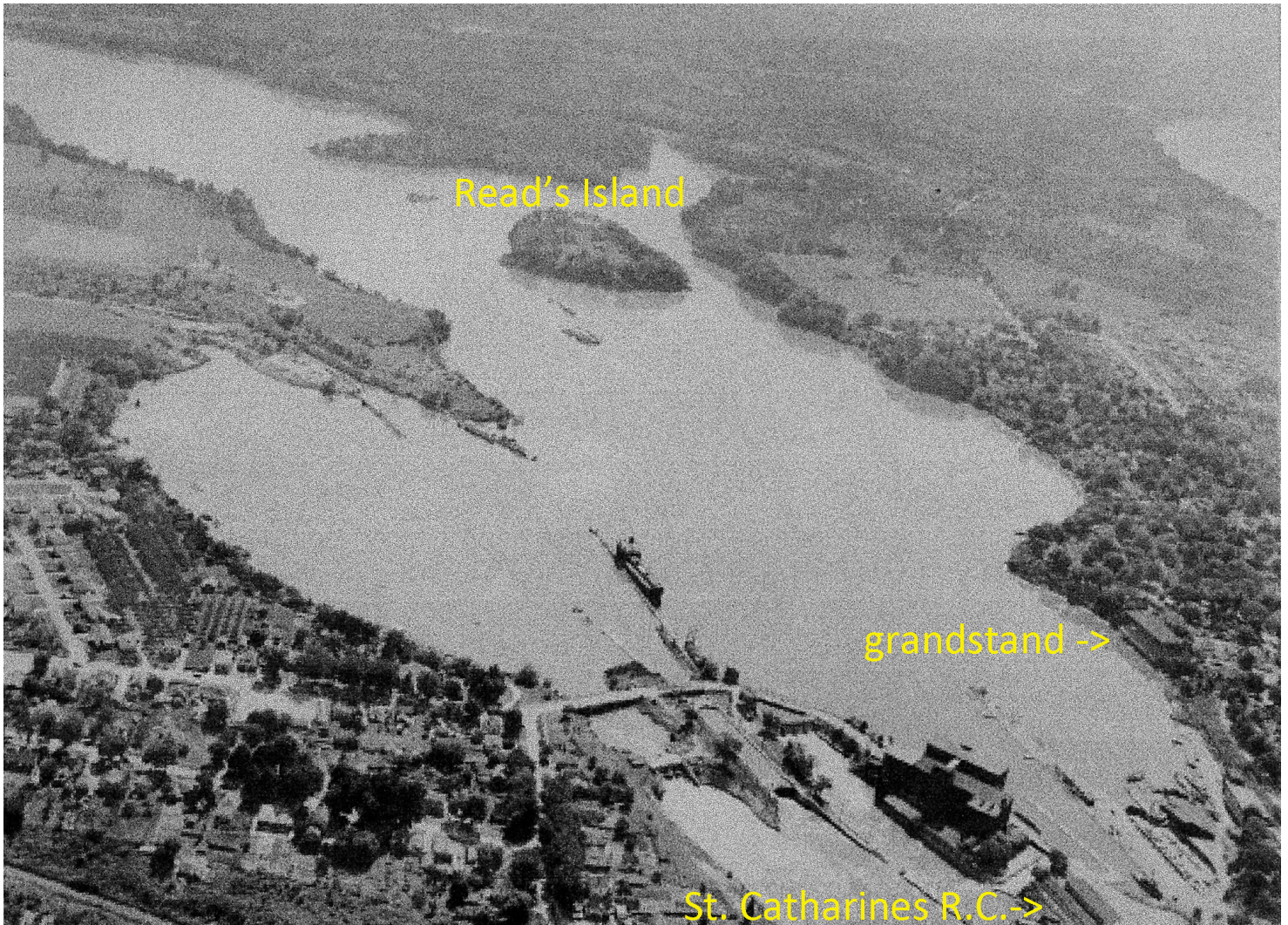
Bachelors Barge Club	(12/1)	Philadelphia, Pennsylvania
Detroit B.C.	(22/8)	Detroit, Michigan
Ecorse B.C.	(7/2)	Ecorse, Michigan
Fairmount R.A.	(2/2)	Philadelphia, Pennsylvania
Lincoln Park B.C.	(1/0)	Chicago, Illinois
Lone Star Club	(3/0)	New York, New York
Minnesota B.C.	(8/0)	St. Paul, Minnesota
New York A.C.	(27/0)	New York, New York
Old Dominion B.C.	(1/0)	Alexandria, Virginia
Penn A.C.	(2/0)	Philadelphia, Pennsylvania
Potomac B.C.	(1/0)	Washington, District of Columbia
Shrewsbury R.C.	(1/0)	Worcester, Massachusetts
Undine Barge Club	(3/0)	Philadelphia, Pennsylvania
Vesper B.C.	(16/4)	Philadelphia, Pennsylvania
West Side R.C.	(35/5)	Buffalo, New York
Wyandotte B.C.	(4/1)	Wyandotte, Michigan

High school entries:

Blessed Sacrament H.S.	(5/2)	New Rochelle, New York
Brockville C.I.	(2/1)	Brockville, Ontario
Canisius H.S.	(1/0)	Buffalo, New York
Central Technical School	(2/0)	Toronto, Ontario
Delta S.S.	(2/0)	Hamilton, Ontario
Hutchinson Central Technical H.S.	(1/0)	Buffalo, New York

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Linwell H.S.	(1/0)	St. Catharines, Ontario
Our Lady of Mount Carmel H.S.	(1/0)	Wyandotte, Michigan
South St. Paul H.S.	(1/0)	St. Paul Minnesota
St. Catharines C.I.	(2/0)	St. Catharines, Ontario
St. Joseph's C.I.	(1/1)	Buffalo, New York
St. Joseph's Preparatory School	(1/1)	Philadelphia, Pennsylvania
St. Michael's College School	(2/0)	Toronto, Ontario
Theodore Roosevelt H.S.	(1/0)	Wyandotte, Michigan



The photo above was taken on August 7, and features the site of future development on the Henley course. Although it is labelled "Read's Island" here, local rowing people were already calling it "Henley Island." It had been purchased in 1955 by the Henley Aquatic Association from Maude Gonder for \$4,000. The HAA, the St. Catharines R.C., and the St. Catharines Rowing Club Old Boys' Association, which had been organized on April 14, (it should be noted that some men belonged to all three groups) were all stakeholders. However, it was yet another group (with some of the

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same men as the three already in existence) who were given the task of overseeing the development of the Island. Formed around July, 1958, the Henley Island Development Association began planning for permanent structures, a bridge and a road.

The Executive Committee of the CAAO met at the Leander B.C. at the end of September and dealt with mostly routine items.

Here is a sampling of items: "It was announced that approximately 350 feet of usable film had been taken during the Regatta, and it would be made up into a single film for use by rowing clubs, members of our Association." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. September 28, 1957]

President Claude Saunders, custodian of the Association's electric megaphone, reported that rentals of the apparatus had brought in \$20.00.

The sum of \$50.00 was "voted to the St. Catharines Auxiliary Police Association for their work in traffic control at Port Dalhousie during the Regatta." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. September 28, 1957] The Auxiliary Police earned every penny. In the area of the boathouse, they had to contend with parking issues related to the Regatta, and patrons of the Supertest gas station, and Branch 350 of the Canadian Legion coming and going. However, the most taxing duty was controlling automobile traffic as oarsmen carried shells across the busy road between the shellhouse and the dock. There was very real danger, especially since cars coming from St. Catharines had to round a curve and could not see the shells across the road until the last second.

The minutes also announce the end of an era for the Association:

A letter of resignation was received from F.H. Carter, Honorary Treasurer of the C.A.A.O., stating that on account of ill-health, he was resigning as Honorary Treasurer, and also as the Association representative to the Canadian Olympic Association and the British Empire Games Association. It was moved by J.R. Maclaren, seconded by J.S. Guest that the Secretary express the regrets of the Association to Mr. Carter for his ill health and thank him for his long and devoted service, and that the resignation be held over until the Annual Meeting in December. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. September 28, 1957]

Fred Carter had been the Association's Treasurer in 1914, 1915, 1919 and 1920. When he had to relocate for business, his brother Charles took over (1921 to 1930). Charles was followed by another brother, Arthur (1931 to 1951). At Arthur's death, Fred accepted the role again, but now 43 years after first assuming the position, he was resigning.

The 1957 annual meeting of the CAAO was held on Saturday, December 7, 1957, at the Leander B.C..

The Officers elected for 1958 were the same as those elected for 1957, with the exception of Treasurer:

Honorary President: Jack Guest, Sr., Toronto

President: Claude Saunders, Hamilton

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1st Vice-President: F.F. "Ted" Nelson, St. Catharines

2nd Vice-President: James R. Maclaren, Brockville

Secretary: John L. Murray, Kingston

Treasurer: Harry T. Harper, St. Catharines

Publicity Director: Craig Swayze, St. Catharines

Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Executive Committee: [not confirmed]

Retiring 1957: George E. Flannery, Hamilton, . Russell R. Wood, St. Catharines, and Jack A. Smith, Ottawa.

Retiring 1958: Les Callan, Vancouver, Charles M. Adams, Lachine, Harry E. Kaysmith, Toronto, and G.W. Manning, London.

Retiring 1959: Theo A. Dubois, Winnipeg, F.J. Exner, Toronto, B. Hardy, Fort William, Russell R. Shorey, Brockville.

Fred Carter's resignation was accepted, and the first non-Carter since 1913, Harry Harper, took over as Treasurer. Harper had rowed for the St. Catharines R.C. from 1925 to 1936, been Club Captain, President, and Treasurer. He was also on the Board of Directors of the Henley Aquatic Association. In addition, since 1948 he had been Clerk of the Course at Henley Regattas. In that role, he controlled the movement of competitors on to and off of the water at the launching float.

An old irritant, sales tax and duties on imported rowing equipment, took up a large part of the meeting and it was decided to petition Prime Minister John Diefenbaker and Finance Minister Donald Fleming, and to have member clubs petition their local Members of Parliament to have the taxes and duties abolished. They might have been justified when there was a Canadian boat builder to protect, but Jencraft, the only Canadian boat builder, had gone out of business in 1956.

The date for the British Empire and Commonwealth Games trials was set for June 21, to allow the team time to prepare for the July 1 embarkation from Montreal to Cardiff, Wales. The Association was going to try to have the travel method changed from ship to airplane to avoid a seven-day layoff.

1957

Chapter 5: 1931 to 1963: A New Era

The Fifty-Third Royal Canadian Henley Regatta The Seventy-Sixth Regatta of the Canadian Association of Amateur Oarsmen July 23 to 26, 1958

The Executive Committee of the CAAO met at the Leander B.C. in March. There was much discussion related to the British Empire and Commonwealth Games to be held in Cardiff, Wales. The Association loosened its purse strings and donated \$1,000 to the British Empire Games Committee of Canada, which apparently was in financial difficulty. Moreover, the Association was going to purchase two sets of sweatsuits for each team member. They were to be better quality than the embarrassingly poor ones used by the Canadian team at the Melbourne Olympics. And, of course, no international team would be complete without a per-man levy. This one was not very onerous; each club sending a crew was expected to pay \$50.00 per competitor. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. March 22, 1958]

The one significant item related to the Canadian Henley was the decision to add, at the suggestion of the St. Catharines R.C., a new race to the programme; Junior 145-lb. Fours (Coxswain). That brought the total number of club events to 35.

Among the routine items on the agenda was the decision to purchase a second electric megaphone, since the first one had proved to be very popular.

The Executive Committee met again in May at the Leander B.C.. It was announced that the 1956 Olympic gold-medal-winning four had been accepted into the Amateur Athletic Union of Canada Hall of Fame.

A letter was received from the National Association of Amateur Oarsmen proposing a unique regatta. It would take place in conjunction with the U.S. National Regatta in July and would feature crews from Canada, the United States and Mexico competing in the Olympic events. Unfortunately, the best Canadian crews would be on their way to Wales at that time, so the regatta was not held.

One important new Henley official was created; Marshall of the Floats. He would be responsible for expediting the departure of competitors off the launch float to create room for others. The first Marshall of the Floats was Alex Champion. He became a legend, fondly remembered by all competitors, even those who incurred his wrath for being too slow to leave the float.

For several years, the CAAO had been naming Honorary Members of the Executive Committee. They seem to have been members at large who had no fixed length in office and did not represent a club. They participated in meetings, discussed topics, and made, seconded and voted on motions. They are not mentioned in the 1950 edition of the *Constitution and By-Laws*. Among others, Bill Burgoyne was one, so was Ted Nelson, Harry Harper and Fred Carter. At this meeting, John Newman was made one. He would play an important role in the development of Henley Island.

The CAAO couldn't send a team to an international regatta without some drama. At the trials, on June 21, the University of British Columbia eight was put in a tough

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position when stroke Lorne Loomer was hospitalized with an infected foot. However, since Coach John Warren had two spares with him, he moved Don Arnold from 2-seat to stroke and added one of the spares, Dave Helliwell to 2-seat. They won handily by six and a half lengths, setting a course record for one mile, 550 yards: 6:11.4. Loomer's infected foot helped to persuade the CAAO to add the two spares to the team, reluctantly. Moreover, "Frank Read, former UBC coach who acted as team manager, said after the races that the university crews would refuse to go to Wales unless allowed spare men." [The Toronto *Daily Star*, June 23, 1958, p.21] Including spares on the team was a new concept to the CAAO. The UBC four also won, and were given the option to compete in the coxed four in Wales. Larry Stephan and Jon Pearce won the double for the Argonaut R.C., and Tony Biernacki won the single for the Ottawa R.C.. All the winners, plus the spares, were selected for the team, and John Warren was named coach. Not unexpectedly, there were no entries in the pairs event.

