

Appendix to Chapter 5: 1931 to 1963: A New Era

A

In May, 1931, The Henley Aquatic Association launched a fund-raising campaign to improve the facilities on and around the Henley course. The idea was simple: individuals and companies were asked to buy reserved seats in the new grandstand for five years. It was hoped that that would give the HAA enough money to pay its bills.

This letter lists the 63 members of the Executive Committee. These were business and professional men who were volunteering their time to canvass the community. Some, like Major Henry B. Burgoyne, President of the HAA, are well known, but many other names have been forgotten with time, yet, through their efforts, they helped to keep the Henley in St. Catharines and deserve to be remembered.

Officers

H. J. Carmichael
General Chairman

Major H. B. Burgoyne
Chair, Executive Committee

W. T. Tait
Secretary

J. M. R. Torrie
Treasurer

Executive Committee

Belcher, W. R.
Bishop, Lt. Col. A. L.
Blaikie, Frank
Burgoyne, Major H. B.
Caldwell, Guy T.
Carmichael, H. J.
Cameron, E. H.
Chaplin, Hon. J. D.
Collins, H. A.
Cumming, N. S.
Coombs, A. E.
Conroy, J.
Currey, Dr. D. V.
Davis, John
East, R. A.
Fox, E. A.
Goodearle, W. E.
Graham, J. D.
Graves, E. C., M. L. A.
Haines, A. H.
Harrison, R. L.
Greenwood, Dr. Alan
Hudson, L. O.
Ingersoll, J. H., K. C.
Jones, Ellis H.
Lancaster, Maj. E. H., K.C.
Lorenzen, E. I.
Lockhart, N. J.
Lowe, F. J.
MacNee, George
Mackenzie, W.
MacLeod, V. D.
Malcolmson, A. H.
Meikle, W. A.
Moyer, J.
McCordick, Col. F. C.
McSloy, Major J. Ivan
McIntosh, James
McHardy, J. M.
McKinnon, J. W.
McKinnon, A. L.
Murphy, F. I.
Nicholson, A. E.
Rose, H. E.
Rollason, W. B.
Riffer, J. E.
Robinson, A.
Schram, Richard
Sutton, F. J.
Sherwood, George H.
Salter, W. J.
Sandell, E. T.
Tait, W. T.
Taylor, A. W.
Torrie, J. M. R.
Vanston, E. J. H.
Wallace, H. C.
Walsh, H. L.
Watson, P. R.
Wallace, A. H.
Wilson, Alex.
Woods, H. G.
Yates, P. B.

CAMPAIGN HEADQUARTERS



Chamber of Commerce St. Catharines, Ontario
Telephone 2203

Citizens' Organization

H. J. Carmichael
Commodore

Division A
E. H. Lancaster
Vice Commodore

Division B
E. T. Sandell
Vice Commodore

Division C
Major H. B. Burgoyne
Vice Commodore

Division D
J. W. McKinnon
Vice Commodore

May 25th, 1931.

DEAR SIR:

We are facing a crisis in The Henley.

Either St. Catharines will make the improvements it has promised to make for years past, or the management in control of this International Event must look elsewhere for a Course.

By improvements is meant a modern concrete and steel Grand Stand and a new Boat House large enough to accommodate the visiting crews. The cost will approximate \$40,000.00.

In return for these improvements the Canadian Association Amateur Oarsmen who control the Royal Canadian Henley will enter into a 21-year agreement to remain in St. Catharines. This practically means a permanent arrangement.

The Henley is the largest Regatta of its kind held on the North American Continent.

Other cities are anxious to secure it and have made bids for it. Its advertising value to St. Catharines has been considerable. The thousands who attend annually mean much to our business.

Next week 150 representative citizens will present the details to the City. They are giving freely of their own time and money. They believe in it and St. Catharines.

They will ask your help—not as charity nor philanthropy—but to purchase seats in new Grand Stand which will be sold in advance and reserved to holders for a period of five annual Regattas. This will make possible the financing. All we ask is your reasonable consideration and co-operation when approached in this matter, because of what it means to our City.

We are not exaggerating the matter when we say we either make possible these improvements now or we lose The Henley.

Yours very truly,

H. J. CARMICHAEL,
General Chairman.

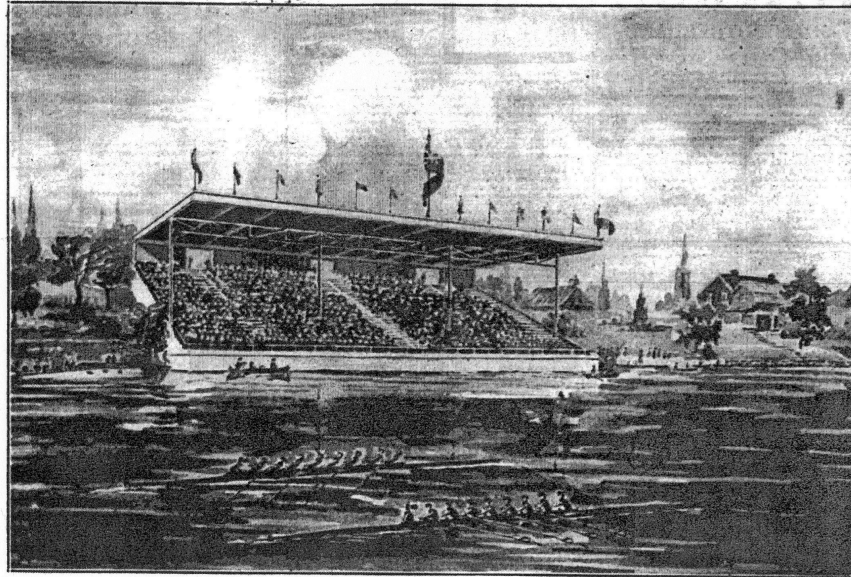
MAJOR H. B. BURGOYNE,
Chairman Executive Committee.

Canadian Henley Rowing Corporation archives.

B

THE ST. CATHARINES STANDARD, TUESDAY, MAY 26, 1931

PAGE SEVEN



THE HENLEY CAMPAIGN

In order to hold the Royal Canadian Henley in St. Catharines it has become necessary, immediately, to make certain improvements for the present and for future growth of The Henley. These improvements have been promised by the Local Committee for the past several years but have never been accomplished.

The improvements to be made are, re-aligning the course, dredging the course to proper depth, a new grandstand and a boathouse adequate to the needs of competing crews.

The Dominion Government last year dredged the new course with the distinct understanding that the rest of the improvements would be made by St. Catharines. The time has come when either these improvements will be made or St. Catharines lose The Henley. Other cities are anxious to get it and have put their bids in for it. St. Catharines simply can not afford to lose it. When these improvements are made the Canadian Association of Amateur Oarsmen who control the Royal Canadian Henley, are ready to enter into a 21-year agreement to remain in St. Catharines. This practically means a permanent arrangement.

The Henley has become the most important competitive sport event in Canada and is now the largest Regatta held in the North American continent. In 1930 there were over 17 clubs participating from Halifax to Vancouver and including clubs from Buffalo, Detroit, Philadelphia and Princeton. With this new and complete improved course it will rest for all time in St. Catharines.

The thousands of visitors attending annually mean much to the business interests of the city. The advertising value is beyond compute.

These improvements will approximate a cost of \$40,000.00. The grandstand will be of concrete and steel and will have a capacity

of 3,000 seats. All seats are advantageously placed. The grandstand will be at an angle, making it possible to see the entire course.

The Committee decided on a plan of financing that will give value received for money subscribed. They are not asking for charity nor philanthropy. It has been decided to sell, in advance, Approximately 1,200 of the 3,000 seats and reserve these seats for a period of five annual Regattas. The sale of these seats, together with two rows of subscription boxes, will make possible the financing of these improvements.

