

Additional Information
Compiled by
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Revised November 27, 2011

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1. Where are they from?

(a) Clubs

| | |
|-------------------------------------|-----------------------------|
| Adelaide R.C. | Adelaide, Australia |
| Albany R.C. | Albany, New York |
| All-American Rowing Camp | Oak Ridge, Tennessee |
| American Legion B.C. | Wyandotte, Michigan |
| American University in Cairo | Cairo, Egypt |
| Ann Arbor R.C. | Ann Arbor, Michigan |
| Argonaut R.C. | Toronto, Ontario |
| Arlington B.C. | Arlington, Massachusetts |
| Austin R.C. | Austin, Texas |
| Australian Amateur Rowing Council | Melbourne, Australia |
| Bachelors Barge Club | Philadelphia, Pennsylvania |
| Ruderklub am Baldeneysee | Essen, Germany |
| Bayside R.C. | Toronto, Ontario |
| Better Motion R.C. | South Hadley, Massachusetts |
| Blood Street Sculls | Old Lyme, Connecticut |
| Boston R.C. | Boston, Massachusetts |
| Boston University | Boston, Massachusetts |
| Boucherville R.C. | Boucherville, Quebec |
| Britannia R.C. | Ottawa, Ontario |
| Brock University | St. Catharines, Ontario |
| Brockville R.C. | Brockville, Ontario |
| Brown University | Providence, Rhode Island |
| Buenos Aires R.C. | Buenos Aires, Argentina |
| Bulldog R.C. | New Haven, Connecticut |
| Burnaby Lake R.C. [also A.A.& A.C.] | |

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|---------------------------------|-----------------------------------|
| | North Vancouver, British Columbia |
| Calgary R.C. | Calgary, Alberta |
| California R.A. | Castro Valley, California |
| California R.C. | Oakland, California |
| Cambridge B.C. | Cambridge, Massachusetts |
| Camp Randall Juniors | Madison, Wisconsin |
| Camp Randall R.C. | Madison, Wisconsin |
| Canaviron, Inc. | Christchurch, New Zealand |
| Cape Cod Rowing, Inc. | West Hyannisport, Massachusetts |
| Cascadilla B.C. | Ithaca, New York |
| Case Western Reserve University | Cleveland, Ohio |
| Catlin B.C. | Chicago, Illinois |
| Celtic R.C. | Buffalo, New York |
| Charles River B.C. | Boston, Massachusetts |
| Chatham R.C. | Chatham, Ontario |
| Chomedey R.C. | Montreal, Quebec |
| Cincinnati R.C. | Cincinnati, Ohio |
| Cincinnati Junior R.C. | Cincinnati, Ohio |
| Club de Regatas Lima | Lima, Peru |
| Club Espana | Mexico City, Mexico |
| Club Nautique | Montreal, Quebec |
| Collingwood R.C. | Collingwood, Ontario |
| Community Rowing, Inc. | Boston, Massachusetts |
| Cornell University | Ithaca, New York |
| Craftsbury Sculling Center | Craftsbury Common, Vermont |
| Crescent B.C. | Philadelphia, Pennsylvania |
| Dartmouth College | Hanover, New Hampshire |