Plans to fly the team to Wales did not materialize. They sailed with the rest of the Canadian athletes from Montreal on July 1.

As had happened in 1956, the oarsmen who were at the centre of controversy in Canada came through with medals at the Games. The two spares plus two men from the eight and their coxie won the silver medal in the Coxed Four on Llyn Padarn in Llanberis, 290 km north of Cardiff. The UBC four also won silver medals in the Coxless Four, and the eight won gold, the only gold medal won by Canada at the 1958 British Empire and Commonwealth Games.

Thanks to The St. Catharines *Standard*, we get a glimpse into what went on behind the scene after the deadline for Henley entries closed. On the Sunday before the Regatta, four CAAO officials met in St. Catharines to draft the draw. In the days before computers, this was a long, complicated and labour-intensive task. In 1958, the job fell to Claude Saunders, Harry Kaysmith, John Murray and Harry Harper. After they did the draw, Sheila Nicholson and Jean Albon, assisted by Jean's husband, Jim, did the actual typing of the finished product for the programme. [The St. Catharines *Standard*, July 21, 1958, p.16]

The 76th Regatta saw two major upsets. The Calder Cleland Memorial Trophy did not go to a St. Catharines or Buffalo school, and for the first time since it was donated for competition in 1949, the Maple Leaf Trophy did not go to the West Side R.C. or the St. Catharines R.C..

As had happened in 1957, heats had to be run Wednesday morning for afternoon finals. The Junior 155-lb. Singles and the High School Singles each required two heats. In the finals, the former was won by Jim Joy, Jr. from the St. Catharines R.C., and the latter by Bill Houston from Blessed Sacrament H.S., the only competitor in the final who didn't go to a school with "Central" in its name. Second was German exchange student, Hubert Hitsiger from Friends Central School; third, Bart Hildebrand from Central Technical School; and fourth, Stan McDougall from Central S.S..

The other Wednesday final, the Junior 135-lb. Singles, was won by 19-year-old construction worker, Ed McKenna. It was the first of three wins for the New York A.C.

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sculler. He would also win the Senior 135-lb. Singles and the Junior 145-lb. Singles on Friday.

The opening ceremony was held Wednesday evening in the grandstand and featured two films: a 15 minute one by St. Catharines photographer Jack Cooper about the 1957 Canadian Henley, and a long one [the time given on YouTube is 1:42:25. <https://www.youtube.com/watch?v=EDA5BvvtDsM>] on loan from the Canadian Olympic Association entitled *Melbourne 1956*. Unfortunately for the rowing fans in the grandstand hoping to see the Canadian crews, they would have to wait over 50 minutes to catch a few seconds of the gold-medal four and silver-medal eight.

The big story on Thursday did not occur until the last final of the afternoon: the High School Eights. Since the Calder Cleland Memorial Trophy, still valued at \$5,000, was first competed for in 1945, Grosses Pointe H.S. had won it once, Theodore Roosevelt H.S. and St. Joseph's C.I. had each won it twice, and the only Canadian school to win it, the St. Catharines C.I., had won it eight times. In 1958, to the surprise of some, another Canadian school, Delta S.S. from Hamilton, was added to the list of winners.

On Friday, a strong tail wind made for some fast, even record-breaking times. Ten records were broken. By the end of the day it was clear to officials and spectators that a new Regatta champion was going to be declared. The Detroit B.C. won four of the 12 club finals, including the Junior 145-lb. Eights which was won by the same crew that won the Junior 135-lb. Eights on Thursday.

The inaugural Junior 145-lb. Fours (Coxswain) race had four entries, one of which scratched. It was won by a New York A.C. crew.

"An estimated 5,000 persons crowded the Port Dalhousie course for Saturday's finals. Most of them chose the banks of the Old Welland Canal rather than the covered grandstand from which to view the races." [The St. Catharines *Standard*, July 28, 1958, p13.]

Because races were now being run every 15 minutes, there was little time, or necessity, for between-race novelties. However, members of the new St. Catharines R.C. Old Boys' Association managed to squeeze in a "race" between two regularly scheduled events. The grandstand crowd thoroughly enjoyed seeing an eight and a coxed four manned by men in 19th century costumes compete. The coxed four won, not because one of the men in the eight caught a crab and landed in the water, but because they were assisted by two outboard motors. Their prize: an old chamber pot. [The St. Catharines *Standard*, July 28, 1958, p.13.]

The Detroit B.C. won five events on Saturday, bringing their total to 12. One of those wins was by Pat Costello in the Championship Singles. It was his third win in that event.

Although he did not compete in the Championship Singles, Jack Kelly, Jr. did win two medals. With Bill Knecht, he won the Senior Doubles for the second year in a row (they also won it in 1950) and he stroked the Vesper B.C. eight which won the Senior Eights race.

Bob Houston, the New York A.C. sculler, also won two races—45 minutes apart—and it only took him a total of two minutes and 54 seconds. He won both the lightweight

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and open quarter-mile dashes. In the lightweight event, one of the five scullers he beat was his younger brother, Bill, who had won the first final of the Regatta, the High School Singles for Blessed Sacrament H.S..

All the winners and times for the 1958 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

The big story at the conclusion of the Regatta was the Detroit B.C.'s being declared Regatta champion, and winner of the Maple Leaf Trophy. It was presented by CAAO President Claude Saunders to Club Captain William Harahan and Coach Ken Blue. "'This is probably the finest all-round team Detroit ever has brought to the Henley,' said L. Perry Manning, a DBC director. 'We brought 35 men and got something out of every one of them.'" [The Toronto *Globe and Mail*, July 28, 1958, p.23] One of the 35 men competing for Detroit was 18-year-old Jim Dreher. He was in three finals on Saturday, and won all of them: Senior 135-lb. Fours, Senior 155-lb. Eights, and Senior 135-lb. Eights. Sixty-four years later, he remembered what getting "something out of every one of" the DBC team meant to him: "[A]ll Detroit Boat club rowers had to row 3 races in 1958 and win all three to snatch the points trophy from St. Catharines. We were so tired that we could not appreciate the party in the evening." [Dreher, Jim. "Re: Jim's bio." Message to Stan Lapinski. January 2, 2023. Email.]

Detroit had also won the Barnes Trophy, emblematic of the U.S. National Regatta championship the weekend before. It was, without a doubt, the most powerful rowing club in North America. Before 1958, only the West Side R.C. and the St. Catharines R.C. had won the Maple Leaf Trophy.

Below is a list of the participating clubs at the 1958 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club

Argonaut R.C.	(19/0)	Toronto, Ontario
Brockville R.C.	(10/2)	Brockville, Ontario
Don R.C.	(1/0)	Toronto, Ontario
Kenora R.C.	(1/0)	Kenora, Ontario
Leander B.C.	(22/1)	Hamilton, Ontario
St. Catharines R.C.	(17/4)	St. Catharines, Ontario

American entries came from:

Bachelors Barge Club	(10/3)	Philadelphia, Pennsylvania
Detroit B.C.	(24/12)	Detroit, Michigan
Ecorse B.C.	(9/1)	Ecorse, Michigan
Minneapolis B.C.	(3/0)	Minneapolis, Minnesota
Minnesota B.C.	(9/0)	St. Paul, Minnesota
New York A.C.	(26/6)	New York, New York

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Penn A.C.	(1/0)	Philadelphia, Pennsylvania
Stanford University Crew Association	(2/0)	Stanford, California
Undine Barge Club	(3/0)	Philadelphia, Pennsylvania
Vesper B.C.	(17/4)	Philadelphia, Pennsylvania
West Side R.C.	(24/2)	Buffalo, New York
Wyandotte B.C.	(6/0)	Wyandotte, Michigan

High school entries:

Bishop Fallon H.S.	(3/0)	Buffalo, New York
Bishop Neumann H.S.	(1/0)	Philadelphia, Pennsylvania
Bishop Timon H.S.	(1/0)	Buffalo, New York
Blessed Sacrament H.S.	(6/3)	New Rochelle, New York
Brockville C.I.	(3/0)	Brockville, Ontario
Canisius H.S.	(1/0)	Buffalo, New York
Central S.S.	(1/0)	Hamilton, Ontario
Central Technical School	(2/0)	Toronto, Ontario
Delta S.S.	(2/1)	Hamilton, Ontario
Friends Central School	(1/0)	Philadelphia, Pennsylvania
Humberside C.I.	(1/0)	Toronto, Ontario
Linwell H.S.	(3/1)	St. Catharines, Ontario
Our Lady of Mount Carmel H.S.	(1/0)	Wyandotte, Michigan
South St. Paul H.S.	(2/0)	St. Paul Minnesota
St. Catharines C.I.	(3/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(2/0)	Wyandotte, Michigan

The Henley Aquatic Association acquired the Lakeshore Road bridge crossing the Four Mile Creek in Niagara-on-the-Lake, east of Port Dalhousie. Newman Bros. Ltd. moved it by truck to Port Weller Dry Docks, where it was loaded onto the tug *Handy Boy*. Captain Norman Johnston then took it, via Lake Ontario, to Port Dalhousie, through the canal lock, then to Read's Island where it was installed by volunteers, on November 28. All that was needed was a road from Main Street. It would be two years before that happened.

The 1958 annual meeting of the CAAO was held on Saturday, December 8, 1958, at the Leander B.C..

The Officers elected for 1959 were:

Honorary President: Claude Saunders, Hamilton

President: F.F. "Ted" Nelson, St. Catharines

1st Vice-President: James R. Maclaren, Brockville

2nd Vice-President: Harry E. Kaysmith, Toronto

Secretary: John L. Murray, Kingston

Treasurer: Harry T. Harper, St. Catharines

Publicity Director: Craig Swayze, St. Catharines

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Regatta Chairman: F.F. "Ted" Nelson, St. Catharines

Executive Committee: [not confirmed]

Retiring 1958: Les Callan, Vancouver, Charles M. Adams, Lachine, G.W. Manning, London, and J.B. Garvie, Montreal. [*to retire in 1961?*]

Retiring 1959: Theo A. Dubois, Winnipeg, F.J. Exner, Toronto, B. Hardy, Fort William, Russell R. Shorey, Brockville.

Retiring 1960: George E. Flannery, Hamilton, Russell R. Wood, St. Catharines, and Jack A. Smith, Ottawa.

The Association planned to continue to lobby

the federal government to have the duty and sales tax on imported rowing equipment dropped.

Letters are to be sent to Ottawa while each club will get in touch with its own federal member.

The present duty is 25 per cent. CAAO officials feel there should be no tax or duty on equipment designed to build Canadian manhood. [The St. Catharines *Standard*, December 8, 1958, p.17]

1958

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The Fifty-Fourth Royal Canadian Henley Regatta The Seventy-Seventh Regatta of the Canadian Association of Amateur Oarsmen July 29 to August 1, 1959

The Pan American Games, which were to be held in Chicago, Illinois, played a part in the date selection for the 77th Regatta. The decision regarding the date of the trials was dealt with by the Executive Committee when it met at the Leander B.C. in March. Because the Pan American Committee denied the CAAO's request to hold the trials in conjunction with the Canadian Henley, and because they wanted the names of the team members by Saturday, July 25, it was decided to hold the trials on that date, and the Henley the following week, Wednesday to Saturday, July 29 to August 1. The Committee notified all clubs that if their crews were named to the team, they would be required to pay \$50 per man towards the expense of sending the team to Chicago. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. March 7, 1959]

The May meeting of the Executive Committee was also held at the Leander B.C.. The minutes contain more details about the Pan American Games and trials, and a report that, although Richard Sims was building shells at the Argonaut R.C., after months of lobbying, some duties on imported rowing equipment had been reduced. However, it was a one-sentence motion that had the longest-lasting significance in the history of the Canadian Henley Regatta: "It was moved by G.E. Flannery, seconded by T.E. Norris, that C. Saunders be appointed Chairman of the Regatta Sub-Committee CARRIED" [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. May 9, 1959] The 1959 Regatta would be Claude Saunders' first as Chairman. He would hold that position for 49 more Regattas. His 50th and last Regatta as Chairman would be in 1998.

Although the Pan American rowing distance was 2,000 metres, the trials were rowed over the one mile, 550 yard Henley distance.

All the winners of the four trials events were selected for the team: Tony Biernacki from the Ottawa R.C., who had also represented Canada at the British Empire and Commonwealth Games in Wales in 1958, would contest the single in Chicago. Jim Roche and Con Andreychuck from the Leander B.C., won the doubles, and the coxed four and eight from the University of British Columbia, plus two UBC spares filled out the team. The UBC coach, Dave Helliwell, was named team coach.

The minutes of the Executive Committee meeting held at the Port Dalhousie Legion to name the team contain an odd sentence:

It is borne in mins [sic. it should be "mind"] by the committee that while some of the winners may not seem to be of Pan-American Games calibre, there is still one month of training before the date of competition, and the clubs whose crews are selected will be notified that the crews will be expected to remain in heavy training until the date of departure for the Games.

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[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Port Dalhousie. July 25, 1959]

This seems to imply that the CAAO is knowingly sending a weak team to Chicago and that it is worried that the team will break training. Very strange.

The 1959 Henley programme lists 32 Regatta officials.

CAAO officials met last night for their final pre-regatta meeting at Port Dalhousie. The various officials were assigned for the four days of racing.