The Executive Committee, composed of fifty business men of St. Catharines, have been selling box seats during the past 10 days and will be in a position to give a good report on the opening night of the Campaign, Tuesday, May 26th.

The Citizens' Organization of 100 additional men who are giving of their own time and money, will wait upon the citizens during this coming week and sell the reserved seats. These seats will be sold in units of two each. The first row of seats back of the boxes will be sold at \$60.00 per unit for two seats for five years. The second row of seats will be sold at \$45.00 per unit for two seats and the remaining rows in this reserved section will be sold at \$30.00 per unit for two seats, all to be reserved for subscribers for a period of five annual Regattas. Naturally the better seats in the Grand Stand have been set aside in this advance sale of seats and these will not be available again to the public for five years. We therefore suggest securing your seats now.

The Committee ask that citizens will give kindly consideration to this big project which means so much to St. Catharines.

We do not exaggerate the situation in the least in stating, either these improvements will be made now—which means raising the money now—or St. Catharines will lose The Henley. The issue is definite.

The Executive Committee.

C

The Detroit News autogiro visits the 1931 Regatta, on Friday, July 31.



Bill Chamberlain archive photos.

To see photos taken by the Detroit News photographer from the autogiro, go to <https://digital.library.wayne.edu/search?q=Races+at+Port+Dalhousie%2C+August+1%2C+1931>

The St. Catharines Standard, July 31, 1931, p.1

AUTOGIRO LANDED HERE THIS MORNING

Makes Unexpected Landing in Field Near Ontario Street Highway

HERE FOR
THE REGATTA

Cruised Over Course During the Afternoon—Leaving Tonight

The Detroit News Autogiro, piloted by Frank Byerley, made an unexpected landing in a field adjacent to the Ontario street highway and north of the Lincoln County Industrial Home shortly after 11 o'clock this morning. The landing was not a forced one, but was made by the pilot because the field appeared to be good, was also close to a highway and was near to the scene of the Royal Canadian Henley Regatta. The plane was bound for the Regatta where this afternoon it flew over the course taking pictures, and incidentally giving the visitors to the Henley a thrill in watching this new type of aircraft.

The big three seater, bearing the pilot and cameraman, left Detroit at 6 o'clock this morning, landing in Walkerville, where it cleared customs, leaving Walkerville about 7 o'clock, the plane continued on to London, where a stop was made for gas, and then on to St. Catharines.

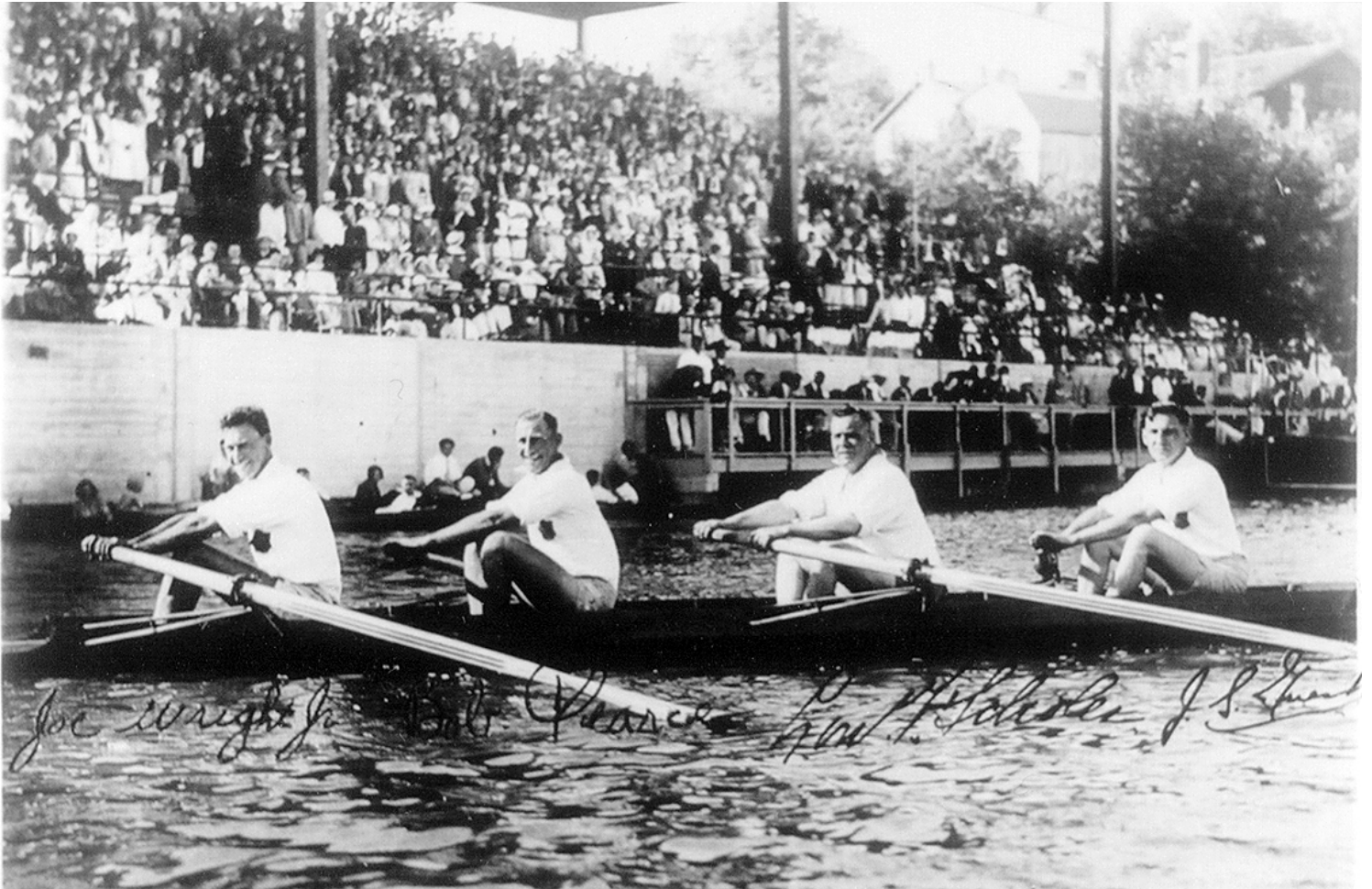
The field in which the plane landed is one of stubble. The pilot reported that the landing had been easily manoeuvred, the plane descending almost vertically.

While the plane had landed in the field officials of the airport and a customs inspector were waiting at that point for the craft. In the field the plane gave to a large assembly of children the thrill that comes once in a lifetime. The pilot permitted the kiddies to examine the machine to their hearts content, only stipulating that they keep off the wings. The machine remained at the field for over an hour and then continued on to the airport. It will be flown back to Detroit late this afternoon.

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Below is an autographed copy of the photo featuring Canada's four Diamond Challenge Sculls winners in one boat in front of the new grandstand at the 1931 Canadian Henley Regatta.



The "Peerless Four": stroke, Joe Wright, Jr. (1928), 3, Bob Pearce (1931), 2, Lou Scholes (1904), bow, Jack Guest (1930).

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This unprecedented event was so significant and newsworthy that the Toronto *Daily Mail and Empire* gave the photo five of its eight columns at the top of the front page of the second section.

1931	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
AUG	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				

The Daily Mail and Empire.

SECOND SECTION

VOL. LX.

TORONTO, MONDAY, AUGUST 3, 1931.—PAGES ELEVEN TO EIGHTEEN.

NO. 18,548.

SENATE DELAYS INVESTIGATION

Consideration of Beaucharnois Report Not Until Next Session.