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|----------------------------------|---------------------------------------------------|
| Dartmouth R.C. | Hanover, New Hampshire |
| D.C. Strokes R.C. | Washington, District of Columbia |
| Deep Cove Rowing Centre | North Vancouver, British Columbia |
| Delaware B.C. | Chicago, Illinois |
| Delta Deas R.C. | Delta, British Columbia |
| Detroit B.C. | Detroit, Michigan |
| Dirty Dozen | Oakland, California |
| Don R.C. [originally Don A.R.C.] | Toronto, Ontario [Port Credit, Ontario from 1960] |
| Drake University | Des Moines, Iowa |
| Dresden R.C. | Hanover, New Hampshire |
| Durham B.C. | Durham, New Hampshire |
| East Boston A.A.C. | Boston, Massachusetts |
| Eastern Development Camp | Boston, Massachusetts |
| Ecorse B.C. | Ecorse, Michigan |
| Edmonton R.C. | Edmonton, Alberta |
| Empire State R.A. | Bronx, New York |
| Enorthern.com | Dorchester, Ontario |
| Essex R.C. | North Andover, Massachusetts |
| Excelsior R.C. | Detroit, Michigan |
| Fairmount R.A. | Philadelphia, Pennsylvania |
| Fedemex R.C. | Mexico City, Mexico |
| Florida A.C. | Winter Park, Florida |
| Florida R.A. | Miami, Florida |
| Forest City R.C. | London, Ontario |
| Fort William R.C. | Fort William, Ontario |
| Fox Valley R.C. | Appleton, Wisconsin |

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|---------------------------------|----------------------------------------------------------|
| Fredericton R.C. | Fredericton, New Brunswick |
| GMS Rowing Center | Westport, Connecticut |
| Golden Bear Crew | Berkeley, California |
| Gorge Rowing Centre | Victoria, British Columbia |
| Grand Trunk R.C. | Montreal, Quebec |
| Guatemala Aviateca | Guatemala City, Guatemala |
| Guatemala R.C. | Amatitlan, Guatemala |
| Guelph R.C. | Guelph, Ontario |
| Halifax R.C. | Halifax, Nova Scotia |
| Hamburg R.C. | Hamburg, Germany |
| Hamilton R.C. | Hamilton, Ontario |
| Hanlan B.C. | Toronto, Ontario |
| Harbor City R.C. | Cambridge, Massachusetts |
| Harlem B.C. | New York, New York |
| Hobart College | Geneva, New York |
| Holy Cross Crew | Worcester, Massachusetts |
| Independence R.C. | Nashua, New Hampshire |
| Jubilee R.C. | Halifax, Nova Scotia |
| Kennebecasis R.C. | Rochesay, New Brunswick |
| Kent School | Kent, Connecticut |
| King's Crown R.A. | New York, New York |
| Kingston R.C. | Kingston, Ontario |
| Kuban-Sedin Republics | Ordzhonikidze [?] Union of Soviet Socialist Republics |
| Lachine Boating & Canoeing Club | Summerlea, Quebec |
| Lachine R.C. [from 1913] | Lachine, Quebec |
| Lake Washington R.C. | Seattle, Washington |

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|-----------------------------------------------------|----------------------------|
| Laval R.C. | Laval, Quebec |
| Leander B.C. | Hamilton, Ontario |
| Leslieville R.C. | Toronto, Ontario |
| Lincoln Park B.C. | Chicago, Illinois |
| Litchfield R.A. | Litchfield, Connecticut |
| London R.C. | London, Ontario |
| London Training Centre | London, Ontario |
| Long Beach R.A. | Long Beach, California |
| Lookout R.C. | Chattanooga, Tennessee |
| Los Gatos R.C. | Los Gatos, California |
| Malta B.C. | Philadelphia, Pennsylvania |
| Maple Bay R.C. | Duncan, British Columbia |
| Maritime Rowing Club [aka WSC-Maritime Rowing Club] | Norwalk, Connecticut |
| McGill University | Montreal, Quebec |
| Melbourne University | Melbourne, Australia |
| Melbourne YWCA | Melbourne, Australia |
| Mendota R.C. | Madison, Wisconsin |
| Mercer Lake Elite Training Center | West Windsor, New Jersey |
| Metropolitan B.C. | New York, New York |
| Mexico R.C. | Mexico City [?], Mexico |
| Mic Mac A.A.C. | Dartmouth, Nova Scotia |
| Michigan A.C. | Ecorse, Michigan |
| Minneapolis R.C. | Minneapolis, Minnesota |
| Minnesota B.C. | St. Paul, Minnesota |
| Mobjack R.A. | Mathews County, Virginia |
| Monash University | Melbourne, Australia |