Starts and rules governing refereeing came in for the most discussion last night.

Regatta officials were also issued with their new blue and white caps and white crested polo shirts for the meet. In the past, there was no standard uniform for Henley officials. [The St. Catharines *Standard*, July 29, 1959, p.25]

The blue and white caps and white shirts with the CAAO crest on the pocket remained the uniform for Regatta officials for many years.

In its continuing struggle to attract paying spectators to the grandstand, the Henley Aquatic Association maintained the same prices of admission as had been in effect since 1954: Wednesday and Thursday - adults 50¢, children 12 and under free; Friday and Saturday - adults 75¢, children 12 and under 50¢. Box seats went for \$1.00 on Wednesday and Thursday, and \$1.25 on Friday and Saturday. [The St. Catharines *Standard*, July 29, 1959, p.24] Those prices were reasonable. By comparison, professional wrestling fans had to pay \$1.00 (children under 16 accompanied by a parent paid 50¢) to see three matches - with the main bout pitting Lou Thesz against Gene Kiniski - at the Garden City Arena. [The St. Catharines *Standard*, August 4, 1959, p.12]

For the price of admission, not only were spectators in the grandstand provided with a comfortable, shady place to sit on blistering hot days, but they also received descriptions of the races via a short-wave radio hooked up to the P.A. system in the grandstand, from a boat on the course following the races.

On the roof of the grandstand, Rex Stimers celebrated his silver anniversary covering Henley races for CKTB; he had been providing exciting word pictures for 24 years. For some of those years, his voice was carried from coast to coast via the CBC.

While most visiting competitors, officials, and spectators stayed in hotels or with Port Dalhousie residents, the Shawnigan Lake School eight, and the University of British Columbia crews in town for the trials were quartered at Ridley College, a private boys' school in St. Catharines.

The entry for 1959 was estimated at "more than 600 oarsmen." [The Toronto *Daily Star*, July 30, 1959, p.21]

Grandstand attendance was sparse on Wednesday: "winners slipped across the finish line to the cheers of fellow oarsmen. Few spectators gathered on the the old Welland canal to watch first-day events." [The Toronto *Daily Star*, July 30, 1959, p.21]

The three finals on Wednesday all required morning heats. The two heats for the High School Singles included brothers from South St. Paul H.S.: Tom and Larry Klecatsky.

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Neither qualified for the final. However, their names, and that of their brother Dick, would become familiar to other competitors, officials, reporters, and regular Henley attendees. Tom would compete annually, and achieve success in the 135-lb. single class, winning the Junior in 1962 and the Senior in 1964 and 1965. Larry came third in his High School Singles heat, not an auspicious start to a sculling career that would take him to a silver medal at the Pan American Games, and the Olympics, and would keep him competing—and winning—at the Canadian Henley until 1995. In 1959, however, he returned home to Minneapolis, Minnesota without a medal.

The “feel-good” story of the day was Howard Hanna’s win in the Junior 135-lb. Singles. The Brockville R.C. sculler’s shell had been hit by a motorboat in Montreal two weeks earlier and cut in half. He borrowed a 40-year-old taped and patched single from Brian Howard, a Montreal financier, and that was the shell he used to win his race.



Although the focus of attention in the photo above is the finish of the Junior 155-lb. Eights race, with a St. Catharines R.C. crew beating an Ecorse B.C. crew, there are some other points of interest in the scene. First, the popularity of what was called “the point” can be seen. There are at least 25 people crowding the finish line marker. Second, a familiar structure has disappeared. The iron girder bridge over the weir, which appears in hundreds, if not thousands of photos has been replaced by a new structure. It is not yet in use because the road approaches are still under construction. Finally, with no fanfare, the Henley Aquatic Association has begun to use what are called “balloon markers” in the press, to indicate the outer edges of the course. The one in the photo appears to be on the finish line. The St. Catharines R.C. eight pictured here also won the Junior 145-lb. Eights event on Friday.

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The HAA had also instituted another innovation: a telephone line between the starting float and officials at the finish. The CAAO assumed part of the cost.

Thursday's programme ended with four dashes. Three were heats for the Quarter-Mile Dash, Open Singles. The 15 entries were reduced to six for the final on Saturday. The last race of the day was the Quarter-Mile Dash, Eights, won by the Detroit B.C..

"Smooth water, a healthy tailwind, and temperatures in the high 80's produced ideal rowing conditions" [The Toronto *Daily Star*, July 31, 1959, p.14] on Friday.

The final race of the day, the High School Eights, saw a Shawnigan Lake School crew from Shawnigan Lake, British Columbia, beat two St. Catharines crews to win the Calder Cleland Memorial Trophy.

That same Shawnigan Lake School crew returned on Friday as a Vancouver R.C. crew and came second behind a St. Catharines R.C. crew in the Junior Eights. With that win, St. Catharines swept all four Junior eights events.



St. Catharines Museum - S1959.49.4.1.

Above, Jim Cavers, coxie of the victorious St. Catharines R.C. crew, retrieves his crew's medals from the "official" medal-delivery-system being operated by CAAO President, Ted Nelson. Also of interest, in the lower right corner, in front of the reporter

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wearing the grey shirt is the telegraph which was used to send results to Canadian Press, which then sent them to newspapers across Canada.

On Saturday, the Port Dalhousie Guardsmen marching band, paraded from the shellhouse to the grandstand, where they entertained the capacity crowd. It was the first time in many years that a band was on hand to provide musical interludes.

In addition to the music to pass the time between races, the grandstand crowd also received introductions to all the competitors as they rowed past on their way to the start.

There had been talk about the CBC providing television coverage of the final day, but nothing came of that. Inaugural television coverage would not happen until 1960.

The course on the last day of the Regatta was rough. Competitors had to contend with head winds and white caps. [The St. Catharines *Standard*, August 4, 1959, p.12] The fastest time of the afternoon was 7:21.3. That's how long it took the Detroit B.C. crew to win the Senior Eights. The slowest winning time for the one mile, 550 yard course was 10:13.2, set by West Side R.C. sculler, George Livingston in the Senior 145-lb. Singles. Pat Costello from the Detroit B.C. won the Championship Singles for the fourth time. His time was 9:24. When he won it in 1954, his time was 7:32.

Although West Side R.C. crews did not fare well at the 77th Regatta, 41-year-old Jim Hewson did pick up a Henley medal in the Senior 145-lb- Fours.

A group of West Side "old boys" also managed to win a quarter-mile novelty race, beating St. Catharines R.C. and Leander B.C. crews.

In 1958, the Junior 145-lb. Fours (Coxswain) was added to the programme and proved to be popular. In 1959, the Senior version was added - the 36th club event on the programme - but there were only two entries, both from the Detroit B.C.. Since some personnel were in both boats, the winner of the Junior event scratched, giving the Seniors a row-over.

The big story on Saturday was the Detroit B.C.'s winning eight of the 15 club events, and capturing the points championship and Maple Leaf Trophy for the second year in a row.

There were nine races for club eights on the programme, and St. Catharines R.C. crews won the four Junior events, plus the Senior 145-lb. Eights. Detroit B.C. crews won the other three Senior events, plus the Quarter-Mile Dash, Eights.

All the winners and times for the 1959 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1959 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

The Detroit B.C.'s 15 wins was the most any club had ever achieved.

Argonaut R.C.	(15/1)	Toronto, Ontario
Brockville R.C.	(11/1)	Brockville, Ontario

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Don R.C.	(2/0)	Toronto, Ontario
Lachine R.C.	(2/0)	Lachine, Quebec
Leander B.C.	(13/0)	Hamilton, Ontario
London R.C.	(1/0)	London, Ontario
St. Catharines R.C.	(22/6)	St. Catharines, Ontario
Vancouver R.C.	(7/1)	Vancouver, British Columbia
Winnipeg R.C.	(1/0)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(7/3)	Philadelphia, Pennsylvania
Detroit B.C.	(26/15)	Detroit, Michigan
Ecorse B.C.	(10/0)	Ecorse, Michigan
Lincoln Park B.C.	(1/0)	Chicago, Illinois
Minnesota B.C.	(20/0)	St. Paul, Minnesota
Nereid B.C.	(1/0)	Belleville, New Jersey
New York A.C.	(26/4)	New York, New York
Old Dominion B.C.	(2/0)	Alexandria, Virginia
Potomac B.C.	(10/2)	Washington, District of Columbia
Rutgers University	(2/0)	New Brunswick, New Jersey
Tartar R.C.	(1/0)	Detroit, Michigan
Vesper B.C.	(3/0)	Philadelphia, Pennsylvania
West Side R.C.	(25/3)	Buffalo, New York
Wyandotte B.C.	(4/0)	Wyandotte, Michigan
Yale University	(2/0)	New Haven, Connecticut

High school entries:

Approved Tutors H.S.	(1/0)	Philadelphia, Pennsylvania
Bishop Fallon H.S.	(1/0)	Buffalo, New York
Blessed Sacrament H.S.	(4/2)	New Rochelle, New York
Brockville C.I.	(1/0)	Brockville, Ontario
Central S.S.	(1/0)	Hamilton, Ontario
Delta S.S.	(1/1)	Hamilton, Ontario
Linwell H.S.	(2/1)	St. Catharines, Ontario
North Toronto C.I.	(1/0)	Toronto, Ontario
Our Lady of Mount Carmel H.S.	(1/0)	Wyandotte, Michigan
Shawnigan Lake School	(1/1)	Shawnigan Lake, British Columbia
South St. Paul H.S.	(3/0)	St. Paul Minnesota
St. Catharines C.I.	(1/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(1/0)	Wyandotte, Michigan
Xavier H.S.	(1/0)	New York, New York

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Pan American Games rowing events were held September 2 to 5, on the Cal-Sag Canal, 24 km from the University of Chicago where the athletes were housed. Canada won two silver medals: Tony Biernacki in the Single Sculls, and the University of British Columbia in the Eights.

The minutes of the October Executive Committee held at the Leander B.C. give us a glimpse into the financial state of the CAAO:

The Treasurer reported that the receipts for the year were \$9,159.22, disbursements totalled \$6,482.11, giving a balance on the year's operations to date of \$2,677.11. The Olympic Boat Fund now has a total of \$2,207.51. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. October 24, 1959]

Following that meeting, the CAAO issued a bulletin regarding the 1960 Rome Olympics. In addition to details about the venue at Lake Albano, two significant points are mentioned: first, the Canadian Olympic Association had given the CAAO permission to name the team with, or without trials, provided the member clubs agreed. Nevertheless, the CAAO was going to hold trials.

The second point of interest is the request that the two spares accompanying the eight train as a pair, and compete in the Olympics as a pair. [CAAO. Announcement of Interest to Canadian Rowing Clubs, December, 1959]

The 1959 annual meeting of the CAAO was held on Saturday, December 5, 1959, at the Leander B.C..

The Officers elected for 1960 were:

Honorary President: Claude Saunders, Hamilton

President: F.F. "Ted" Nelson, St. Catharines

1st Vice-President: James R. Maclaren, Brockville

2nd Vice-President: Charles M. Adams, Lachine

Secretary: John L. Murray, Kingston

Treasurer: Harry T. Harper, St. Catharines

Publicity Director: Craig Swayze, St. Catharines

Regatta Chairman: Claude Saunders, Hamilton

Executive Committee: [not confirmed]

Retiring 1959: Theo A. Dubois, Winnipeg, F.J. Exner, Toronto, B. Hardy, Fort William, Russell R. Shorey, Brockville.

Retiring 1960: George E. Flannery, Hamilton, Russell R. Wood, St. Catharines, and Jack A. Smith, Ottawa.

Retiring 1961: Les Callan, Vancouver, G.W. Manning, London, J.B. Garvie, Montreal, and Ted E. Norris, Toronto.

Since a poll of eastern clubs showed little interest in contesting the eights in the Olympic trials, it was decided to save the University of British Columbia the inconvenience and expense of travelling to St. Catharines for a row-over. The trial for

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eights would be held in British Columbia at a date to be announced, and the trials for the other events would be held on the Henley course on July 9.

First Vice-President, James Maclaren, suggested holding a coaching clinic in conjunction with the Canadian Henley. A committee was formed to study the proposal.

The CAAO accepted the offer of a new trophy from the West Side R.C. in memory of Roy Couch. [The St. Catharines *Standard*, December 7, 1959, p.18]

1959

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The Fifty-Fifth Royal Canadian Henley Regatta The Seventy-Eighth Regatta of the Canadian Association of Amateur Oarsmen July 27 to 30 , 1960

The Executive Committee held a meeting at the Leander B.C. in March. Several reports were received, a couple of which are of interest. The Canadian Sports Advisory Council, a lobby group in Ottawa for amateur sports organizations, invited governing bodies to submit ideas for the celebration of Canada's centenary in 1967.

Another report outlined details regarding the Olympic rowing team. The team size was fixed at 15 competitors, two officials, a manager and a coach. The team would fly from Montreal to Rome on August 17. Their equipment would be shipped in the middle of July.

Information about the proposed coaches' clinic was reported. A dinner meeting on the Thursday of Henley would be held. All coaches would be invited. Following the meal, "a talk on coaching methods by an outstanding college coach from [the] U.S." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. March 12, 1960] would take place. This seems to imply that the CAAO didn't think there were any outstanding coaches in Canada who could give the talk.

A request by the St. Catharines R.C. Old Boys' Association to hold a Miss Henley Beauty Contest was approved.