TIME INSUFFICIENT

Imminent Prorogation Precludes Proper Debate, is Claim.

Ottawa, Aug. 2.—(CP).—Without a dissenting voice, the Senate yesterday delayed consideration of the Beaucharnois report until the next session of Parliament. Although "deeply conscious of its duty," the Senate decided imminent prorogation precluded proper debate of the report, especially as it referred to three members of the Upper House. Senator W. B. Willoughby, Government leader, moved that "a special committee of the Senate should be appointed within the first week of the next session of Parliament to deal with the conduct and actions of the Senators above referred to, as set out in the said report" and that "the Parliament of Canada, at its next session should amend the independence of Parliament Act so as to provide effective penalties against any member who may be found guilty of dishonourable conduct."

The motion was seconded by Raoul Dandurand, Liberal leader. The whole proceedings took less than five minutes. In the preamble to the motion it was set forth: "The honorable House has been deeply perturbed by the condemnation levelled by the (Beaucharnois) report against certain Senators and is keenly conscious of its duty to act in the matter fully and without delay and whereas imminent prorogation precludes immediate action by the Senate as it is the constitutional

EDISON VERY ILL BUT FIGHTS WELL

Tradition of Longevity in His Family Greatly in Favor.

INVENTION HALTED

If Sickness Fatal Extraction of Synthetic Rubber May be Lost.

West Orange, N.J., Aug. 2.—(UP).—Thomas A. Edison, confined to his bed with diabetes and nephritis, is responding excellently to treatment but is not yet out of danger, his physicians said today.

The tradition of longevity in the Edison family (his grandfather and great-grandfather each lived to 100) is believed to be in favor of his recovery. The inventor is 84 years old.

His illness interrupts research on one of Edison's most important and most baffling problems: the extraction of rubber from the golden-rod. Should his sickness be protracted or fatal it is likely his work in that connection will have been wasted because he has few confidants and perhaps none with the peculiar twist of mind necessary to carry his experiments to culmination.

Dr. Hove and his two other physicians, realizing the international interest in the health of the man whose brain made possible the electric light, the microphone, and the phonograph, are issuing frequent bulletins on his condition.

Persons inclined to be pessimistic about Edison's chances for recovery were reminded he survived double pneumonia two years ago, ordered his physicians out of his sickroom in the early stages of convalescence and shocked his nurse by propping him-

CANADIAN WINNERS OF DIAMOND SCULLS.

Canada's four winners of the Diamond Sculls lined up in a scull at the Canadian Henley Saturday to have their pictures taken together. Joe Wright, winner of the Diamonds in 1928, is shown at the stroke. Bobby Pearce of Hamilton, who brought the Sculls again to Canada this year, is seated behind Joe. Behind Bobby is Lou Scholes, who won the Sculls more than a quarter century ago. Jack Guest, winner two years ago, is next in line.

BANK OF ENGLAND GRANTED CREDITS

Federal Reserve and Bank of France Give Each About \$125,000,000.

EXPANDS CURRENCY

Treasury Authorizes Additional Fiduciary Note Issue.

London, Aug. 2.—(AP).—The Bank of England made two announcements yesterday which are regarded in British financial circles as of the highest possible importance in connection with the world's disturbed monetary position.

The first was that the Federal Reserve Bank of New York and the Bank of France each had granted the Bank of England a credit of £25,000,000 (about \$125,000,000). The second was that the British Treasury had authorized the Bank of England to increase its fiduciary note issue by £15,000,000 (about \$75,000,000) for a period of three weeks.

The fiduciary issue, which is that portion of the Bank of England's note issue against which the bank does not hold gold in its vaults, is thus raised to £275,000,000 (about \$1,375,000,000), instead of £260,000,000 (about \$1,300,000,000), which up to 6-o'clock was the highest figure authorized by law.

The rate of interest on the American and French credits was not officially stated, but it is understood to be 3½ per cent.

Both announcements were warmly received in banking, financial and commercial circles.

Will Stop Flow of Gold.
The new credit is regarded as an

High Praise is Given Prince By One Victim of Collision

Slow Motoring Betrays Drunk

Carrying Flowers to Father Child Is Crushed Under Car

Special to The Mail and Empire.
HARLEYBURY, Aug. 2.—Be-

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E

Two photographs, probably taken in 1932, may help readers to visualize the new launching facilities.

Below, looking north towards Lake Ontario, Lock 1 can be seen in the background beyond the bridge. The big building in the upper left is the Maple Leaf Rubber factory.



The crew in the photo above is about to carry their shell up the path on the right to the new boathouse.

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The minutes of the Executive Committee of the CAAO held on March 10, 1934, contain an inventory of the trophies and their verified values held by the Association. The list contains some spelling mistakes, and uses familiar, rather than proper names for the trophies and events. Here is that list with the names corrected:

Hanlan Memorial Challenge Trophy, Senior Eight	\$1,300.00
Joseph Wright Challenge Cup, Senior 150-lb. Eight	225.00
Geoffrey Barron Taylor Memorial Trophy, Senior 140-lb. Eight	150.00
Wyandotte Trophy, Junior Eight	250.00
Challenge Cup, Senior Four	800.00
Hop Bitters Challenge Cup, Senior Double	150.00
Challenge Cup, Championship Single	100.00
George F. Galt Memorial Trophy, Championship Single	250.00
Lou Scholes Trophy, Association Single	150.00
Muir Challenge Cup, Junior Single	<u>150.00</u>
Total Value	\$3,525.00

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A 1938 newspaper article lists the trophies which were on display in the lobby of the Hotel Leonard. Twelve trophies are listed, two more than on the insurance list of 1934. They are listed below, by their correct names, which are not necessarily the names given in the newspaper:

Muir Challenge Cup (Junior Singles)
Challenge Cup (Championship Singles)
Geoffrey Barron Taylor Memorial Trophy (Senior 140-lb. Eights)
Joseph Wright Challenge Cup (Senior 150-lb. Eights)
Hop Bitters Challenge Cup (Senior Doubles)
Challenge Cup (Senior Fours)
Whelpton-Little Trophy (Quarter-Mile Dash, 140-lb. Singles)
Thomas Edison Lane Perpetual Trophy (Junior 140-lb. Eights)
Wyandotte Trophy (Junior Eights)
Hanlan Memorial Challenge Trophy (Senior Eights)
Lou Scholes Trophy (Association Singles)
George F. Galt Memorial Trophy (Championship Singles) [The St. Catharines *Standard*, July 29, 1938, p.10]

One trophy is missing from the list. The William Crawford Memorial Challenge Cup for the Senior 140-lb. Singles, had been presented by the Crawford family in 1930 and 1931, then donated to the CAAO in 1932. The fact that it was not on display at the Hotel Leonard might suggest that the Crawford family may have retained possession of the trophy.

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H

Dr. James W. Tice (June 29, 1898 - January 18, 1973) became a member of the CAAO Executive Committee in 1930, representing the Leander B.C..

In 1937 and 1938, he was elected President of the Association.

In addition to his involvement in the CAAO, he served with the Canadian Militia (5th Field Ambulance) from 1925 to 1935.

Dr. Tice left the Militia and served as Medical Officer with No. 119 Squadron, in Hamilton, from 1936 to 1939. Upon the outbreak of World War II, he opened the Medical Selection Board at No.1 Military District, then was posted to No.1 Training Command Headquarters, followed by a posting to Royal Canadian Air Force Headquarters in Ottawa. Lieutenant-Colonel Tice went overseas, arriving in Great Britain in March 1941, where he served as Liaison Officer to the Royal Air Force Medical Branch. He remained there for five months, before returning to Canada in August. Lieutenant-Colonel James Winfred Tice, M.D. was promoted as Officer (Brother) by the Grand Priory in the British Realm of the Venerable Order of the Hospital of St. John of Jerusalem. (He was a member of the St. John Ambulance Brigade No. 7 and in 1963, he was appointed Honourary Physician to the Queen.)