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|-------------------------|----------------------------|
| Montreal R.C. | Montreal, Quebec |
| Mosman R.C. | Sydney, Australia |
| Mount Clemens R.A. | Macomb Michigan |
| Mutual R.C. | Buffalo, New York |
| Narragansett B.C. | Providence, Rhode Island |
| Nautilus R.C. | Hamilton, Ontario |
| Nereid B.C. | Belleville, New Jersey |
| New Haven R.C. | New Haven, Connecticut |
| New Rochelle R.C. | New Rochelle, New York |
| New York A.C. | New York, New York |
| Newport Beach R.C. | Newport Beach, California |
| Niagara District A.C. | St. Catharines, Ontario |
| Nordrhein Ruder-Verein | Nordrhein, Germany |
| North Cascades Crew | Lake Stevens, Washington |
| North Star R.C. | Dartmouth, Nova Scotia |
| Oak Ridge R.A. | Oak Ridge, Tennessee |
| Oakland Strokes | Lafayette, California |
| Occoquan B.C. | Burke, Virginia |
| OKC Riversport | Oklahoma City, Oklahoma |
| Old Lyme R.A. | Old Lyme, Connecticut |
| Osprey R.C. | Providence, Rhode Island |
| Ottawa R.C. | Ottawa, Ontario |
| Oyster Bay R.A. | Oyster Bay, New York |
| Penn A.C. | Philadelphia, Pennsylvania |
| Pennsylvania Barge Club | Philadelphia, Pennsylvania |
| Peterborough R.C. | Peterborough, Ontario |
| Philadelphia Girls R.C. | Philadelphia, Pennsylvania |

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|---------------------------------|----------------------------------|
| Pioneer Valley R.A. | Hartford, Connecticut |
| Pocock Rowing Center | Seattle, Washington |
| Potomac B.C. | Washington, District of Columbia |
| Portland R.C. | Portland, Maine |
| Princeton University | Princeton, New Jersey |
| Quebec Rowing Federation | Montreal, Quebec |
| Quinte R.C. | Belleville, Ontario |
| Radcliffe College | Cambridge, Massachusetts |
| Raleigh Rowing Center | Raleigh, North Carolina |
| Ravenswood B.C. | Long Island City, New York |
| Regina R.C. | Regina, Saskatchewan |
| Resolute R.C. | Bristol, Rhode Island |
| Ridley Graduate B.C. | St. Catharines, Ontario |
| Riverside B.C. | Boston, Massachusetts |
| Rob Roy B.C. | Cambridge, England |
| Rochester Navy | Fairport, New York |
| Rowing Club | Edmonds, Washington |
| Royal Hong Kong Y.C. | Hong Kong |
| Saskatoon R.C. [aka Stoon R.C.] | Saskatoon, Saskatchewan |
| Sarasota Crew | Osprey, Florida |
| Saratoga R.A. | Saratoga Springs, New York |
| Saugatuck R.A. | Westport, Connecticut |
| Schuykill Navy | Philadelphia, Pennsylvania |
| Seattle R.C. | Seattle, Washington |
| Seattle Tennis Club | Seattle, Washington |
| Scottish Rowing | London, England |
| Shaker R.A. | Loudonville, New York |