Details of the Olympic trials were discussed. The trials for small boats would be held on July 9 on the Henley course. The date for the eights trial in British Columbia was left open, although it was suggested that it be held early enough so that the eight could be shipped with the small boats to Port Dalhousie for the July 9 trials. Clubs whose crews were selected were advised that they would "be required to contribute at least \$200.00 per man to the cost." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Hamilton. March 12, 1960]

Only two events were contested at the trials in Port Dalhousie: the straight four and the single. To the surprise of many, the four event was easily won by a St. Catharines R.C. crew which included three high school students. Tony Biernacki from the Ottawa R.C., who had represented Canada at the British Empire and Commonwealth Games in Wales, and the Pan American Games in Chicago, where he won a silver medal, beat three other scullers in rough water and a tail wind in 7:41.5. While the four was selected to go to Rome, Biernacki was not. Controversy at the Olympic trials was practically a Canadian tradition. "The CAAO does not feel the 29-year-old Ottawa sculler is a sure winner, but judges him the best in Canada. It has asked the Olympic committee to seriously consider sending Biernacki." [The *Toronto Globe and Mail*, July 11, 1960, p. 20] The logic in those sentences leaves something to be desired. Since the CAAO had been given *carte blanche* by the Canadian Olympic Association to select the rowing team, there was no need for it to pass the buck to the COA. In previous years, the CAAO had added men to the team and simply divided the COA grant equally and had the clubs

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make up the difference. The CAAO did make a public statement about Biernacki's time, saying it "wasn't up to Olympic standards," to which Biernacki responded:

Apparently a time of seven minutes, 20 seconds had been set beforehand although no one had advised him of that fact. Anybody who managed that time in choppy water over the one-mile-560 [sic]-yard course would have been a "sort of superman," he said. [The *Toronto Daily Star*, July 12, 1960, p.14]

The feeling of his Ottawa supporters was probably summed up by the headline in the *Star*: "Ottawa Rowing Club Feels Biernacki Got the Business." [The *Toronto Daily Star*, July 12, 1960, p.14]

In the end, only the St. Catharines R.C. four and the University of British Columbia eight and two spares, who were entered in the Coxless Pair event, represented Canada in Rome. Within a week of the trials, the fund set up to raise money to send Alex Wilson, the coach of the four, with his crew, reached and surpassed its goal. [The *St. Catharines Standard*, July 28, 1961, p.19]

An estimated 700 oarsmen competed at the 1960 Henley Regatta. Entries had been received from the North Star R.C. in Dartmouth, Nova Scotia and the Stanford University Crew Association in Stanford, California, meaning that there were competitors, literally, from coast to coast.

Racing conditions were "near-perfect" on Wednesday. [The *St. Catharines Standard*, July 28, 1960, p.23]

As had had been necessary in previous years, morning heats were required for the High School Singles and Junior 135-lb. Singles events, the finals of which, plus the Junior 155-lb. Singles, were run in the afternoon. Another son of Bob Pearce qualified for the High School Singles. Bob Pearce, Jr., sculling for North Toronto C.I. qualified for the final, but came last. The largest entry in any event, the Junior Singles, required four heats to narrow the field of 20 down to five.

The big story on Thursday was not about winners, but about second place crews. There were seven club finals, and the Leander B.C. had entries in five of them. They came second in all five races. One of those races was the Junior 155-lb. Eights which was won by a St. Catharines R.C. crew. They were also the first winners of the Roy Couch Memorial Trophy which had been donated by the West Side R.C..

A new name in sculling made his debut on Thursday. Seymour Cromwell from the Riverside B.C. won the Junior Singles and started a string of wins.

Oarsmen and officials were reminded that detritus on the course was still a problem. In the first heat of the Association Singles, St. Catharines R.C. sculler, Daryl "MacDonald tipped halfway down the course. . . . However, since MacDonald hit some floating debris to end up in the water, he was given a bye into today's race." [The *St. Catharines Standard*, July 29, 1960, p.21]

The last race of the day, the High School Eights was won by the St. Catharines C.I. for the first time since 1955. It was the 24th race of the day, and Regatta officials took

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pride in the fact that it started promptly on time: 7:30. [St. Catharines *Standard*, July 29, 1960, p.21]

The much-anticipated coaches' clinic was held at the Lions Community Centre in Port Dalhousie on Thursday evening. Loran Shoel, head rowing coach at Syracuse University was the speaker. It was his varsity eight that had beaten the University of British Columbia eight at the Pan American Games in Chicago in 1959.

Three scullers were in the spotlight on Friday

The finals began at 3:15 with the Senior 155-lb. Singles which was won for the third year in a row by the Detroit B.C.'s John Welchli.

Then the Association Singles was won by the winner of the Junior Singles, Seymour Cromwell from the Riverside B.C..

And the Regatta wouldn't be complete without Jim Hewson passing a milestone. The West Side R.C. sculler won the Senior 135-lb. Singles for the second time, and set a new record—7:57.2—for the second time. Those are the facts. The rest of the story, which was widely covered, has some problems. He was 42 years old, not 43 as reported in the press, and there is some confusion about which number win this was. The press said 44, but it was probably 43. He picked up two more medals on Saturday in the Senior 145-lb. Fours (Coxswain) and Senior 155-lb. Fours. They were probably numbers 44 and 45. The problem with being a legend was that he was becoming a larger-than-life mythological figure, and facts were becoming secondary to the story.

The big news on Saturday was: "Today's senior finals are scheduled to get under way at 2 p.m. with the CBC doing a live coast-to coast television program on the regatta from 4.30 to 5.30 p.m." [The St. Catharines *Standard*, July 30, 1960, p.21] What had been promised in 1959, was delivered in 1960.

Listed below are the stations in the Toronto *Star's* circulation area that carried that first broadcast. Since, at the time, all private stations were expected to affiliate with the CBC, there may be some surprises on the list. For young readers, the numbers are channel numbers:

3 - CKVR - Barrie	10 - CFPL - London
4 - CBOT - Ottawa	10 - CKGN - North Bay
5 - CKSO - Sudbury	11 - CHCH - Hamilton
6 - CBLT - Toronto	11 - CKWS - Kingston
6 - CFCL - Timmins	12 - CHEX - Peterboro
9 - CKLW - Windsor	13 - CKCO - Kitchener

Of course, Rex Stimers was on the roof of the grandstand for the 26th year in a row providing stroke-by-stroke coverage of the races for St. Catharines radio station CKTB.

However, both the CKTB and CBC crews had to head for cover when a sudden thunderstorm hit shortly after 2:30.

The third race of the day, the senior 135-pound [fours] final, was in progress when the first gusts of winds drove down the course. Within a few moments, driving rain and severe lightning had followed.

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Officials completed the lightweight event and quickly called a halt to proceedings.

Boats Up Course

Four boats for the senior fours were up the course, but huddled in the bay above the mile, riding out the wind and waves.

The crowd retreated to protected sections of the covered Henley grandstand, officials and sports writers scurried for cover and CBS [sic] radio and television technicians fought the wind and rain to cover their equipment.

The thunderstorm lasted about 30 minutes and it was still drizzling when regatta officials decided to resume the racing.

The heavy fours came down in the rain and three races later the drizzle had stopped.

By 4 p.m., the regatta was for all intents and purposes back on time. [The St. Catharines *Standard*, August 2, 1960, p.15]

However, there were other delays, and races were running about 10 minutes behind when the CBC's television coverage ended at 5:30. The Senior Eights—one of the premier events of the Regatta—had not been run. It was a significant omission because a Detroit B.C. crew won the race for the second year in a row, and in so doing also won the points championship and Maple Leaf Trophy for the third successive year.

The *Standard* reporter is tentative about the uniqueness of the postponement, couching his language: "Saturday's postponement of racing is believed to be the first to have occurred on the final afternoon of a Henley since the regatta moved to the Old Welland Canal course here in 1903." [The St. Catharines *Standard*, August 2, 1960, p.15] He was correct. The last postponement of note happened on the first day of the Regatta, Thursday, July 27, 1944. It too was half an hour long, and involved heats and high school races. The 1960 incident was more high profile. It had an impact on the premier events of the Henley programme—the "showcase" events—and more troubling from a public relations point of view for the CAAO, the aftermath of the delay played out in front of CBC cameras and was broadcast live, coast to coast.

While the Detroit B.C. was the celebrated club of the Regatta, the individual who caught the attention of the crowd was Seymour Cromwell from the Riverside B.C.. He won the Junior Singles on Thursday, the Association Singles one Friday, and on Saturday, he beat Tony Biernacki, the best sculler in Canada, to win the Championship Singles, then four races later, he won the Quarter-Mile Dash, Open Singles.

All the winners and times for the 1960 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1960 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

The Detroit B.C. nosed out the St. Catharines R.C. for the points championship and the Maple Leaf Trophy by winning the last race of the Regatta, the Senior Eights, in which St. Catharines did not have an entry.

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The venerable Don R.C. did not compete. It was once more in the middle of yet another move, this time, from its Stadium Road location in downtown Toronto to Port Credit, where it is still located.

Argonaut R.C.	(7/2)	Toronto, Ontario
Brockville R.C.	(10/1)	Brockville, Ontario
Leander B.C.	(20/2)	Hamilton, Ontario
North Star R.C.	(2/0)	Dartmouth, Nova Scotia
Ottawa R.C.	(4/0)	Ottawa, Ontario
St. Catharines R.C.	(23/7)	St. Catharines, Ontario
Winnipeg R.C.	(4/1)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(1/1)	Philadelphia, Pennsylvania
Darby B.C.	(1/0)	Darby, Pennsylvania
Detroit B.C.	(23/10)	Detroit, Michigan
Ecorse B.C.	(15/1)	Ecorse, Michigan
Fairmount R.A.	(4/1)	Philadelphia, Pennsylvania
Lincoln Park B.C.	(4/0)	Chicago, Illinois
Minnesota B.C.	(17/0)	St. Paul, Minnesota
New York A.C.	(17/0)	New York, New York
New Rochelle R.C.	(3/0)	New Rochelle, New York
Riverside B.C.	(4/4)	Cambridge, Massachusetts
Stanford University Crew Association	(4/0)	Stanford, California
Undine Barge Club	(4/0)	Philadelphia, Pennsylvania
University Barge Club	(1/0)	Philadelphia, Pennsylvania
Vesper B.C.	(6/0)	Philadelphia, Pennsylvania
West Side R.C.	(32/5)	Buffalo, New York
Wyandotte B.C.	(12/1)	Wyandotte, Michigan

High school entries:

Bennett H.S.	(1/0)	Buffalo, New York
Bishop Fallon H.S.	(1/0)	Buffalo, New York
Bishop Neumann H.S.	(2/1)	Philadelphia, Pennsylvania
Blessed Sacrament H.S.	(2/0)	New Rochelle, New York
Brockville C.I.	(4/0)	Brockville, Ontario
Canisius H.S.	(2/1)	Buffalo, New York
Delta S.S.	(1/0)	Hamilton, Ontario
Denis Morris H.S.	(2/0)	St. Catharines, Ontario
Fordham Preparatory School	(1/0)	Bronx, New York
Hutchinson Central Technical H.S.	(1/0)	Buffalo, New York

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Lane Technical H.S.	(1/0)	Chicago, Illinois
Lincoln Park H.S.	(2/1)	Chicago, Illinois
Linwell H.S.	(1/0)	St. Catharines, Ontario
Manhattan College H.S.	(1/0)	New York, New York
North Toronto C.I.	(1/0)	Toronto, Ontario
Our Lady of Mount Carmel H.S.	(2/0)	Wyandotte, Michigan
South St. Paul H.S.	(3/1)	St. Paul Minnesota
St. Catharines C.I.	(3/1)	St. Catharines, Ontario
St. Joseph's C.I.	(3/0)	Buffalo, New York
Woodrow Wilson Jr. H.S.	(1/0)	Philadelphia, Pennsylvania
Xavier H.S.	(1/0)	New York, New York

The Olympic rowing events were held from August 30 to September 3 on Lago di Albano, about 20 km southeast of Rome. The lane marking system developed for this regatta was referred to as the "Albano buoy system," and became the standard at international and national events, including the Canadian Henley Regatta. Only Canada's eight advanced to the final, in which they won a silver medal. They were beaten by the United Team of Germany, which combined East and West German athletes. The eight was a crew from Ratzeburg, West Germany, coached by Karl Adam.

He changed his crew's training, the rowing style for the athletes, and the rigging for the boats. Off the water, Adam had his men do *fartlek*, . . . mixing continuous and interval training with running and weightlifting. This strenuous regime developed both aerobic and anaerobic stamina, and with it Adam's crews proved they could row high-rated but shorter strokes in bursts that amazed other coaches. For a livelier spring at the catch, Adam used oars with broader tulip-shaped blades that scooped more water than those that were traditionally tapered. [William Lanouette, *The Triumph of the Amateurs* (Latham: Lyons Press, 2021) p.192]

In a glimpse of things to come, the German team won three of the seven events, and came second in a fourth. Every rowing country in the world was put on notice that if they wanted to succeed at the international level, they would have to emulate the German model of a government-supported national team, coached by professional coaches and engaged in intense, year-round training. Club or college crews that represented their country would have little success in the future.