Air Commodore Tice was named Director General of the Royal Canadian Air Force Medical Services on February 15, 1943, a position he held until February 28, 1946.

Dr. Tice developed the procedure for selecting air crew and helped organize the Royal Canadian Air Force hospital establishment.

Commodore Tice was awarded the Efficiency Decoration on August 9, 1944.

Air Commodore James Winfred Tice, ED, Air Force Headquarters (Director of Medical Services, Air) was awarded the Commander, Order of the British Empire, on June 14, 1945.

His citation reads:

For a number of years prior to the outbreak of war, Air Commodore Tice was a member of the Royal Canadian Army Medical Corps, the last four years of this time being attached to a Royal Canadian Air Force Auxiliary Squadron. During his service with the Auxiliary Air Force, he became one of the best informed medical officers on the subject of Aviation Medicine and thus equipped himself to render outstanding service during the war. After serving as Deputy Director of Medical Services (Air) for some time, he then assumed the heavy responsibility of Director of Medical Services, Royal Canadian Air Force, the appointment he holds at the present time. His high professional and administrative ability have resulted in the



Unlike the other medals pictured here, this Commander, Order of the British Empire medal did not belong to Air Commodore Tice, but is included for illustration purposes.



Order of St. John, shoulder badge.

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establishment of very sound and logical practices in this service. He has been largely responsible for the organization of the School of Aviation Medicine and for medical research pertaining to aviation and nutrition. The exceptionally high standard of the professional and operational efficiency of the Royal Canadian Air Force Medical Services is due, in large part, to his initiative, good judgement and untiring efforts. His devotion to duty and co-operation with the other Medical Services have been outstanding and have contributed to the ultimate benefit of the war effort.

After his retirement as Director General of the Royal Canadian Air Force Medical Services on February 28, 1946, he returned to his medical practice in Hamilton.

A year after his retirement from the RCAF, Air Commodore James Winfred Tice, CBE, ED was awarded the United States: Legion of Merit, Officer Grade, effective May 23, 1947.

Colonel Jack T. Hodgson (Military Attache, U.S. Embassy) provided the citation:



United States: Legion of Merit, Officer Grade.

Air Commodore James Winfred Tice, CBE, ED, Royal Canadian Air Force, performed exceptionally meritorious service from December 1941 to May 1945. As Deputy and later Director of Medical Services he was responsible for the establishment of the Institute of Aviation Medicine. He organized and stimulated research in night vision, air crew clothing and psychological activities for the Royal Canadian Air Force and freely offered assistance to the United States Army Air Forces. The excellent relationship existing between the two services is due largely to the outstanding personality, tact and ability displayed by Air Commodore Tice.

The CAAO was fortunate to have such an intelligent, industrious, and forward-thinking person in positions of responsibility as Dr. Tice. In addition to having his name appear in the Henley programmes on the list of Past Presidents, from 1946 to 1951 he is given the added distinction of Honorary Judge and identified as "Air Vice-Marshal J.W. Tice, C.B.E."

Dr. Tice died on January 18, 1973.

[Dr. Tice's military career, plus the photos of his Legion of Merit and Order of St. John medals, are from <https://www.emedals.com/a-st-john-american-legion-of-merit-pair-to-rcaf-air-commodore-james-tice>

The photo of the CBE medal is from a different page of the same web site.]

I

Information from the vendor of this poster says that it is from the estate of a resident of Grosse Pointe, Michigan, who competed at the 1944 Canadian Henley.

Judging by the races he has marked, he was on the Detroit B.C. team. They were entered in all those events.

Under the esteemed patronage of His Excellency, the Governor-General of Canada,

THE ROYAL CANADIAN HENLEY
SIXTY-SECOND ANNUAL
REGATTA

WILL BE HELD ON THE PERMANENT COURSE OF THE
CANADIAN ASSOCIATION OF AMATEUR OARSMEN,

St. Catharines, Ontario

Friday and Saturday

JULY 28th and 29th, 1944

PROGRAMME - 1944

Friday, July 28th

- 2.00 p.m. Quarter-Mile Dash 145 lb.
- 2.15 p.m. Junior 145 lb. Eights
- 2.30 p.m. Junior Singles
- 2.45 p.m. Junior 145 lb. Singles
- 3.00 p.m. Junior Eights
- 3.15 p.m. Junior 145 lb. Fours
- 3.30 p.m. High School Singles (Dist. 1 mile)
- 3.45 p.m. Junior Doubles
- 4.00 p.m. Junior Fours
- 4.15 p.m. Junior 145 lb. Doubles
- 4.30 p.m. Association Singles

This race will be open to all duly qualified scullers, excepting the winners of similar races in previous regattas of any association. The successful competitors of each regatta shall be entitled to compete in the Senior Championship Race.

- 4.45 p.m. High School Fours (Dist. $\frac{3}{4}$ mile)
- 5.00 p.m. Quarter-Mile Dash, Open

Heat, where necessary in Junior Events, to be rowed Friday morning

Heats, where necessary in Senior Events, to be rowed Saturday morning

**All Events to be rowed Straightaway.
Races the Henley Distance, One Mile, Five
Hundred and Fifty Yards.**

J. A. HOUSE, St. Catharines Chamber of Commerce, St. Catharines, Ont., upon application, will furnish all information as to customs arrangements, hotel accommodation, rates, train and boat connections, etc., and will also arrange for the Local Reception Committee to meet all visitors.

Saturday, July 29th

- 2.00 p.m. Senior 145 lb. Eights
- 2.20 p.m. Senior Doubles
- 2.40 p.m. Senior 145 lbs. Singles
- 3.00 p.m. High School Doubles (Dist. 1 mile)
- 3.20 p.m. Championship Singles
- 3.40 p.m. Senior 145 lb. Fours
- 4.00 p.m. High School Fours (Coxswain)
- 4.20 p.m. Senior Eights
- 4.40 p.m. Senior 145 lb. Doubles
- 5.00 p.m. Senior 145 lb. Fours (Coxswain)
- 5.20 p.m. Senior Fours
- 5.30 p.m. High School Eights

A Junior sweep oarsman is a contestant who has never won a sweep-oared race.

A Junior sculler is a contestant who has never won a sculling race.

A sweep oarsman, who has won a Junior sweep-oared race, is not eligible to row in any other Junior sweep-oared race, but can row in any Intermediate or Senior race, providing he makes weight.

A sculler who has won a Junior sculling race, is not eligible to row in any other Junior sculling race, but can row in any Senior race, providing he makes weight.

A sweep oarsman, who has won an Intermediate Sweep-oared race, is not eligible to row in any other Junior or Intermediate sweep-oared race, but can row in any Senior race, providing he makes weight.

The above clauses do not prevent an oarsman, who has won a Junior sweep-oared race, from entering in a Junior sculling race, or vice versa. Draw to be made and published prior to the first day of the Regatta.

The 145 lb. class to weigh in each day between 8 a.m. and 12 noon. Any man overweight will be allowed to report to the Clerk of the Scales for re-weighing, up to one hour before his race.

RULES FOR HIGH SCHOOL CREWS

1. All members of High School crews must be bona fide day students in regular attendance.
2. All members of High School crews must be under 19 years of age on August 15th, 1944.
3. Entries of High School crews for regattas must come through a rowing club, which is a member of the C.A.A.O.
4. Entry must be made in the name of the school represented.
5. A certificate must be furnished by the Principal of the school, along with the entry for each regatta, stating that all members of the crew from his school have been in regular attendance at the school for the six (6) months immediately prior to the regatta.
6. Composite crews will NOT be allowed.
7. High School Events require entries from two clubs to fill.