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|--------------------------------------------|----------------------------------|
| Shenendehowa R.C. | Clifton Park, New York |
| Shrewsbury R.C. [R.A. 1961-1966] | Worcester, Massachusetts |
| Siegburger Ruderverein | Siegburg, Germany |
| Silver Lake R.C. | Simcoe, Ontario |
| Simon Fraser University | Port Moody, British Columbia |
| South Niagara R.C. | Welland, Ontario |
| St. Catharines R.&C.C. [until 1915] | St. Catharines, Ontario |
| St. Catharines R.C. [after 1919] | St. Catharines, Ontario |
| St. John R.C. | St. John, New Brunswick |
| St. John's R.C. | St. John's, Newfoundland |
| St. Louis R.C. | St. Louis, Missouri |
| St. Mary's College | Oakland, California |
| St. Mary's River B.C. | Sault Ste. Marie, Ontario |
| Stanford Crew | Stanford, California |
| Star Boating Club | Wellington, New Zealand |
| Steel City R.C. | Verona, Pennsylvania |
| Sudbury R.C. | Sudbury, Ontario |
| SUNY at Buffalo [State University of N.Y.] | Buffalo, New York |
| Sunnyside R.C. | Toronto, Ontario |
| Syracuse Chargers | Syracuse, New York |
| Syracuse Rowing Alumni | Syracuse, New York |
| Tampa R.C. | Tampa, Florida |
| Tecumseh R.C. | Walkerville, Ontario |
| Thames River Sculls | New London, Connecticut |
| Thames Tradesmen | London, England |
| Thompson Boat Center | Washington, District of Columbia |

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| Thunder Bay R.C. | Thunder Bay, Ontario |
| Thunderbird R.C. | Vancouver, British Columbia |
| Toronto R.C. | Toronto, Ontario |
| Undine Barge Club | Philadelphia, Pennsylvania |
| Union B.C. | Boston, Massachusetts |
| University B.C. | Philadelphia, Pennsylvania [1930] |
| University Barge Club | Philadelphia, Pennsylvania [1986] |
| University of British Columbia | Vancouver, British Columbia |
| University of California at Irvine | Irvine, California |
| University of Massachusetts | Amherst, Massachusetts |
| University of Miami | Miami Beach, Florida |
| University of Michigan | Ann Arbor, Michigan |
| University of Minnesota | Minneapolis, Minnesota |
| University of New Brunswick | Fredericton, New Brunswick |
| University of Pennsylvania | Philadelphia, Pennsylvania |
| University of Tampa | Tampa, Florida |
| University of Toronto R.C. | Toronto, Ontario |
| University of Victoria | Victoria, British Columbia |
| University of Washington | Seattle, Washington |
| University of Wisconsin | Madison, Wisconsin |
| UPIICSA-IPN [La Unidad Profesional Interdisciplinaria de Ingeniería y Ciencias Sociales y Administrativas - Instituto Politécnico Nacional] | Mexico City, Mexico |
| Vancouver R.C. | Vancouver, British Columbia |
| Vesper B.C. | Philadelphia, Pennsylvania |
| Victoria City R.C. | Victoria, British Columbia |
| Viking R.C. | Ventnor, New Jersey |

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| VK Smichov | Prague, Czech Republic |
| Wachusett B.C. | Worcester, Massachusetts |
| Waiariki R.C. | Auckland, New Zealand |
| Warthogs R.C. | Old Lyme, Connecticut |
| Washington Area Rowing [aka WAR] | |
| | Alexandria, Virginia |
| Washington Sculling Club | Alexandria, Virginia |
| Water Street R.C. | Washington, District of Columbia |
| Wesleyan University | Middletown, Connecticut |
| West Philadelphia B.C. | Philadelphia, Pennsylvania |
| West Side R.C. | Buffalo, New York |
| Western R.C. [aka University of Western Ontario; Middlesex-Western R.C.] | |
| | London, Ontario |
| Wide Load B.C. | Boston, Massachusetts |
| Windsor Crew | Windsor, Ontario |
| Winnipeg R.C. | Winnipeg, Manitoba |
| Wisconsin Development Camp | Madison, Wisconsin |
| Woodstock R.C. | Woodstock, Ontario |
| Worcester Polytechnic Institute [aka WPI] | |
| | Worcester, Massachusetts |
| Wyandotte B.C. | Wyandotte, Michigan |
| Zephyr R.C. | Detroit, Michigan |