Although the Henley Aquatic Association was responsible for organizing regattas on the Henley course, and maintaining and improving the facilities on and around the course, Henley Island was becoming the focus of attention and a separate corporation was formed to look after it. On September 9, 1960, it received its provincial charter under the name Henley Island. It would be called the Henley Island corporation, or the Henley Island development corporation. As its name suggests, it dealt with the development of Henley Island. Among the five objects of the corporation listed on the Letters Patent, the second is the clearest statement of its purpose:

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(b) TO develop, maintain and operate Henley Island, formerly known as Read's Island, in the Old Welland Canal, in the Township of Grantham, in the County of Lincoln, for rowing and aquatics and for any other athletic, social and recreational purposes; [Province of Ontario. Letters Patent Incorporating Henley Island. Provincial Secretary's Office. Toronto, Ontario. September 9, 1960]

The first Directors were William B.C. Burgoyne, James R. Minards, Frederick F. Nelson, John H. Newman, F. William Smith, Donald F. Thom, and R. Russell Wood.

The Henley Island corporation existed until 1973. In that year, Supplementary Letters Patent changed its name to Canadian Henley Rowing Corporation, and it assumed the functions of the Henley Aquatic Association.

In the late 1920s, The University of Toronto and McGill University had held races, sometimes on the Henley course, sometimes not. In an effort to revive university races, a contest involving eights from the University of Toronto and the University of Western Ontario was held on Fanshawe Lake outside London, Ontario in a hailstorm on November 6. UWO won. It was "the first intercollegiate rowing race between two Ontario universities." [Patrick Okens, *Blues Before Sunrise* (Toronto: University of Toronto, 2022) p.24] The university crews in the 1920s also contested Henley events. It remained to be seen if the university crews in the 1960s would also compete at Henley.

The CAAO held its 1960 annual meeting at the Leander B.C. on Saturday, December 3.

The Officers elected for 1961 were:

Honorary President: F.F. "Ted" Nelson, St. Catharines

President: James R. Maclaren, Brockville

1st Vice-President: Charles M. Adams, Lachine

2nd Vice-President: Ted E. Norris, Toronto

Secretary: John L. Murray, Kingston

Treasurer: Harry T. Harper, St. Catharines

Publicity Director: Craig Swayze, St. Catharines

Regatta Chairman: Claude Saunders, Hamilton

Executive Committee: [not confirmed]

Retiring 1960: George E. Flannery, Hamilton, Russell R. Wood, St. Catharines, Jack A. Smith, Ottawa, and E. Feldbauer.

Retiring 1961: Les Callan, Vancouver, G.W. Manning, London, P.W. Grant, and Gerald F. Martin, Toronto.

Retiring 1962: Theo A. Dubois, Winnipeg, F.J. Exner, Toronto, B. G. Hardy, Fort William, Russell R. Shorey, Brockville.

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The coaching clinic had been a success, and another was planned for the 1961 Henley. In the same vein, a spring sculling clinic was proposed with details to be ironed out later.

International team size was discussed, again, with the CAAO to petition Canada's British Empire and Commonwealth Games Committee to increase the size of the team from 11 to 16 for the 1962 Games in Perth, Australia. [The St. Catharines *Standard*, December 5, 1960, p.18]

1960

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The Fifty-Sixth Royal Canadian Henley Regatta The Seventy-Ninth Regatta of the Canadian Association of Amateur Oarsmen July 26 to 29, 1961

In March, CBC-TV announced a huge package of sports programmes to be broadcast Saturday and Sunday afternoons in 1961 on its *World of Sport* series. The biggest sports were American, and included NFL football and major league baseball games. Although the rights to Canadian football games had been lost to Toronto's CFTO, CBC-TV did have some Canadian content: "Canadian events to be telecast include: The Queen's Plate, the Prince of Wales Stakes, the Breeders's Stakes; a special rodeo from Winnipeg; and the Royal Canadian Henley regatta." [The *Toronto Globe and Mail*, March 15, 1961, p.15]

At a meeting of the Executive Committee held in St. Catharines, the size of the national rowing team was on the agenda, yet again. This time it concerned the British Empire and Commonwealth Games team going to Perth, Australia. The Canadian British Empire and Commonwealth Games Association had set the size of the team at 13 competitors and two officials, but the CAAO was going to lobby for a bigger team.

Since the first one had been an unqualified success, it was decided to hold another coaches' clinic on the Thursday evening of the 1961 Regatta.

It was also decided to award silver medals to second-place finishers for the first time since the 1880s. [The *Toronto Globe and Mail*, April 10, 1961, p.25] This decision was reversed before the start of the 79th Regatta.

Meanwhile, on the Henley course, the water had been entirely drained out in the fall of 1960 to allow for the replacement of a bridge at Lock 1 of the old Welland Canal. When the water wasn't returned on the promised date of March 1, the St. Catharines R.C. had to make other arrangements for its high school crews. The best that could be organized was a Welland River site in Chippawa, 22.5 km from Port Dalhousie. This was not ideal, and both the Club and the St. Catharines Board of Education put pressure on the St. Lawrence Seaway Authority to put the water back, or if that did not happen, to let crews use the entrance to nearby Lock 1 of the Fourth Welland Canal at Port Weller. The latter request was turned down, but on April 15, the water was returned to the course. This had no bearing on the Henley Regatta, other than to remind the CAAO and Henley Aquatic Association that they had no control over the water on their course.

Preparing the race schedule was a huge job which took Secretary Jack Murray, President James Maclaren, and Regatta Chairman Claude Saunders 10 hours to finish in St. Catharines, on the Sunday before the 79th Regatta. A new piece of office equipment was used to generate copies of that schedule. As parts of the draw were completed, instead of passing them to a typist, they were given to George Flannery who dictated them to Art Bostad from Nelson Business Machines of Hamilton, who was operating a Friden Progomatic Flexowriter, which punched a tape which was then fed into another

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machine which produced multiple copies of the draw. [The St. Catharines *Standard*, July 24, 1961, p.16]

Early projections called for “[s]ome 800 oarsmen and scullers” [The Toronto *Globe and Mail*, July 25, 1961, p.15] to compete at the 1961 Regatta. Of particular note, Club España from Mexico City arrived on the Saturday before the Regatta with a team of 14, and used shells borrowed from the Leander B.C. and the St. Catharines R.C.. Roberto Retolaza from that club had won the Junior Singles in 1956, and he had returned with some of his club mates.

To relieve some of the pressure of providing space for the contestants’ equipment, covered racks were erected on the top of Henley Island for singles and doubles. [The St. Catharines *Standard*, July 26, 1961, p.25]

The price of admission to the grandstand remained the same as it been since 1954: Wednesday and Thursday, 50¢, children 12 and under free; Friday and Saturday, 75¢, children 12 and under 50¢. Box seats on Wednesday and Thursday were \$1.00 and on Friday and Saturday, \$1.25.

Wednesday was “a day of perfect rowing weather.” [The Ottawa *Citizen*, July 27, 1961, p.15]

As had happened for several previous years, morning heats were required for the High School and the Junior 135-lb. Singles. The latter was won by 15-year-old Peter Johnson from the Shrewsbury R.A.. It was his first of many Henley medals.

The lack of medical facilities at the Regatta is clearly evident in a story about a member of the Detroit B.C.’s Junior four. On Wednesday, he collapsed after his heat. London R.C.’s coach, Dr. Phil Fitz-James assessed him at the St. Catharines R.C.’s boathouse, and the oarsman was rushed to Hotel Dieu Hospital with police escort. He was treated for heat prostration and released. [The St. Catharines *Standard*, July 27, 1961, p.23]

Ideal rowing conditions continued on Thursday: “Once again, almost perfect water conditions greeted the crews. An early afternoon storm threatened, but the mile, 550-yard-long Henley course was mirror smooth throughout the 26-race program.” [The Toronto *Globe and Mail*, July 28, 1961, p.15]

It was a big day for St. Catharines crews. Of the seven club finals, St. Catharines R.C. crews, plus sculler Daryl MacDonald in the Junior Singles, won four. In addition, St. Catharines C.I. won the High School Fours (Coxswain), and Grantham H.S.—formerly known as Linwell H.S.—won the High School Eights.

One of the four St. Catharines R.C. wins was the Junior 145-lb. Fours. The crew that came third is notable for a couple of reasons. First, it was the first crew from the London R.C. to compete at a Henley. Second, the stroke was a 26-year-old unemployed carpenter who had emigrated from Germany in 1958, and whose name would become familiar (and often misspelled) in rowing circles around the world, over the next 60 years: Jakob Kaschper. He had served a three and a half year apprenticeship as a boatbuilder under Willy Empacher at Bootswerft Empacher Eberbach, and as a journeyman, worked for the renowned company for four years before emigrating. Because he was skilled at working with wood, he found employment as a carpenter, but

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by 1961, the jobs had dried up, and he turned his talents to his trade, and began building boats at the London R.C.. His first was a single for a member of his Henley crew. It was completed a few weeks after the Regatta. His second shell was also a single, followed by two eights for the London R.C.. Kaschper's career as the preeminent boatbuilder in Canada had begun. It ended with his retirement in 2019. [Most details from: Kaschper, Jakob and C.M. Showalter-Williamson. *Jakob's Journey: 70 Years - Design and Building of Racing Shells* (Lucan: C.M. Showalter Publishing, 2022) pp. 1-15] Jakob Kaschper may not have won a Henley medal in 1961, but hundreds of oarsmen and oarswomen would win Henley gold in shells designed and built by him.

After the conclusion of Thursday's races, the coaches' clinic was held in the new St. Catharines R.C. Old Boys' Association clubhouse on Henley Island. Instead of having one instructor, as had been the case in 1960, a panel of three esteemed coaches made presentations: Ken Blue from the Detroit B.C., Paddy Cline from the Leander B.C., and Jack Guest, Sr. from the Don R.C.. Another renowned coach, St. Catharines R.C.'s Russ Wood, acted as chairman. [The St. Catharines *Standard*, July 27, 1961, p.23]

Friday's finals began with the Detroit B.C.'s John Welchli winning the Senior 155-lb. Singles for the fourth year in a row.

Another perennial winner, 43-year-old Jim Hewson from the West Side R.C. won the Senior 135-lb. Singles for the second year in a row, his 46th Henley medal.

As he had for the previous 26 years, Rex Stimers covered the Regatta all week for radio station CKTB. On Saturday, he was joined on the roof of the grandstand by CBC announcers. Al Hamel and Johnny Fitzgerald handled the coast-to-coast radio coverage, while Fred Sgambati described the races with Bob Pearce doing the colour commentary for CBC-TV. The CBC also had Doug Maxwell on the starting float. [The St. Catharines *Standard*, July 28, 1961, p.19]

"Weather for the final day was perfect, with almost no wind until the last couple of races, and then it was a following breeze." [The Toronto *Globe and Mail*, July 31, 1961, p.15]

The photo below shows a capacity crowd of 3,500 spectators on Saturday. Also of note is one of the CBC television camera placements in the grandstand positioned to look down the finish line. There is a lot going on in this scene. At the extreme lower left, five finish line judges are focused on a race coming down the course. The judge sitting and holding a shot gun is Merrill Blank. The vertical apparatus is the sight through which he looked to determine which competitor crossed the finish line first. He lined up the wire in the sight with the marker on the far side of the course, and when a bow of a shell crossed that line, he fired the gun. In addition to being Chief Judge of the Finish, he was the editor of the programme, and contributed a rowing-themed poem to each edition, the most famous one being, "To An Oarsman." Standing behind the judges, the man with the bow tie is CAAO 1st Vice-President Charles Adams who handed the medals and plaques to the winners. Above him at the front of the grandstand are some of the trophies. The occasion of the photo is the christening of a new Pocock straight four which is being rowed by the crew which represented Canada at the 1960 Olympics, hence the name of the shell: *Olympic Sixty*. Pouring some Henley water on the bow of

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the shell is Dr. Omar Younghusband, the Olympic team, and long-time St. Catharines R.C. physician. The gentleman in the dark blazer and fedora to the right of Dr. Younghusband is the crew's coach, Alex Wilson. The crew, from the stern are Chris Leach, Bob Adams, Clay Brown, and Frank Zielski. The shell plus eight oars cost \$2,276, and was purchased with money collected locally for an Olympic fund in 1960. [The St. Catharines *Standard*, July 28, 1991, p.19] The photo must have been taken very early in the afternoon, because three of those oarsmen were busy that day. Zielski was in the St. Catharines R.C. crew that won the Senior Fours. Then he joined Adams and Brown in the crew that won the Senior Eights.

The Senior Eights win was the first in that event for the St. Catharines R.C., and touched off bedlam in the packed grandstand on the Henley course.

....

Flowers lining the rails along the grandstand were showered on the victorious senior eights crew as it rowed up to the judge's stand to get the medals." [The Toronto *Globe and Mail*, July 31, 1961, p.15]

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Their time of 6:11 was a new course record. The same crew had also set the previous course record on Friday in their heat, which they won in 6:15.7. Not only were they fast over the full Henley distance, one mile, 550 yards, but they also won the Quarter-Mile Dash, Eights on Friday.

The other premier event, the Championship Singles, was won for the second year in a row by Seymour Cromwell, who had also teamed up with Bjorn Qvale earlier in the afternoon to win the Senior Doubles for the Riverside B.C..

Almost lost in the excitement of the heavyweight races was the fact that Jim Hewson won two more medals for the West Side R.C.: the Senior 145-lb. Fours (Coxswain) and the Senior 155-lb. Fours. They were medals number 47 and 48.

Also of note, Jim Roche from the Leander B.C. won the Senior 145-lb, Singles for the third time.

As had happened in 1959, The Detroit B.C. and the St. Catharines R.C. monopolized the nine eights races for club crews. However, in 1961, Detroit won only three, while St. Catharines took the others.