ENTRANCE FEES: Single Sculls \$2.50 Double Sculls \$5.00 High School Fours \$1.00
Fours \$10.00 Eights \$2.00 High School Eights \$2.00

ENTRY FEES MUST ACCOMPANY ENTRIES OR CREWS WILL NOT BE DRAWN IN HEATS

Draw cheques to the order of the Treasurer, C.A.A.O.

All entries must be signed by a Club Official.

Send Entries to A. W. CARTER, Treasurer, 1385 Queen St. East, Toronto, Ontario.

List will be closed on Thursday, July 20th, 1944, at 6 p.m.

Clubs are requested to be sure to give complete list of each crew, with initials, for the purpose of record.

REGATTA COMMITTEE

H. B. BURGOYNE

W. M. ROSS

A. W. CARTER

L. V. VENNE

C. SHUTTLEWORTH

R. L. SCHRAM, Chairman

R. L. BYRON

A. G. MUIR

T. R. LOUDON

HON. W. A. MacDONALD, K.C.

J. L. MURRAY, Secretary

F. B. STEACY

J. WRIGHT, JR.

C. S. RILEY

W. G. CRAWFORD

J. A. HOUSE

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J

Perhaps it was a feeling of relief after the unconditional surrender of Germany on May 7, 1945, or happiness at the successful completion of the Regatta. Or maybe some Canadian beer had something to do with it, but on Saturday evening, after the grandstand had emptied, 54 officials, coaches and sundry old-timers went messing about in boats.

After the regatta, under pressure from Dave Soper, ex-Argo and Varsity coach in Kansas City, six veteran eights went a quarter-mile, with only the shell-house staff and club crews as fans. in borrowed boats, they crewed up as follows:

No. 1 Glass, Bonedell, Crawford, Moffat, Soper, Rochin, Shuttleworth, Gilmore stroke and Jud Ross cox;

No. 2 Reid, Serviss, Obernessor, Cromwell, Richardson, Dibble, Ross, Wright Stroke and Len Janes cox;

No. 3 Paul, Bissett, Wood, Cline, Fries, Hedges, Ronta, Kelly, stroke and Armstrong cox;

No. 4 Hooper. Hampton, Moore, Cossitt, Dyke, McCrea, Gol, Belyea, stroke and Muir cox;

No 5 Radford, Hart, Baker, Venn, Fries, Mingay, Carlen, Wehmeier stroke and Walsh cox;

No. 6 Campbell, Patterson, Gray, Hand, Duncan, Keaches, Flavelle, Paliewjcz Wolieski stroke and Abrahams cox;

No. 7 Glass, Trenvell, Lane, Nugent, Burns, Miller, Schmitmiser, Goff [sic] Schaab stroke and Freeland cox.

Who won none knows. One was deliberately overturned, as planned, to create confusion among the crews and diversion on the banks. The vets were boys once more and so the curtain went down on the 63rd Royal Canadian Henley. [The St. Catharines *Standard*, July 30, 1945, p.8]

K

System of Scoring for

JULIUS H. BARNES POINT TROPHY

All races except trial heats and final same:

Singles	Winner 10 Points
Doubles	Winner 15 Points
Fours	Winner 20 Points
Eights	Winner 30 Points

Points for others than winners are to be figured on a percentage basis of the above schedule in accordance with the number of contestants as follows:

	2d	3d	4th
Two Contestants	20 pct.		
Three Contestants	40 pct.	20 pct.	
Four Contestants	60 pct.	30 pct.	
Five or more Contestants	80 pct.	40 pct.	10 pct.

TRIAL HEATS:—No points to those qualifying for Final, 5% to next contestant in each heat not qualifying for Final.

Winner of Final Race of those who qualified in trial heats to receive points in different classes of races as above.

2d	3d	4th	5th	6th
80 pct.	40 pct.	20 pct.	10 pct.	5 pct.

NOTE—Contestants mean only such as actually start in a race and not those who may be entered and do not start. In the event of a tie or dead heat between any crews the total number of points for the several positions in question shall be equally divided between the crews involved in the dead heat. In the event of a tie between two or more clubs scoring an equal number of points in the Regatta the one scoring the greater number of FIRST PLACES shall be awarded the Barnes Trophy.

N.A.A.O. Yearbook 1947, p.113.

The Julius H. Barnes Trophy was first awarded at the 1916 US National Regatta, using this system to determine the Regatta winner, so it had been in use for 30 years before the CAAO tried it in 1946. Although it was more fair than the unofficial system used by St. Catharines *Standard* sports reporter Clayton Browne for many years, the CAAO, initially, was not fully satisfied with it. In 1948, it was adopted by the CAAO, with slightly different wording.

One of the obvious drawbacks is the potential for error.

Appendix to Chapter 5: 1931 to 1963: A New Era

L

❖ C.A.A.O. SCORING SYSTEM ❖

Following is the Rowing Scoring System of the U.S. N.A.A.O. which has been adopted by the C.A.A.O.

All races where no heats are rowed, winner to get points as follows:	<p>WHERE HEATS ARE ROWED, THOSE QUALIFYING FOR THE FINAL GET NO POINTS FOR DOING SO, BUT THE NEXT CONTESTANT IN EACH HEAT, NOT QUALIFYING, GETS 5%.</p> <p>WINNERS OF FINAL RACES TO GET POINTS AS IN FIRST SCHEDULE ABOVE AND OTHERS AS FOLLOWS:</p>				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">SINGLES 10 pts.</td> <td style="width: 50%;">FOURS 20 pts.</td> </tr> <tr> <td>DOUBLES 15 pts.</td> <td>EIGHTS 30 pts.</td> </tr> </table>	SINGLES 10 pts.	FOURS 20 pts.	DOUBLES 15 pts.	EIGHTS 30 pts.	
SINGLES 10 pts.	FOURS 20 pts.				
DOUBLES 15 pts.	EIGHTS 30 pts.				

Contestants finishing other than first, to get points as percentage of above, based on number of contestants actually in events:

	2nd	3rd	4th		2nd	3rd	4th	5th	6th
2 contestants	20%				80%	40%	20%	10%	5%
3 contestants	40%	20%							

The Royal Canadian Henley Regatta, Official Programme, 1948.

The wording may be slightly different, but the "C.A.A.O. Scoring System" is the NAAO scoring system.

The CAAO was not completely satisfied with the NAAO formula, so a committee headed by Jack Guest, Sr., proposed the following, which was accepted by the Association and put into effect at the 1950 Regatta:

All races except trial heats and finals after heats to score as follows:

Singles	Winner 10 points
Doubles	Winner 15 points
Fours	Winner 20 points
Eights	Winner 40 points

Points for other than winners to be scored on a percentage basis of the above schedule according to the number of contestants participating:

	<u>Second</u>	<u>Third</u>	<u>Fourth</u>
Two Contestants	20%		
Three Contestants	25%	10%	
Four Contestants	30%	15%	
Five or more Contestants	50%	25%	10%

TRIAL HEATS - No points to those qualifying for finals, but 5% for the next contestant not qualifying for the final.

FINAL RACES - Winners of Final Heats to receive points for the various events according to the first schedule, and the other finalists as follows:

Appendix to Chapter 5: 1931 to 1963: A New Era

Second

50%

Third

25%

Fourth

20%

Fifth

15%

Sixth

10%

SPECIAL NOTE - Special point ratings for winners in the Hanlan Memorial Senior Heavy Eights are to be 80 points, and for the winner of the Senior Championship Singles 20 points. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. April 1, 1950]



The Maple Leaf Trophy

Appendix to Chapter 5: 1931 to 1963: A New Era

M



[Photo courtesy of Edward English.]