(b) Secondary Schools

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|----------------------------------------------------|----------------------------|
| Allen Park H.S. | Allen Park, Michigan |
| Approved Tutor's School [aka Approved Tutors P.S.] | |
| | Philadelphia, Pennsylvania |

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|---------------------------------------------|----------------------------|
| Belleville H.S. | Belleville, New Jersey |
| Bennett H.S. | Buffalo, New York |
| Bishop Neuman H.S. | Philadelphia, Pennsylvania |
| Blessed Sacrament H.S. | New Rochelle, New York |
| Bloor C.I. | Toronto, Ontario |
| Brentwood C.S. [College School] | Mill Bay, British Columbia |
| Brockville C.I. | Brockville, Ontario |
| Buffalo H.S. | Buffalo, New York |
| Buffalo Tech. | Buffalo, New York |
| Canisius H.S. | Buffalo, New York |
| Choate School | Wallingford, Connecticut |
| De La Salle C.H.S. [Collegiate High School] | |
| | Detroit, Michigan |
| Delta S.S. | Hamilton, Ontario |
| Dobbin Tech. | Philadelphia, Pennsylvania |
| Ecorse H.S. | Ecorse, Michigan |
| Etobicoke H.S. | Etobicoke, Ontario |
| Grantham H.S. | St. Catharines, Ontario |
| Grosse Pointe H.S. | Grosse Point, Michigan |
| Hamilton C.I. | Hamilton, Ontario |
| Haverford School | Haverford, Pennsylvania |
| La Salle H.S. | Philadelphia, Pennsylvania |
| Lachine H.S. | Lachine, Quebec |
| Lafayette H.S. | Buffalo, New York |
| Lincoln Park H.S. | Chicago, Illinois |
| Malvern C.I. | Toronto, Ontario |
| Mount Carmel H.S. | Wyandotte, Michigan |

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| Niskayuna H.S. | Niskayuna, New York |
| Northeast C.H.S. [Catholic High School] | Philadelphia, Pennsylvania |
| Orillia C.I. | Orillia, Ontario |
| Ottawa C.I. | Ottawa, Ontario |
| Ottawa Technical School | Ottawa, Ontario |
| Ridley College | St. Catharines, Ontario |
| Roosevelt H.S. | Seattle, Washington |
| Shawnigan Lake School | Shawnigan Lake, British Columbia |
| South St. Paul H.S. | St. Paul, Minnesota |
| St. Catharines C.I. | St. Catharines, Ontario |
| St. Joseph's C.I. | Buffalo, New York |
| Theodore Roosevelt H.S. | Wyandotte, Michigan |
| West Cathedral H.S. | Philadelphia, Pennsylvania |
| West Park S.S. | St. Catharines, Ontario |
| Westdale H.S. | Hamilton, Ontario |
| Western Technical School | Toronto, Ontario |
| William Penn C.S. [Charter School] | Philadelphia, Pennsylvania |
| Yorktown H.S. | Arlington, Virginia |

(c) Notes about clubs and schools

Unless otherwise indicated, the abbreviations A.C., B.C., R.A., and R.C. mean Athletic Club, Boat Club, Rowing Association, and Rowing Club respectively.

I have taken some liberties with a few club names. Don Rowing Club was originally Don Amateur Rowing Club, but I use Don R.C. throughout.

Crews from Burnaby Lake, have been identified as Burnaby Lake A.A., Burnaby Lake A.C., and Burnaby Lake R.C.. I have use the last name.

Crews affiliated with the University of Western Ontario have gone by the names University of Western Ontario, Middlesex-Western R.C., and Western R.C.. I have used the most common name, Western R.C..

A few anomalies exist in the Henley programmes: Stoon R.C. was Saskatoon R.C., WAR was Washington Area Rowing, and WPI was Worcester Polytechnic Institute. I have used the full names in the records.