All the winners and times for the 1961 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1961 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

The St. Catharines R.C. won the points championship and the Maple Leaf Trophy for the first time since 1955.

Argonaut R.C.	(10/0)	Toronto, Ontario
Brockville R.C.	(6/0)	Brockville, Ontario
Fort William R.C.	(1/0)	Fort William, Ontario
Lachine R.C.	(1/0)	Lachine, Quebec
Leander B.C.	(18/4)	Hamilton, Ontario
London R.C.	(1/0)	London, Ontario
Ottawa R.C.	(6/2)	Ottawa, Ontario
St. Catharines R.C.	(33/13)	St. Catharines, Ontario
Winnipeg R.C.	(6/0)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(5/1)	Philadelphia, Pennsylvania
Detroit B.C.	(21/6)	Detroit, Michigan
Ecorse B.C.	(8/0)	Ecorse, Michigan
Fairmount R.A.	(3/0)	Philadelphia, Pennsylvania

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Lincoln Park B.C.	(9/1)	Chicago, Illinois
Minnesota B.C.	(16/0)	St. Paul, Minnesota
New York A.C.	(12/0)	New York, New York
New Rochelle R.C.	(3/0)	New Rochelle, New York
Riverside B.C.	(6/3)	Cambridge, Massachusetts
Shrewsbury R.A.	(4/1)	Shrewsbury, Massachusetts
Tartar R.C.	(1/0)	Detroit, Michigan
Undine Barge Club	(3/0)	Philadelphia, Pennsylvania
University Barge Club	(5/0)	Philadelphia, Pennsylvania
Vesper B.C.	(9/2)	Philadelphia, Pennsylvania
West Side R.C.	(27/3)	Buffalo, New York
Wyandotte B.C.	(10/0)	Wyandotte, Michigan

Mexican entries came from:

Club España	(6/0)	Mexico City, Mexico
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High school entries:

Approved Tutors H.S.	(1/1)	Philadelphia, Pennsylvania
Blessed Sacrament H.S.	(1/0)	New Rochelle, New York
Brockville C.I.	(1/0)	Brockville, Ontario
Choate School	(1/0)	Wallingford, Connecticut
Denis Morris H.S.	(1/0)	St. Catharines, Ontario
Glebe C.I.	(1/0)	Ottawa, Ontario
Grantham H.S.	(3/1)	St. Catharines, Ontario
Haverford School	(1/1)	Haverford, Pennsylvania
Lane Technical H.S.	(2/0)	Chicago, Illinois
Lincoln Park H.S.	(1/0)	Lincoln Park, Michigan
New Rochelle H.S.	(1/0)	New Rochelle, New York
North Toronto C.I.	(1/0)	Toronto, Ontario
Our Lady of Mount Carmel H.S.	(1/0)	Wyandotte, Michigan
South St. Paul H.S.	(2/0)	St. Paul Minnesota
St. Catharines C.I.	(3/2)	St. Catharines, Ontario
St. Joseph's C.I.	(1/0)	Buffalo, New York
Theodore Roosevelt H.S.	(1/0)	Wyandotte, Michigan
Upper Canada College	(1/0)	Toronto, Ontario
Westport H.S.	(1/0)	Westport, Connecticut

The annual meeting of the CAAO was held at the Brockville R.C. on Saturday, December 9.

The Officers elected for 1962 were:

Honorary President: James R. Maclaren, Brockville

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President: Charles M. Adams, Lachine
1st Vice-President: Ted E. Norris, Toronto
2nd Vice-President: Russell R. Wood, St. Catharines
Secretary: John L. Murray, Kingston
Treasurer: Harry T. Harper, St. Catharines
Publicity Director: Craig Swayze, St. Catharines
Regatta Chairman: Claude Saunders, Hamilton

Executive Committee: [not confirmed]

Retiring 1961: Les Callan, Vancouver, P.W. Grant, Gerald F. Martin, Toronto and N.J. Lundvall.

Retiring 1962: Theo A. Dubois, Winnipeg, F.J. Exner, Port Credit, B. G. Hardy, Fort William, and Duncan Matheson, Brockville.

Retiring 1963: George E. Flannery, Hamilton, Jack A. Smith, Ottawa, C. Alex Champion, St. Catharines, and J.B. Garvie.

While not directly related to the Canadian Henley or to the CAAO, it should be mentioned that the U.S. National Association of Amateur Oarsmen reluctantly put a women's singles race on its 87th National Regatta programme. Only two women entered: Aldina Nash from the Lake Washington R.C. and Joanne Wright from the Philadelphia Girls R.C.. Unfortunately, Nash became ill at the last minute, and the race was scratched. [<https://www.rowsource.com/cox/aldina-nash-hampe-pioneer-of-womens-rowing-reunites-with-1960s-2x-partner>] Not even token gestures like this were happening in Canada.

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The Fifty-Seventh Royal Canadian Henley Regatta The Eightieth Regatta of the Canadian Association of Amateur Oarsmen July 25 to 28, 1962

In January, federal Health Minister Waldo Monteith announced the formation of the National Advisory Council on Fitness and Amateur Sport. Its mandate was to

assist the Government in implementing the new fitness and amateur sport program enacted at the last session of Parliament. Parliament set aside \$5,000,000 in the session for the job of encouraging and developing fitness and not-for-hire [i.e. amateur] sports. [The *Toronto Globe and Mail*, January 10, 1962, p.12]

The Chairman was someone with whom the rowing community was familiar: Kenneth Farmer. The CAAO had locked horns with him when he was President of the Canadian Olympic Association. Although care was taken to have representation from all parts of Canada, of the 30 people on the Council, only two were women. Several retired professional athletes were members, however, there was no one on it from the amateur sport of rowing.

Rowing, like other sports, hoped that some of the \$5 million would help with the day-to-day running of their programmes, but it became clear that the Council intended to follow a different, broader, more basic policy. One area it intended to focus on was leadership training. "The first recommended expenditure for 1962 was a total of \$494,250 in bursaries for students interested in physical education careers." [The *Toronto Globe and Mail*, March 3, 1962, p.A7] This philosophy brought it into conflict with the CAAO, who thought it was entitled to a slice of the pie. Requests for \$5,000 to help University of British Columbia crews travel to St. Catharines for the British Empire and Commonwealth Games trials, financial assistance to buy shells for the BE&CG team, and compensation for the St. Catharines R.C. eight which represented Canada at an international regatta in Philadelphia were all denied. Kenneth Farmer spelled out the Council's philosophy as it pertained to rowing: "'We want to encourage rowing overall, to get a larger number of persons participating,' he said. 'We'd like to expand the sport in schools, for instance.'" [The *Toronto Globe and Mail*, July 25, 1962, p.13]

In August, the Council was advised by the federal government to stop spending. Subsequently, its budget was reduced to \$1 million per year.

Although the CAAO was the beneficiary of some of the federal government's largesse in the form of \$10,000 to help send a University of British Columbia pair, four and eight to the inaugural World Rowing Championships in September on the Rotsee in Lucerne, Switzerland, the Association continued to publicly criticize the Council. It wanted more.

At its March meeting, held in St. Catharines, the Executive Committee addressed a perennial Regatta problem: scratches.

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Plagued by a rash of last-minute scratches at past Henleys, the Canadian Association of Amateur Oarsmen has decided to penalize clubs which allow crews or scullers to pull out of heats.

This year, a scratch will cost clubs 25 per cent of the points awarded to the eventual winner of the event.

....

[E]xplained Charles Adams of Montreal, president of the CAAO, "only broken equipment or illness will be regarded as legitimate reasons for scratching." [The Toronto *Globe and Mail*, March 26, 1962, p.33]

The British Empire and Commonwealth Games in Perth, Australia were also discussed. The team was set at 13 competitors plus two officials, and the trials were scheduled for August 4 and 5 on the Henley course. There was some good news about the team's equipment: "An eight and a four shell have been ordered by the CAAO from George Pocock and Sons of Seattle for delivery directly to Perth. The shells will be awaiting the Canadian oarsmen when they arrive by air Nov. 9." [The Toronto *Globe and Mail*, March 26, 1962, p.33] The CAAO, not the National Advisory Council on Fitness and Amateur Sport was paying for the equipment.

Two clinics were planned. The first, a sculling clinic, was to take place at the new home of the Don R.C. in Port Hope, west of Toronto, on May 12. The annual coaches' clinic was scheduled for the Thursday evening during Henley, July 26.

The Executive Committee met again in St. Catharines in June, and made a difficult decision. Because the 1963 Pan American Games were to be held in Sao Paulo, Brazil in March, it was felt that that early date would make it impossible to send a competitive team. As a result, "the CAAO executive moved with considerable regret a suggestion to the Canadian Pan-American Games Association that rowing be left off the 1963 team." [The Toronto *Daily Star*, June 4, 1962, p.11]

There was one very significant decision made at the July meeting of the Executive Committee:

At its meeting here today, the CAAO . . . decided to hold in 1967 a Centennial International Invitational Regatta. The rowing will feature crews from all over the world and be held as part of Canada's centennial celebrations.

Scheduled for September, the races will be held on the Henley course at St. Catharines. [The Toronto *Globe and Mail*, July 25, 1962, p.13]

After 80 years of organizing an increasingly large national regatta, the CAAO was going to attempt something even bigger. It would be an ambitious undertaking.

An estimated 600 oarsmen competed at the 1962 Regatta, a slightly lower number than in previous years.

The smaller number, plus the new scratch rule, reduced the number of races to 86, four fewer than in 1961.

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Spectators saw something new on the bows of shells in 1962: large lane numbers. This innovation helped finish line judges, and spectators identify crews as they crossed the finish line. It also helped the starters in sorting out lanes and competitors. In addition, bow men were issued singlets with their lane number on the back. For some reason, the anachronistic practice of identifying lanes by colour in the programme, continued. They were, as they had been for decades: 1 - white; 2 - black; 3 - yellow; 4 - red; 5 - green; 6 - pink. The colours harkened back to a time when bow men and singles scullers wore a swatch of cloth on their backs to distinguish which lane they were in.

Rowing conditions on Wednesday were less than ideal “as the 80th Royal Canadian Henley regatta opened in rain and high winds.” [The Toronto *Globe and Mail*, July 26, 1962, p.23]

Jack Gatecliff, Sports Editor of the St. Catharines *Standard*, was more poetic in his description of Wednesday’s weather: “Even the whitecaps had whitecaps and the rain drops were as large as silver dollars” [The St. Catharines *Standard*, July 26, 1962, p. 24]

Because singles were quartered on Henley Island, and scullers could follow a sheltered route to the starting float, morning heats for the High School, Junior 135-lb., and Junior 155-lb. Singles were run on time. One sculler dominated the afternoon finals of two of those events. Seventeen-year-old Jeff Kreger won the High School Singles for Theodore Roosevelt H.S., and the Junior 155-lb. Singles for the Wyandotte B.C..

Shortly before the first race of the afternoon at 3:45, the waves got so high that the new starting float capsized. Officials immediately postponed the races, and the five crews on their way up the course for the first heat of the Junior Fours (Coxswain) turned back. Four crews made it safely to the boathouse, but the fifth, the St. Catharines R.C. crew swamped about 300 metres from the launching float. The crew was picked up by a motor boat, and their shell was towed to the wharf.

By 5:30, the wind had subsided enough for racing to be resumed, however, heavy rain continued for the rest of the afternoon.

The 1962 programmes contained a new word: “heavy.” For example, what had been known formerly as the “Junior Singles,” became the “Junior Heavy Singles” in the 1962 programmes. [*For the sake of consistency and brevity, the word “heavy” will be implied, not stated here.*]

An afternoon heat in the Junior Singles marked the Henley debut of a new rowing star. Ted Nash from the Lake Washington R.C. won his heat, and would win the final on Thursday. He had already won a gold medal in the Coxless Four for the United States at the 1960 Rome Olympics and he would win a bronze medal in the same event at the 1964 Tokyo Olympics. He would go on to coach U.S. crews at nine more Olympic games. In 1962, in addition to competing, he was a coach, and was in charge of the 12-man Lake Washington R.C. team at the Regatta. He was just beginning to become a legend.

Jack Gatecliff has some well-deserved praise for Wednesday’s Regatta officials:

It is a tribute to regatta officials that, despite the atrocious conditions which included high winds, a blinding rainstorm and flashing lightning, all events were completed.

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For probably the first time in regatta history the judges' boat following the last race down the course had its lights on as the oarsmen crossed in front of the grandstand shortly before 9 p.m. to close the thoroughly hectic afternoon. [The St. Catharines *Standard*, July 26, 1962, p.24]

"While it sprinkled rain several times during Thursday's program, the cold bothered the oarsmen most. Some veteran Henley officials said they cannot remember anything like [Thursday's] 'football' weather." [The St. Catharines *Standard*, July 27, 1962, p.17]

Thursday was a good day for the Lake Washington R.C.. In addition to Ted Nash winning the Junior Singles, its Junior coxed four won the opening race of the day, Junior Fours (Coxswain), and later, the same crew won the High School Fours (Coxswain) for Roosevelt H.S.. That same four would also win the High School Fours on Friday. The stellar crew were: Dave Rutherford, Ron Abramson, Doug Will, John Poitras and coxie Doug Van Sickle.

It was fitting that a West Side R.C. crew should win the Junior 145-lb. Fours, because they were the first recipients of the Captain Charles E. Hooper Memorial Trophy, named for a West Side Captain.

The second day of the Regatta ended with three heats for the Quarter-Mile Dash, Eights. Although the event did not count towards the points championship, 14 crews, including four from the St. Catharines R.C. were entered. Three of those crews qualified for the final on Friday.