While much was made in the press about the two women's eights from the St. Catharines R.C. that rowed two exhibition races at the 1948 Canadian Henley Regatta, the history of women in the sport goes back a long way. The following supplemental information is from Wikipedia.

Women have competed in rowing events as far back as the fifteenth century. When Beatrice d'Este visited Venice in 1493, a regatta was held in which fifty peasant women competed. There were professional women rowers, referred to as *Roddarmadam*, managing and dominating the water ferry in the archipelago of the Swedish capital of Stockholm from the 15th-century up until the late 19th-century. Women's rowing in modern times can be traced back to the early 19th century, and an image of a women's double scull race made the cover of Harper's Weekly in 1870. In 1892 four young women (Zulette Lamb and Lena, Agnes, and Caroline Polhamus) started ZLAC Rowing Club in San Diego, California when they borrowed a boat and began rowing on San Diego Bay. The club considers itself the oldest all-women's rowing club in continuous existence in the world. Newnham College Boat Club was formed the following year in Cambridge, England. In 1927, the first Women's Boat Race between Oxford and Cambridge universities was held (for the first few years it was an exhibition, and it later became a race). [https://en.wikipedia.org/wiki/History_of_rowing_sports]

In addition, a quick search on-line turned up photos of the following:

Wellesley College's women's rowing program established in 1875.

Cassie McRichie, founder of the Albert Park Lake Women's Rowing Club, ca. 1900.

[University of Washington women crews, 1900 to 1909.](#)

The all-women Furnivall Rowing Eight on the bank of the Thames, 1907.

Lady Margaret Boat Club, the rowing club of St. John's College, Cambridge, coxed four, 1915.

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St Hilda's College, 1919.

And of course, the Philadelphia Girls' R.C. was founded in 1938, and continues to compete to the present. They might have raced against the St. Catharines R.C. crews had either group known about the other.

In addition to the clubs mentioned above, Jan Palchikoff in her paper *The Development of Women's Rowing in the United States*, which can be found on Paul Fuchs' blog, mentions:

The Staten Island R.C. had women rowing beginning in 1884.

Oakland Women's R.C., 1916.

Stephen Malbouef, Detroit B.C. historian, sent me a long survey history of women rowing in Detroit, from girls' recreational crews in 1867 and 1868, to the first DBC women's crews in 1975. The only competitive rowing he mentions between those two dates is a ½ mile race between two pairs in 1879. [Malbouef, Stephen. "Re: DBC names." Message to Stan Lapinski. October 26, 2021. Email]

The sub-title of William Lanouette's meticulously-researched book *The Triumph of the Amateurs* is *The Rise, Ruin, and Banishment of Professional Rowing in the Gilded Age*. Nevertheless, he casts a cursory glance at women's racing in the late 19th century.

He describes:

Lottie McAlice beating Maggie Lew on the Monongahela River in July, 1880, in front of 12,000 spectators. McAlice won "a lady's gold watch and chain valued at \$150, and \$2,000 in cash" [William Lanouette, *The Triumph of the Amateurs* (Latham: Lyons Press, 2021) pp.62-64]

Amelia Sheehan beating four other women over three miles on the Harlem River at the Empire City Club's ninth annual regatta in September, 1870.

Two races at the Empire City Club's 10th annual regatta in September, 1871:

Amelia Sheehan again beating four other women.

Miss Harris and Miss Custarce beating two other doubles. While the men won cash at this regatta, the women "took home a gold watch and chain." [William Lanouette, *The Triumph of the Amateurs* (Latham: Lyons Press, 2021) p.66]

Lanouette offers two theories on why women's rowing died out in the late 19th century.

[O]ne reason women's rowing may have failed to expand is the raucous, often drunken, crowds at most regattas. A simpler reason may be that despite all the women's enthusiasm, those stalwarts found their feminine attire simply too bulky for so gruelling a sport. [William Lanouette, *The Triumph of the Amateurs* (Latham: Lyons Press, 2021) p.68]

Speaking of which, the photo at the top of this Appendix is of Hester "Bubbie" Durnan, Eddie Durnan's daughter. She sculled around the Toronto waterfront in the early 1920s in one of her father's singles.

Appendix to Chapter 5: 1931 to 1963: A New Era

N

In 1950, the Amateur Athletic Union of Canada proposed establishing a Canadian Amateur Hall of Fame. The AAU of C approached all amateur sports governing bodies, including the CAAO, and asked them to nominate athletes to be included.

President William Crawford appointed a committee at the April 1st meeting to compile a list, which was presented and agreed to by the Executive Committee on June 17. The list gives us an insight into who the Association saw as the greatest Canadian oarsmen to that point in its history:

A report was received from the Committee appointed by the president at the previous meeting, consisting of Messrs. T.R. Loudon, T.H.C. Alison, and F.H. Carter, to recommend names of former oarsmen for inclusion in the Amateur Athletic Union Hall of Fame. The following were recommended:- Edward Hanlan, Joseph Wright Sr., the four winners of the Diamond Sculls Lou Scholes, Joseph Wright Jr., Jack Guest and Robert Pearce; also the four oared crew from Winnipeg Rowing Club, which won the Stewards' Cup at the Royal Henley Regatta in 1910 - F. Carruthers, C.E. Allen, G.B. Aldous and C.S. Riley. It was moved by T.R. Loudon, seconded by F.H. Carter, that this report be adopted and the names be forwarded to the proper authorities.

CARRIED

[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. June 17, 1950]

Although there was no question that Ned Hanlan was the greatest sculler in the world in the nineteenth century, he was a professional, so it seems odd that the CAAO, which shunned even the slightest hint of professionalism, would include him on its list of suggested inductees into an amateur hall of fame.

Two men on the list, Jack Guest, Sr. and Joe Wright, Jr., were present at the meeting, and presumably they abstained from voting.

O

When the Canadian Henley Regatta made its television debut on Saturday, July 30, 1960, at 4:30, what else was on?



TORONTO DAILY STAR

CHANNELS		
2—WGR—Buffalo 2d WJBK—Detroit 2s CJIC—Soo 3—CKVR—Barrie 4—WBEN—Buffalo 4d WWJ—Detroit 4o CBOT—Ottawa 5—WROC—Rochester	5s CKSO—Sudbury 6—CBLT—Toronto 6t CFCL—Timmins 7—WKBW—Buffalo 7d WXYZ—Detroit 7w WCNY—Watertown 8—CKNX—Wingham	9—CKLW—Windsor 10—CFPL—London 10n CKGN—North Bay 11—CHCH—Hamilton 11k CKWS—Kingston 12—CHEX—Peterboro 12e WICU—Erie 13—CKCO—Kitchener 17—WNED—Buffalo