I have opted *not* to use the full name of perennial Henley winners: UPIICSA-IPN. For the record, UPIICSA-IPN stands for *La Unidad Profesional Interdisciplinaria de Ingeniería y Ciencias Sociales y Administrativas - Instituto Politécnico Nacional*. [The Interdisciplinary Professional Unit of Engineering and Social and Administrative Sciences - National Polytechnic Institute.]

Unless otherwise indicated, in the list of secondary schools, C.I., H.S., and S.S. stand for Collegiate Institute, High School, and Secondary School respectively.

Note that the old records show a "Wyandotte H.S." winning, but investigation discovered that it was Theodore Roosevelt H.S..

One school's name proved to be elusive. It was identified as both Approved Tutor's School and Approved Tutors P.S. in Philadelphia, PA.

One city was a problem. I was unable to confirm that Kuban-Sedin was from Ordzhonikidze in the Union of Soviet Socialist Republics.

There may be some errors because the various directories I used usually gave the mailing address of the club - often the president's home address - not the location of the boathouse. Please contact me with corrections. (Use the Contact link at www.goldmedalphotos.com.)

2. Notes

(a) Circumstances affecting times in the records

(i) Courses

The times given here need to be put in some context. It is important to note the length, configuration and location of the courses on which the races were held.

For the first 23 years of its existence, the Regatta of the Canadian Association of Amateur Oarsmen was held in several cities on a variety of different courses:

1880 (August 4 & 5) Toronto [1.5 miles straightaway. Aug. 4 - near Island - west to east; Aug. 5 - near city; east to west finishing west of Yonge St.]

1881 (July 20) Hamilton [2 courses ready - used lake side 1.5 miles straightaway]

1882 (August 19 & 21) Lachine [1.5 miles straightaway]

1883 (July 25) Ottawa [1.5 miles straightaway - "a short distance below the city"]

1884 (July 29) Toronto [1.5 miles straightaway - used the course close to the city - finished near the waterworks]

1885 (August 5) Hamilton [1.5 miles straightaway - used the bay side]

1886 (August 7) Lachine [1.5 miles straightaway - with the current]

1887 (August 6) Ottawa [1.5 miles straightaway - on the Ottawa River, against the current - finishing behind the Parliament buildings]

1888 (August 2) Toronto [1.5 miles straightaway - used the course close to the city - finished "a little west of the Grand Trunk elevator"]

1889 (August 20) Hamilton [1.5 miles straightaway - used the bay side]

1890 (August 9 & 11) Lachine [1.5 miles straightaway - Lake St. Louis]

1891 (August 10 & 11) Barrie [1.5 miles straightaway - Kempenfelt Bay]

1892 Toronto (July 20 & 21) [1.5 miles straightaway - near island from Wiman Baths (Wards' Island?) to Hanlan's Point]

1893 (August 4 & 5) Hamilton [1.5 miles straightaway - bay course on 4th & lake course on 5th]

1894 (August 3 & 4) Hamilton [1.5 miles straightaway - lake course]

1895 (August 2 & 3) Hamilton [1.5 miles straightaway - lake course]

1896 (August 6 & 7) Brockville [1.5 miles straightaway - up stream]

1897 (August 5 & 6) Brockville [1.5 miles straightaway - up stream]

1898 (August 8 & 9) Toronto [1.5 miles straightaway - "almost in the centre of the bay, starting 200 yards east of the Gap and finishing opposite Mugg's Landing."]

1899 (August 3 & 4) Brockville [1.5 miles with a turn]

1900 (June 30 & July 2) Toronto [1.5 miles with a turn - start and finish at "the new city wharf at the foot of Bay street". The turning buoys were 0.75 miles to the west.]