In contrast to Wednesday's weather-delayed programme, Thursday saw 29 races start promptly at 1:00 p.m., and finish with the final race going on time at 8:00 p.m..

"The wind played a minor part in the races [Friday], although the water was calm. The course is well protected by high shores." [The Toronto *Daily Star*, July 28, 1962, p.28]

Friday's programme began with a surprise. John Welchli, who had won the Senior 155-lb. Singles event the previous four years, scratched, and the winner of the Junior event, Jeff Kreger from the Wyandotte B.C., won.

Television coverage of the 1962 Regatta took a different form from the previous two years. Instead of broadcasting live on Saturday, "Highlights of the 80th annual Royal Canadian Henley Regatta will be presented on CBC, Sunday, July 29 from 2 to 3 p.m." [The Toronto *Globe and Mail*, July 20, 1962, p.A6] From the CBC's perspective, this made good sense. It would avoid the pitfalls of live broadcasting, such as race delays, and allow for coverage of events other than those run in the network's fixed time slot.

For the 28th year, Rex Stimers provided live coverage all week on St. Catharines radio station, CKTB. On Saturday, the CBC radio network broadcast some races live, however, the Regatta had to share air time with the Canadian Open Golf Championship taking place at Le Club Laval-sur-le-Lac.

"Under dull skies and virtually perfect water conditions, a record over-flow crowd saw seven Henley records broken in the 16-race Saturday program." [The St. Catharines *Standard*, July 30, 1962, p.15] The number of spectators that constituted the "record

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over-flow crowd” is not stated. However, photos which appeared in the *Standard*, indicate that the grandstand was filled to capacity: 3,500.

Saturday saw the Lake Washington R.C. win its fourth club race, the Senior Fours.

Only two of the Argonaut R.C.'s 23 competitors took home medals. Bart Hildebrand and Leif Gottfredsen won the Senior Doubles.

West Side R.C.'s win in the Senior 155-lb. Fours was the occasion of a first and a last. They were the first crew to win the new Fred Carter Memorial Trophy, named for the late, long-serving Treasurer of the CAAO, and it was the 49th and last Henley race won by Jim Hewson, who won his first two medals in 1937. Hewson would compete one more year, but go winless. [It is generally agreed that Jim Hewson won 49 Henley medals. However, because the press played free and loose reporting the numbers before 1962, there is a slight possibility that the number was actually 50.]

Right, Peter Johnson, winner of the Senior 145-lb. Singles, has his medal presented to him in the “official” Henley long-handled strainer operated by CAAO President, Charles Adams. The Shrewsbury R.A. sculler also combined with Chuck Sumner to win the first race of the day, High School Doubles, for Choate School.

For the third year in a row, 28-year-old naval architect Seymour Cromwell won the Championship Singles for the Riverside B.C., breaking the record which had stood since 1938, set by Penn A.C.'s Joe Burk. Forty minutes later, Cromwell also won the Quarter-Mile Dash, Open Singles for the second time. *[Cromwell also humbled the St. Catharines R.C. Junior 135-lb. eight, of which I was a member. On Thursday morning, coach Bill Dick had us doing starts when we encountered a lone sculler. Coach Dick spoke to him, and we lined up to*



St. Catharines Museum - S1962.46.2.2.

do a ¼-mile against him. Because we were a heavier boat, we got a head start, then the sculler started. Being the cocky crew that we were, we didn't think he had a chance against us, but to our shock and dismay, he kept gaining on us, then blew by us. Only when we stopped did coach Dick introduce us to his friend, Seymour Cromwell. It had

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been a pre-arranged meeting to knock us down a peg. We took that humbling experience into our final later that day, and won.]

A St. Catharines eight won the Senior Eights race for the second year in a row. The 80 points from that win helped the St. Catharines R.C. win the Regatta points championship and Maple Leaf Trophy, also for the second year in a row.

All the winners and times for the 1962 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1962 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

Argonaut R.C.	(13/1)	Toronto, Ontario
Brockville R.C.	(10/1)	Brockville, Ontario
Don R.C.	(2/0)	Port Credit, Ontario
Leander B.C.	(20/1)	Hamilton, Ontario
London R.C.	(4/0)	London, Ontario
Ottawa R.C.	(7/0)	Ottawa, Ontario
St. Catharines R.C.	(35/7)	St. Catharines, Ontario
Winnipeg R.C.	(1/0)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(27/6)	Detroit, Michigan
Ecorse B.C.	(9/0)	Ecorse, Michigan
Fairmount R.A.	(2/1)	Philadelphia, Pennsylvania
Lake Washington R.C.	(11/4)	Seattle, Washington
Lincoln Park B.C.	(7/0)	Chicago, Illinois
Long Island R.A.	(1/0)	Jericho, New York
Maccabiah Club	(1/0)	New York, New York
Malta B.C.	(1/0)	Philadelphia, Pennsylvania
Minnesota B.C.	(11/1)	St. Paul, Minnesota
New York A.C.	(18/1)	New York, New York
New Rochelle R.C.	(4/1)	New Rochelle, New York
Penn A.C.	(2/0)	Philadelphia, Pennsylvania
Riverside B.C.	(10/3)	Cambridge, Massachusetts
Shrewsbury R.A.	(4/1)	Shrewsbury, Massachusetts
Tartar R.C.	(2/0)	Detroit, Michigan
University Barge Club	(2/0)	Philadelphia, Pennsylvania
West Side R.C.	(32/6)	Buffalo, New York
Wyandotte B.C.	(6/2)	Wyandotte, Michigan

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High school entries:

Brockville C.I.	(4/0)	Brockville, Ontario
Central S.S.	(3/0)	Hamilton, Ontario
Choate School	(2/1)	Wallingford, Connecticut
Glebe C.I.	(1/0)	Ottawa, Ontario
Grantham H.S.	(2/1)	St. Catharines, Ontario
LaSalle College	(1/0)	Philadelphia, Pennsylvania
Lincoln Park H.S.	(2/0)	Chicago, Illinois
New Rochelle H.S.	(1/0)	New Rochelle, New York
Roosevelt H.S.	(4/2)	Seattle, Washington
South St. Paul H.S.	(4/0)	St. Paul Minnesota
St. Catharines C.I.	(3/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(3/1)	Wyandotte, Michigan
Upper Canada College	(1/0)	Toronto, Ontario
Woodrow Wilson H.S.	(1/0)	Wyandotte, Michigan

Continuing the tradition of controversy when selecting international teams, the Canadian British Empire and Commonwealth Games committee made a decision which did not sit well with the Argonaut R.C.. After the trials, the CAAO recommended that the University of British Columbia eight, four and two spares, plus the Argonaut R.C. double of Bart Hildebrand and Leif Gotfredsen be sent to Perth, Australia. The Canadian BE&CG committee had enlarged the rowing team from 11 to 13 and finally to 15 for the CAAO, but would not add two more men, and dropped the double, much to the chagrin of Argonaut R.C. president, Jack Russell. Russell argued that the two spares should be dropped and the double added in their place. He also lobbied to have the CAAO boycott the Games, and even offered to have the Argonaut club pay the way for its double. All of his suggestions were rejected. Instead, at the September meeting of the Executive Committee, the CAAO reversed its decision not to send a team to Sao Paulo, Brazil in April for the 1963 Pan American Games, and named the BE&CG team, plus the Argonaut double to that team. [The Toronto *Daily Star*, October 1, 1962, p.17]

In October, the National Advisory Council on Fitness and Amateur Sport clarified its position on who could apply for grants: "Grants will be made to only national agencies, provincial governments or to students for scholarships or fellowships. . . . [P]rivate individuals or sports clubs are not eligible to directly request financial aid." [The Toronto *Globe and Mail*, October 20, 1962, p.33] The CAAO's response at its 1962 annual meeting, was to form a committee to study the matter and to petition the Minister of Health and Welfare to change the criteria to permit individual clubs to request aid. [The Toronto *Globe and Mail*, November 5, 1962, p.35]

To allow Canadian rowing officials time to get to the British Empire and Commonwealth Games which were to begin on November 22, the annual meeting of the CAAO was held in London, Ontario on Saturday, November 3.

The Officers elected for 1963 were the same as 1962:

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Honorary President: James R. Maclaren, Brockville

President: Charles M. Adams, Lachine

1st Vice-President: Ted E. Norris, Toronto

2nd Vice-President: Russell R. Wood, St. Catharines

Secretary: John L. Murray, Kingston

Treasurer: Harry T. Harper, St. Catharines

Publicity Director: Craig Swayze, St. Catharines

Regatta Chairman: Claude Saunders, Hamilton

Executive Committee: [not confirmed]

Retiring 1962: F.J. Exner, Port Credit, B. G. Hardy, Fort William, Duncan Matheson, Brockville, and G.W. Hatley.

Retiring 1963: George E. Flannery, Hamilton, Jack A. Smith, Ottawa, C. Alex Champion, St. Catharines, and W.T.E. "Bill" Jolliffe, Montreal.

Retiring 1964: Les Callan, Vancouver, P.W. Grant, Gerald F. Martin, Toronto, and N.J. Lundvall.

At the annual meeting, it was decided to send a letter to the federal government requesting the removal of sales tax and duties on imported rowing equipment. [The St. Catharines *Standard*, November 5, 1962, p.15] *[One Canadian rowing club, which shall be nameless for obvious reasons, had a work-around solution to the sales tax and duties. It bought a shell from George Pocock and Sons of Seattle, Washington, and had it delivered to an American club. Then, it sent a trailer carrying an old boat across the border to that club, left the old shell there and returned to Canada with the new shell. The Customs Inspectors counted one shell going over and one shell coming back. A variation of that tactic, used by more than one Canadian club, was to send their trailers filled with equipment to an American regatta, and add their new Pocock shell inconspicuously to the equipment returning to their clubs after the regatta.]*

A previous decision to remove all high school events, except the eights, from the Henley programme was reversed. "However, a committee was set up to study the schoolboy events and their impact on rowing and the regatta." [The St. Catharines *Standard*, November 5, 1962, p.15]

CAAO member, Montreal R.C., was renamed the Chomedey R.C.. Executive Committee member, Bill Jolliffe, was the Vice-President of the Club.

In addition to being the site of the annual CAAO meeting on November 3, London was also the host to the first Eastern Canadian Intercollegiate Rowing Championship on Fanshawe Lake. Three post-secondary institutions participated: University of Western Ontario, McMaster University, and Ryerson Institute of Technology. Conspicuously absent was the University of Toronto. This would become an annual regatta in which most post-secondary institutions in Ontario, and some from Quebec, would participate.

At the British Empire and Commonwealth Games, the University of British Columbia four were Canada's only rowing medal-winners. They took bronze in the Coxless Fours on the Canning River, in Perth, Western Australia.

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Jimmy Simpson photo.

Above, Henley Island as it appeared on October 29, 1962.

In 1955, the island, then called Read's Island, was purchased from Maude E. Gonder of Niagara Falls, by the Henley Aquatic Association for \$4,000. [Nelson, F.F., *Historical Notes from the Files of F.F. (Ted) Nelson* (unpublished memoir, 1967), pp.1-3] The bridge was installed in November, 1958, and the road from Main Street was put through in 1960.

Just visible on the north-west (lower right) corner is the launching wharf used by scullers during Henley. Their shells were racked on top of the island to relieve the demand for space at the shellhouse in Port Dalhousie.

The St. Catharines R.C. Old Boys' Association clubhouse is at the far end of the island.

Considerable changes over the next five years were soon to begin on the Island and course.

1962

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The Fifty-Eighth Royal Canadian Henley Regatta The Eighty-First Regatta of the Canadian Association of Amateur Oarsmen July 24 to 27, 1963

It had become a cliché in the press that every Henley Regatta was “the biggest ever.”

Craig Swayze, in his “Along the Sportsways” column, addressed that cliché:

The fact that this week’s 81st Royal Canadian Henley Regatta . . . is “bigger than ever” and the “largest” yet, may be greeted with some scepticism by many newspaper readers.

It seems as though we’ve been banging on the same drum for a number of years now. However, there’s really no question about it. This 1963 Henley is bigger than the 80 that have gone before. [The St. Catharines *Standard*, July 24, 1963, p.32]

The statistics he cites - 30 clubs and 85 races - sound impressive, but they are not much different from the previous several years.

Because of its steady growth, he hints that the Henley might have to be expanded to five days.

Swayze also itemizes the social events taking place during Henley week:

- Tuesday - Henley Island - St. Catharines R.C. Old Boys’ Association clubhouse - pre-regatta get together.
- Wednesday - Henley Island - St. Catharines R.C. Old Boys’ Association clubhouse - St. Catharines and District Hotel Owners Association and the Junior Chamber of Commerce - official Henley opening.
- Thursday - Henley Island - St. Catharines R.C. Old Boys’ Association clubhouse - St. Catharines Rotary Club luncheon. Following the conclusion of racing, the Ontario-government-sponsored dinner for officials.
- Friday - Fairview Mall - dance.
- Friday - Prudhomme’s Garden Centre - St. Catharines Chamber of Commerce - Henley dinner.
- Saturday - Henley Island - St. Catharines R.C. Old Boys’ Association clubhouse - noon barbecue. After races - trophy presentations.

With this ambitious slate of events, the Henley Aquatic Association, the St. Catharines R.C. Old Boys’ Association, and the CAAO were trying to expand the Regatta’s social aspects.