Excellent ★★★★★
Good ★★★
Fair ★★
Poor ★
Unrated --
Color
D Debut
S Special

SATURDAY, JULY 30

<p>11—Wrestling</p> <p>12.30</p> <p>1.45</p> <p>2, 12c—On the Deck Circle</p> <p>1.55</p> <p>2, 12c—Baseball (Cleveland vs. Baltimore)</p> <p>2.15</p> <p>4—Baseball Leadoff</p> <p>2.25</p> <p>4—Baseball (Pittsburgh vs. Chicago)</p> <p>3.55</p> <p>7—Baseball (Cincinnati vs. San Francisco)</p> <p>4.30</p> <p>6, 11, 3, 4o, 5s, 6t, 9, 10, 10n, 11k, 12, 13—(S) Royal Canadian Henley Regatta</p> <p>6.00</p> <p>6, 4o, 5s—Reflections</p> <p>11—Dennis the Menace</p> <p>4, 13—Wrestling</p> <p>2s—Down Yonder</p> <p>3, 6t—The Millionaire</p> <p>8—Dick Clark</p> <p>7w—Dennis O'Keefe</p> <p>5—Nation's Business: News</p> <p>10—Lands and Forest; Trail Scout</p> <p>10n—Rhythm and Relaxation</p> <p>11k—Chronicle; Film</p> <p>12—Fury</p> <p>6.30</p> <p>6, 4o—Mr. Fix-It: News</p> <p>11—Leave It to Beaver</p> <p>4—News (6.45)</p> <p>2—Casey Jones</p> <p>7—Home Run Derby</p> <p>2s—Telerama</p>	<p>3—Sheriff of Cochise</p> <p>4d—The Honeymooners</p> <p>5s—Church; News</p> <p>6t—Sports; News</p> <p>7w—Hawaiian Eye</p> <p>8—Detective Diary</p> <p>9—Waterfront</p> <p>10—Weather; Panorama</p> <p>10n—News</p> <p>11k—I Love Lucy</p> <p>12—Mr. Adams and Eve</p> <p>13—Kaleidoscope; Sports</p> <p>7.00</p> <p>6, 2s, 3, 4o, 5s, 6t, 8, 10, 10n, 11k, 12, 13—Dennis the Menace</p> <p>11—The Rifleman</p> <p>4—U. of B. Roundtable</p> <p>2—This Man Dawson</p> <p>7—Amateur Hour</p> <p>7.30</p> <p>6, 4o—Caribou Country</p> <p>11—Stories of the Century</p> <p>4, 2d—Perry Mason</p> <p>2, 4d, 5, 12e—Bonanza</p> <p>7—Dick Clark</p> <p>2s—Theatre</p> <p>3, 6t, 8, 10n, 11k—Mr. Adams and Eve</p> <p>5s—San Francisco Beat</p> <p>7w—Harbor Command</p> <p>9—Movie</p> <p>10—Manhunt</p> <p>2—Seahunt</p> <p>13—Rifleman</p> <p>8.00</p> <p>6, 4d—Man From Interpol</p> <p>11—Sea Hunt</p> <p>7, 7d—High Road</p> <p>2s, 10—Rifleman</p>	<p>3, 8—Harbor Command</p> <p>5s—Bachelor Father</p> <p>6t—Headline</p> <p>7w—Pat Boone</p> <p>10n—Jamboree</p> <p>11k—Bob Cummings</p> <p>12—Pride of the Family</p> <p>13—Phil Silvers</p> <p>8.30</p> <p>6, 4o—High Road</p> <p>11—I'm the Law</p> <p>4, 2d—Wanted—Dead or Alive</p> <p>2, 12e—The Man and the Challenge</p> <p>7, 7d—Leave It to Beaver</p> <p>3, 5s, 6t, 10n, 11k—Sea Hunt</p> <p>10—Take Your Choice</p> <p>12—Rifleman</p> <p>13—The Millionaire</p> <p>9.00</p> <p>6, 11, 2, 4o, 5s, 6t, 8, 10, 10n, 11k, 12, 13—Great Movies **** ("The Man Who Came to Dinner," Monty Woolley, Bette Davis)</p> <p>4, 2d—Mr. Lucky</p> <p>2, 12e—The Deputy</p> <p>7, 7w—Lawrence Welk</p> <p>9.30</p> <p>4—Have Gun, Will Travel</p> <p>2—World Wide 60</p> <p>10.00</p> <p>4, 2d, 7w—Gunsmoke</p> <p>7—Jubilee</p> <p>10.30</p> <p>6, 11, 2s, 3, 4o, 5s, 6t, 8, 10, 10n, 11k, 12, 13—Twilight Zone</p> <p>4—Grand Jury</p> <p>2—Tombstone Territory</p>
---	--	--

7—Johnny Staccato
2d—Sea Hunt
7w—Crime Does Not Pay

11.00
6, 11, 4, 2s, 3, 4o, 5s, 6t, 8, 10, 10n, 11k, 12, 12e, 13—News

2—Movie * ("Klondike Anne," Mae West)
7, 4d—News; Weather
5—Rescue 8

7w—Tennessee Ernie

11.10
6, 11, 4, 3, 4o, 5s, 6t, 10, 10n, 11k, 12, 13—Sports Scores

11.15
6, 2s, 8—Feature Panorama **** ("Camille," Greta Garbo)

11—Movie (11.20) -- ("Tiger and the Flame," Sohrab Modi)
2—News; Movie (Cont.)

7—Movie * ("The Fake," Dennis O'Keefe)
2d—Movie (11.25)

3, 6t, 11k, 12—Wrestling (11.15)
4o—Bob Cummings

13—Theatre

11.30
4—Movie ** ("The Long Walk," Anthony Quinn)

2s, 4d, 5s, 7w, 10n, 13—Movie
3—Movie * ("Night of the Hunter," Robert Mitchum)

4o—Feature Film (11.45)
8—Movie (12.15)

10—Gunsmoke

1.00 A.M.

2—African Patrol (1.30)

The Toronto Daily Star, July 30, 1960, p.21

Appendix to Chapter 5: 1931 to 1963: A New Era

P

Between 1937 and 1962, Jim “Chick” Hewson won 49 Canadian Henley medals. Only one competitor has won more. Larry Klecatsky won 63 Henley medals between 1968 and 1988.

After his death on October 17, 1978, most of his medals were collected, and put into a display case and hung in the West Side R.C.. The case was designed and built by Jim’s brother, Chuck, and modified by James Schaab. The medals were organized and inventoried by Chuck’s son, John.



[Photo courtesy of James Schaab.]

The top three rows in the case are made up of 43 of his 49 Henley medals. The rest were given to his nieces and nephews. The other medals in the case were won at other regattas.

Appendix to Chapter 5: 1931 to 1963: A New Era

Jim Hewson's Medals as They Appear in the Display Case Photo Above.