1901 (August 3 & 5) Ottawa [1.5 miles with a turn - Lake Deschenes "opposite the park at Aylmer" at the Victoria Yacht Club]

1902 (August 2 & 4) Brockville [1.5 miles with a turn]

Initially, the length of the course was one and a half miles straightaway. Regatta rule Number 10 in the 1890 edition of the *Constitution and By-laws of the Canadian Association of Amateur Oarsmen*, states unambiguously: "All races shall be one mile and a half straight-away." (p. 13) However, it was common practice at the time for races to start and finish at the same point, with a 180° turn at the mid point, so it's not surprising that the 1890 edition of the *Constitution and By-laws of the*

Canadian Association of Amateur Oarsmen also includes this rule in the Umpire section of its "Laws of Boat Racing": "18. In turning races, each competitor shall have a separate turning stake, and shall turn from port to starboard. Any competitor may turn any stake other than his own, but does so at his peril." (p.18) The fact that such a "law" is included suggests that turning races were still an option, but it wasn't until 1899 that turning races were adopted for the Championship Regatta. Since there were no eight races, the problem of having eights turn was avoided.

The C.A.A.O. was not happy with the nomadic nature of the Regatta, and as early as 1892, they received an application by the Hamilton Steamboat Company to make the Burlington Beach course the permanent home of the regatta. Hamilton was a popular site among the clubs because it had two courses; one on the bay side of the beach and the other on the lake side. If the water was rough on one, the races could be held on the other. Nothing came of that, but by 1901 the C.A.A.O. were actively looking for a permanent home, one that didn't have the currents and rough or "lumpy" water (as the newspapers of the day called it) which were features of the courses where the Regatta had been held so far. They also wanted a straight stretch of water, one that could accommodate not the one and a half mile races which had been held until then, but the one mile, 550 yard Henley Royal distance. The regatta's name was about to change from the "Regatta of the Canadian Association of Amateur Oarsmen" to the "Royal Canadian Henley Regatta."

To the late "Norrie" King, an old St. Catharines boy, must be given the credit of first suggesting the old canal, on whose waters he had spent his boyhood. At the regatta of 1901, at Ottawa, when the subject was first mentioned of a permanent course in order to get over the difficulty of rough water, he suggested to Mr. F.H. Thompson

that excellent water could always be obtained at St. Catharines on the old canal, and that he thought it would be a splendid place at which to hold the C.A.A.O. regatta.

Last year when a committee was formed to consider the sites Mr. Thompson, mindful of Mr. King's suggestion, brought forward the claims of St. Catharines.

It was visited among other places and finally selected as the course on which to decide the amateur rowing championships of Canada. (*The Daily Standard*, July 3, 1903.)

In addition to calm, sheltered water and a long straightaway, the Old Welland Canal had other features which made it attractive. There was regular passenger boat service between Toronto and Port Dalhousie, and there were excellent train links with American cities such as Buffalo, Detroit and Philadelphia.

The C.A.A.O. executive inspected the site on October 31, 1902. On March 19, 1903, they were invited to address the St. Catharines Board of Trade to explain what would be necessary to hold a regatta in Port Dalhousie. The Board supported the plan, and referred it to its committee on tournaments and sports. The next day, March 20, that committee presented the proposal to the city council at a meeting of the committee of the whole. Since many of the same men were on the Board of Trade, the committee on tournaments and sports, and the city council, the city endorsed having the Regatta in Port Dalhousie later that same year.

Now all that was needed was a club to organize the Regatta, and a grandstand from which to watch the races.

Both deficiencies were quickly taken care of.

On April 2, 1903, The St. Catharines Rowing and Canoe Club was formed. Its primary purpose was to host the C.A.A.O.'s regatta.

At the meeting of city council on April 6, 1903, council voted seven to three in favour of granting "\$2,500, conditional on the raising of \$4,500

additional from other sources, the whole to be applied to the erecting of a club house and grand stands along the proposed course on the old canal.”
(*The Weekly Standard*, April 9, 1903, p.1)

Since the grandstand would generate revenue, it was built first. The wooden structure was located on the remains of a tow path, approximately where the finish tower now stands. Like the current grandstand, it faced east.