In a glimpse of things to come, two of the new clubs competing at the 1963 Regatta, Chomedey R.C. from Chomedey, Quebec and Niagara Frontier R.C. from Tonawanda, New York, had nascent women’s programmes. Unfortunately, a proposed demonstration competition between women’s crews from the Philadelphia Girls R.C. and the Lake Washington R.C. did not happen.

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Women's rowing was slowly growing in the United States. The National Women's Rowing Association was founded by 1960 Olympic gold-medalist Ted Nash from the Lake Washington R.C., Edwin Lickiss from the Lake Merritt R.C., and Joanne Wright from the Philadelphia Girls R.C..

The 1965 edition of the N.A.A.O. Rowing Guide includes, for the first time, a two-page summary of races held under the auspices of the newly-formed NWRA in 1963 and 1964. In 1963, women's (and mixed) events were held at six regattas, including the Kelowna Regatta in Kelowna, British Columbia. [*N.A.A.O. Rowing Guide 1965*, pp. 269-270]

Although women were not participants on the Henley course in 1963, a volunteer group of women whose sons, brothers and husbands were involved in rowing, formed the Henley Island Helpers, and began raising money to help the sport.

Wednesday morning saw heats in the Junior 135-lb. and 155-lb. Singles with the finals in the afternoon.

Although the High School Singles had eight entries, one of whom scratched, there were no heats. This was the last time that event was run at the Regatta. The last winner was Peter Johnson from Choate School.

When the high school races were established at the Canadian Henley, there were no Canadian regattas where secondary schools could compete against one other. By 1963, the Canadian Secondary Schools Rowing Association had a large, well-established annual regatta, so there was no longer a need for high school races at Henley. Moreover, when the high school crew races were begun at the CAAO Regatta, those crews trained specifically for those races, although they often competed in club events. By 1963, the high school crews were an afterthought, often made up on the day the entries were submitted. Because there was no weight restriction, or Senior/Junior distinction, a big club like St. Catharines could include senior heavyweights, some with international experience, in its high school crews. Removing the High School Singles, Doubles, Fours, and Fours (Coxswain) from the programme would free up time and relieve some of the pressure on officials.

On Thursday, the last winner of the High School Fours (Coxswain) was a St. Catharines C.I. crew. The Collegiate also won the High School Eights, the only high school event that would continue to be part of the Henley programme. The value of the Calder Cleland Memorial Trophy was now estimated at \$50,000. [The St. Catharines *Standard*, July 26, 1963, p.19] Since it was first presented in 1945, its published value had fluctuated between \$5,000 and \$10,000. For some unstated reason, it was now worth five or ten times those amounts.

"Defying the searing heat which turned the upper reaches of the Henley Course into a furnace," [The St. Catharines *Standard*, July 26, 1963, p.19] on Thursday, seven clubs shared the seven club finals. One final saw a Don R.C. crew collect Henley medals for the first time since 1954, when they won the Junior Eights. It was the Junior 145-lb. four that broke the winless streak. They were rowing out of the club's new headquarters in Port Credit, roughly 30 km west of its previous location.

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Vesper B.C.'s Paul Reichenbach and Bob Hardegan won the Junior 145-lb. Doubles. They would repeat on Saturday in the Senior event.

"Six records were set [Friday], a good tail wind shoving crews down the one-mile 550 yard course." [The Toronto *Globe and Mail*, July 27, 1963, p.19] So how strong was that "good tail wind?" The biggest reduction in a record time was accomplished by Tom Hasiak from the Fairmount R.A. who took 22.6 seconds off Jim Hewson's old record in the Senior 135-lb. Singles.

Placing third in the Junior Eights behind the St. Catharines and West Side R.C. crews was a bitter disappointment for the Argonaut R.C. eight. They had been hyped by the Toronto newspapers as potential Olympians. In the last race of the day, the Quarter-Mile Dash, Eights, they came fourth, and in the Senior Eights on Saturday, they again placed fourth.

The St. Catharines C.I. made a clean sweep of the three high school sweep-oar events by winning the last High School Fours race to be rowed at Henley.

For its fourth year televising Saturday finals at the Canadian Henley, CBC-TV added a new dimension to its coverage. In addition to fixed cameras on Henley Island and the grandstand, a camera was mounted on a catamaran and was able to follow the races from the start. Fred Sgambati described the races with Bob Pearce doing the colour commentary on the roof of the grandstand. As had happened in 1962, Saturday highlights were aired on Sunday.

An unexpected enticement to lure viewers into watching the CBC programme was a large photo of two eights at the finish in the "Sports Telecasts" section of the television and radio listings of Friday's *Globe and Mail*. [The Toronto *Globe and Mail*, July 26, 1963, p.T2]

Also on the grandstand roof, for his 30th year, was Rex Stimers, who covered all four days for CKTB. It is not clear if CBC-Radio covered Saturday's events, since radio listings in newspapers were becoming sparse by 1963. However, the *Globe and Mail* listings do include "3.00—Saturday Sports Date—CBL," [The Toronto *Globe and Mail*, July 26, 1963, p.T2] so it is possible that results were aired on that programme.

"Competing under skies which alternated between sunshine and cloud (and twice dumped rain on the Henley Course), a capacity crowd saw" 11 new wind-assisted records set in 13 Henley-distance club events on Saturday. [The St. Catharines *Standard*, July 29, 1963, p.17] The fastest time of the afternoon, and a new course record was 5:55.4, set by a Detroit B.C. crew in the last race of the day, the Senior Eights.

The first race on Saturday was the last time the High School Doubles was run. Choate School, represented by Peter Johnson and Chuck Sumner, won the event for the second year in a row. Johnson had also won the last Henley High School Singles medal on Wednesday. He was also involved in another historic event on Saturday. After he won the Senior 145-lb. Singles for the Shrewsbury R.A., also for the second year in a row, the sculler who placed fourth, the sculler who had won his first two Henley medals in 1937, 11 years before Johnson was born, the sculler who had amassed 49 Henley wins, Jim Hewson, rowed over to Johnson, and with the entire grandstand looking on, gave him his

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singlet. [Schaab, James. "Re: Chick's medals." Message to Stan Lapinski. February 27, 2021. Email.] Forty-five year old, Jim "Chick" Hewson had rowed his last race.

Vesper B.C. won the Senior Doubles in 6:33, which was a whopping 25.3 seconds faster than the previous record. Both members of that crew also won races later in the day. Robert Lea, III won the Championship Singles and Richard Keyes, in a scene reminiscent of 19th century regattas, won the Quarter-Mile Dash, Open Singles, beating nine - yes, nine - other scullers.

Although the Detroit B.C. crew beat the St. Catharines R.C. in the Senior Eights, St. Catharines had accumulated enough points to win the Maple Leaf Trophy for the third consecutive year. That made St. Catharines the top club of North America, since it had also won the points championship and Barnes Trophy at the U.S. National Regatta in Philadelphia the weekend before.

All the winners and times for the 1963 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 81st Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club.

Argonaut R.C.	(26/3)	Toronto, Ontario
Brockville R.C.	(6/2)	Brockville, Ontario
Chomedey R.C.	(4/0)	Chomedey, Quebec
Don R.C.	(3/1)	Port Credit, Ontario
Leander B.C.	(21/1)	Hamilton, Ontario
London R.C.	(1/0)	London, Ontario
Mic Mac Amateur Aquatic Club	(2/0)	Dartmouth, Nova Scotia
Ottawa R.C.	(5/0)	Ottawa, Ontario
St. Catharines R.C.	(37/11)	St. Catharines, Ontario
Winnipeg R.C.	(1/0)	Winnipeg, Manitoba

American entries came from:

College B.C.	(3/0)	Philadelphia, Pennsylvania
Detroit B.C.	(20/3)	Detroit, Michigan
Ecorse B.C.	(6/1)	Ecorse, Michigan
Fairmount R.A.	(3/1)	Philadelphia, Pennsylvania
Lincoln Park B.C.	(1/0)	Chicago, Illinois
Minnesota B.C.	(18/0)	St. Paul, Minnesota
New York A.C.	(7/1)	New York, New York
Niagara Frontier R.C.	(3/0)	Tonawanda, New York
Old Dominion B.C.	(1/0)	Alexandria, Virginia
Oyster Bay R.A.	(8/1)	Mill Neck, New York

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Potomac B.C.	(6/0)	Washington, District of Columbia
Shrewsbury R.A.	(3/1)	Shrewsbury, Massachusetts
Undine Barge Club	(7/0)	Philadelphia, Pennsylvania
Union B.C.	(6/0)	Boston, Massachusetts
University Barge Club	(4/0)	Philadelphia, Pennsylvania
Vesper B.C.	(19/7)	Philadelphia, Pennsylvania
Wayne State University	(2/0)	Detroit, Michigan
West Side R.C.	(26/3)	Buffalo, New York
Wyandotte B.C.	(5/0)	Wyandotte, Michigan

High school entries:

Bishop Neumann H.S.	(1/0)	Philadelphia, Pennsylvania
Brockville C.I.	(3/0)	Brockville, Ontario
Cardinal O'Hara H.S.	(2/0)	Tonawanda, New York
Central S.S.	(1/0)	Hamilton, Ontario
Choate School	(2/2)	Wallingford, Connecticut
Chomedey Protestant H.S.	(1/0)	Chomedey, Quebec
Delta S.S.	(3/0)	Hamilton, Ontario
Denis Morris H.S.	(3/0)	St. Catharines, Ontario
Grantham H.S.	(3/0)	St. Catharines, Ontario
Haverford School	(2/0)	Haverford, Pennsylvania
Hicksville School	(2/0)	Hicksville, Ohio
Humberside C.I.	(1/0)	Toronto, Ontario
Lakeport S.S.	(5/0)	St. Catharines, Ontario
Lane Technical H.S.	(3/0)	Chicago, Illinois
LaSalle College	(1/0)	Philadelphia, Pennsylvania
Locust Valley School	(1/0)	Locust Valley, New York
Lorne Park S.S.	(1/0)	Port Credit, Ontario
South St. Paul H.S.	(1/0)	St. Paul Minnesota
St. Catharines C.I.	(3/3)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(3/0)	Wyandotte, Michigan
Upper Canada College	(1/0)	Toronto, Ontario

The annual meeting of the CAAO was held in Montreal on Saturday, November 2.

The Officers elected for 1964 were:

Honorary President: Charles M. Adams, Lachine

President: Ted E. Norris, Toronto

1st Vice-President: Russell R. Wood, St. Catharines

2nd Vice-President: F.J. Exner, Port Credit

Secretary: John L. Murray, Kingston

Treasurer: Harry T. Harper, St. Catharines

Publicity Director: Craig Swayze, St. Catharines

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Regatta Chairman: Claude Saunders, Hamilton

Executive Committee: [not confirmed]

Retiring 1963: George E. Flannery, Hamilton, Tony Biernacki, Ottawa, C. Alex Champion, St. Catharines, and W.T.E. "Bill" Jolliffe, Montreal.

Retiring 1964: Les Callan, Vancouver, P.W. Grant, Gerald F. Martin, Toronto, and N.J. Lundvall.

Retiring 1965: Duncan Matheson, Brockville, G.W. Hately, and W.K. "Noel" Shrimpton, Clarkson.

Lest we think that only the Officers and Executive Committee were in attendance, in his remarks after being elected President, Ted Norris mentions that there were 60 people present. [The St. Catharines *Standard*, November 4, 1963, p.20]

At that meeting, two major changes in the Regatta programme were approved. The race distance for 1964 was to be changed to 2,000 metres, 112.5 metres shorter than the traditional Henley distance, one mile, 550 yards. This was to accommodate the Olympic trials which were to be held in conjunction with the 82nd Regatta, and to follow the lead of the National Association of Amateur Oarsmen which had mandated that races at all major regattas held in the United States in 1964, be contested at the international standard distance.

The second important change was the removal of four of the five high school races from the programme since they no longer served their original purpose of giving high school boys their only chance to row at Henley.

A report, brought in by regatta chairman Claude Saunders of Hamilton, showed duplication of crews and scullers in schoolboy and club events at the 1963 regatta. Almost without exception, the probe revealed boys rowing high school races also entered in other classes. [The St. Catharines *Standard*, November 4, 1963, p.20]

This move would help reduce the number of races, and forestall the necessity of expanding the Regatta to five days. Only the High School Eights would continue to be held.

Given the popularity of the annual coaches' clinic, it was decided to hold it in February, a less-hecktic time for coaches than the Thursday of Henley. Another clinic, for officials, was also planned.

1963

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Post Script

Winningest Clubs: 1931 to 1963

So which clubs won the most Henley races between 1931 and 1963? The list below provides the answer. The number following the club's name is the number of finals won by the club. Dashes are included in the number, but not high school events. The number in parentheses is the club's standing from the Chapter 4 (1919 to 1930) list. The St. Catharines R.C. and the New York A.C. were not on that list. There should be no surprises:

1. West Side R.C. - 186 (4)
2. Detroit B.C. - 113 (3)
3. St. Catharines R.C. - 111
4. Argonaut R.C. - 104 (1)
5. Leander B.C. - 76 (tied for 5)
6. New York A.C. - 46

Two clubs that were in the top six on the Chapter 4 (1919 to 1930) list do not appear here: Don R.C. (was 2nd) and Lachine R.C. (was tied for 5th).

PLEASE NOTE: This History is a work in progress. I will post chapters as I finish them and I will make changes to chapters which are already posted as I become aware of new information, or have errors pointed out to me. This version was completed on August 25, 2023. If you find errors or omissions, use the Contact link at <http://goldmedalphotos.com/> to point them out to me. Stan Lapinski.