Row 1	Canadian Henley Regatta	1 - 1937 - Junior 150-lb. Eights	2 - 1937 Junior 150-lb. Fours	3 - 1941 - Junior Fours	4 - 1941 - Senior Eights	5 - 1941 - Senior Fours	6 - 1947 - Senior Eights	7- 1947 - Senior Fours (Coxswain)
	8 - 1947 - Junior Fours	9 - 1948 - Senior Fours (Coxswain)	10 - 1948- Senior Eights	11 - 1949 - Senior Eights	12 - 1949 - Senior Fours (Coxswain)	13 - 1950 - Senior Eights	14 - 1950 - Senior Fours	
Row 2	Canadian Henley Regatta	1 - 1951- Senior Eights	2 - 1951 - Senior Pair Oars	3 - 1952 - Senior Pair Oars	4 - 1953 - Senior 155-lb. Fours	5 - 1953 - Senior 145-lb. Fours	6 - 1953 - Senior Fours	7 - 1953 - Senior 145-lb. Singles
	8 - 1954 - Senior 145-lb. Eights	9 - 1954 - Senior 145-lb. Fours	10 - 1954 - Senior 155-lb. Eights	11 - 1954 - Senior Fours (Coxswain)	12 - 1955 - Senior Fours	13 - 1955 - Senior Fours (Coxswain)	14 - 1955 - Senior Eights	15 - 1955 - Senior 155-lb. Eights
Row 3	Canadian Henley Regatta	1 - 1956 - Senior 155-lb. Eights	2 - 1956 - Senior Fours	3 - 1956 - Senior Eights	4 - 1956 - Senior 155-lb. Singles	5 - 1957 - Senior 135-lb. Singles	6 -1957 - Senior 155-lb. Fours	7- 1959 - Senior 145-lb. Fours
	8 - 1960 - Senior 155-lb. Fours	9 - 1960 - Senior 145-lb. Fours (Coxswain)	10 - 1960 - Senior 135-lb. Singles	11 - 1961 - Senior 145-lb. Fours (Coxswain)	12 - 1961 - Senior 135-lb. Singles	13 - 1961 - Senior 155-lb. Fours	14 - 1962 - Senior 155-lb. Fours	
Row 4	U.S. National Regatta	1 - 1941 - Senior 4 With Cox	2 - 1947 - Senior 4 Oared Shells	3 - 1947 - Senior 8 Oared Shells	4 - 1949 - 4 Oared Shells With Cox	5 - 1949 - 8 Oared Shells		
	6 - 1950 - 8 Oared Shells	7 - 1950 - 4 Oared Shells	8 - 1951 - 4 Oared Shells With Cox	9 - 1951 - 8 Oared Shells	10 - 1953 - 150 lb. 4 Oared Shells with Cox	11 - 1953 - Pair Oared Shells Without Cox		
Row 5	U.S. National Regatta	1 - 1953 - 4 Oared Shells Without Cox	2 - 1954 - 150 lb. 4 Oared Shells With Cox	3 - 1954 - 4 Oared Shells	4 - 1954 - 150 lb. 8 Oared Shells	5 - 1955 - 150 lb. 8 Oared Shells	6 - 1955 - 4 Oared Shells With Cox	
	7 - 1955 - 4 Oared Shells Without Cox	8 - 1956 - Senior 150 lb. Eight	9 - 1957 - 150 lb. 4 Oared Shells With Cox	10 - 1958 - 150 lb. Double Sculls	11 - 1958 - 4 Oared Shells Without Cox	12 - 1962 - 150 lb. 4 Oared Shells		
Row 6	Miscellaneous	1 - 1938 - Interscholastic Championship - 2nd Eights	2 - 1957 - WSRC Labor Day	3 - 1957 - WSRC Labor Day	4 - 1957 - WSRC Labor Day	5 - 1957 - WSRC Labor Day	6 - 155 lb. Eights	
	7 - 1955 - Pan Am Games - Coxless Four - Silver	8 - Heavy Eights	9 - 1949 - Labor Day Regatta	10 - 1949 - Labor Day Regatta	11 - Senior Paired Oared Shells Without Coxswain	12 - Senior 4 Shells without Coxswain		
							[Data provided by John Hewson.]	

The large silver medal in the middle of the bottom row and the photo are from the 1955 Pan American Games in Mexico City. Jim and three Buffalo crew mates, Bob Sauerwein, John Schnabel, and Ron Cardwell came second in the Coxless Four.

Outside the scope of this history are Jim's accomplishments as a competitive race walker. In that sport, he won 26 medals.

Appendix to Chapter 5: 1931 to 1963: A New Era

Q

Below is a sample entry form, front and back, from 1963. They were kept in a large 3-ring binder, to be consulted, as needed, by Regatta officials.

ENTRY FORM

EIGHTY-FIRST REGATTA

Canadian Association of Amateur Oarsmen

ST. CATHARINES, ONTARIO

July 24th, 25th, 26th and 27th, 1963

PHOTOS — Group photos of 8's and 4's with spare men may be used and attached to photo record.
Important — There must be a photo and entry form for each event.
Note — Group photos no larger than 4" x 8".

....., 1963

.....Club of.....
makes the following entries for the C.A.A.O. Regatta, July 24th, 25th, 26th and 27th, 1963, for which please find enclosed \$..... required entrance fee for the same.

RACE.....

CREW — Please Give Initials

Bow.....

2.....

3.....

4.....

5.....

6.....

7.....

8.....

Cox.....

SPARES.....

COACH.....

I hereby certify that the above are eligible in accordance with the amateur rules of the Canadian Association of Amateur Oarsmen.

Signed.....

NOTE: In entries for Eights, not more than 12 names may be submitted; for Fours not more than 6 names; for Doubles, not more than 4 names; for Single Sculls, not more than 1 name.

NOTE: If any Senior 145-lb. or 155-lb. oarsmen are entered in a Junior Four or a Junior Eight, write the notation SR. immediately after each of their names in the entry blank above.

Our crews expect to arrive in St. Catharines on July....., we shall bring the following shells:
.....Eights.....Fours.....Doubles.....Singles.

ENTRANCE FEES

Singles, \$5.00; Doubles, \$10.00; Fours, \$15.00; Eights, \$25.00; Quarter-mile Dash, Eights, \$5.00; High School Singles, Doubles and Fours, \$2.00; Eights, \$5.00. Entrance fees must accompany all entries, or crews will not be drawn in heats.

POSITIVELY NO POST ENTRIES WILL BE ACCEPTED

If any crew scratches from an event, without the permission of the Regatta Committee Chairman, the Club concerned will be penalized by a deduction from its points score equal to 25% of the points awarded to the winner of the final of the event in question

Draw cheques to the order of the Treasurer, C.A.A.O.

All entries must be signed by a Club Official.

Send entries to Chairman, Regatta Committee, P.O. Box 2, St. Catharines, Ont.

List will be closed on Wednesday, July 17th, 1963, at 6 p.m.

Clubs are requested to be sure to give complete list of each crew, with initials, for the purpose of record.

REGATTA COMMITTEE

C. M. ADAMS, President	T. E. NORRIS	DALTON DISHER	T. FINAN	H. KAYSMITH	F. STOUT
C. SAUNDERS, Chairman	R. R. WOOD	W. DANN	D. MATHIESON	F. F. NELSON	F. MARLOWE
H. HARPER, Treasurer	G. E. FLANNERY	R. COSSITT	M. BLANK	R. ROWE	C. NUGENT
J. L. MURRAY, Secretary	C. A. CHAMPION	C. E. WILCOX	C. SWAYZE	F. EXNER	R. SAUNDERS
		G. MANOOGIAN	J. SECORD	H. MOSSUP	

Appendix to Chapter 5: 1931 to 1963: A New Era

PHOTO RECORD				
NAME OF CLUB	ENTRY			DATE
PHOTOS CAN BE ATTACHED HERE WITH SCOTCH TAPE				
DO NOT WRITE BELOW THIS LINE				
FORM BELOW TO BE USED ON REGISTRATION AT REGATTA OFFICE				
Signature	Weight and Date	Weight and Date	Weight and Date	
1				
2				
3				
4				
5				
6				
7				
8				
Cox				
Spare				
Clerk of Scales		Clerk of Course		

The photos helped to ensure that Seniors did not compete in Junior events and that lightweight competitors competed in their proper weight class.

Appendix to Chapter 5: 1931 to 1963: A New Era

R

On Friday, July 26, 1963, the St. Catharines & District Chamber of Commerce held “The 1st Annual Henley Dinner” at Prudhomme’s Hotel. The programme for the dinner contains this list of Canadian Association of Amateur Oarsmen member clubs:

Argonaut R.C.
Brockville R.C.
Chomedey R.C.
Don R.C.
Fort William R.C.
Kelowna R.C.
Kenora R.C.
Lachine R.C.
Leander B.C.

London R.C.
Mic-Mac Athletic Association
Ottawa R.C.
Regina B.C.
Shawnigan Lake School
St. Catharines R.C.
Vancouver R.C.
Victoria R.C.
Winnipeg R.C.

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 November 7, 2022. If you find errors or omissions, use the Contact link at <http://goldmedalphotos.com/> to point them out to me. Stan Lapinski.