The grandstand and finish area at the first Royal Canadian Henley Regatta, probably August 8, 1903 when the crowd numbered an estimated 10,000.

The 1903 regatta was renamed the Royal Canadian Henley Regatta, and all races were the Henley Royal distance, one mile, 550 yards straightaway. Sadly, the grandstand was set at an angle which did not permit a good view of the entire course, and so, in 1907, the course was changed to a mile and a half with a turn and the practice of starting and finishing the races at the same place was reintroduced to give the crowd the added excitement of seeing the starts as well as the finishes. Eights, however, rowed the one mile, 550 yards straightaway, presumably because

of the difficulty of getting an eight to turn 180° at high speed. However, the C.A.A.O. had no qualms about changing rules on the fly. For instance, in 1909, *The Globe's* description of the Senior Doubles final makes a point of stating clearly that the race was rowed "straightaway, one mile and 550 yards." No explanation is given, but perhaps the fact that there were four boats in the race had something to do with it. Four was too few to have heats, but too many to require them all to turn, or perhaps there were only three buoys around which the competitors could turn.

Beginning in 1919, only junior boats rowed the looped course. All senior races were again rowed straightaway. However, there were exceptions, and decisions seem to have been made on the spot. For example, in 1920, the Junior 140 lb. Four was rowed straightaway because there were five boats in the race and only four buoys to turn around. Rather than have heats, the officials decided to let them row one mile, 550 yards straightaway.

From 1924 onwards, all races were rowed straightaway.

In 1930, the course was dredged, and realigned so that the races would finish in front of the new grandstand to be constructed in 1931. The races in 1930 were one mile, 550 yards long but not straightaway. They were started at the new starting line and rowed towards the bay where the new grandstand would be, but with about a quarter mile to go, the competitors made a gentle turn eastwards and finished in front of the old grandstand.

From 1931 onwards, the new six lane course was used with finishes in front of the new grandstand.

in 1964, to accommodate the Olympic trials, the course was shortened from one mile, 550 yards to the international standard, 2,000 metres.

(ii) Currents

Times were also affected by the current. One extraordinary instance of that is noted in the 1890 edition of the *Constitution and By-laws of the Canadian Association of Amateur Oarsmen*: "The races of 1887 were rowed *against* the current on the Ottawa River." Today, the current is halted during races, but it has not always been so.

(iii) Starts

This note appears in the 1890 edition of the *Constitution and By-laws of the Canadian Association of Amateur Oarsmen*: "The time of the races of 1883 is uncertain, owing to the supposed shifting of the starting buoys." Although stake boats were used at the 1889 Hamilton regatta and the 1890 Lachine regatta, it is not clear when that practice began, or how wide-spread it was. At the 1930 regatta, "starting punts" were tried for the first few heats but there seem to have been problems, because their use was stopped for the rest of the regatta. Floating starts were probably common until the 1940's, and that may have had a bearing on the times.

When stake boats were used, because they were anchored and did not move, the sterns of all boats started from the same place, but the bows did not, so singles had a little farther to go than eights. This was also true when the first fixed platform was used on the St. Catharines course.

(iv) Watches

The watches used in determining the times seem to have been accurate only to fifths of a second. It is common to find times given to 0.2, 0.4, 0.6, and 0.8 seconds well into the 1950s, although other fractions do crop up.

(v) Winds

Finally, the most obvious factor which might influence times are the winds. It is common to find a time for an event which is a minute or more longer than the time in that event the year before or the year after. The obvious conclusion is that there was a strong head wind that year.

(vi) Course hazards

In the early years, times were also affected by things modern rowers would not encounter. It was common for pleasure craft of all sizes to be on the course, and they didn't always get out of the way of the competitors, forcing scullers and crews to steer around the spectators. In addition, the races were held on bodies of water that were in use by passenger steamers and freighters. Not only were the boats themselves a hazard, but their wash often swamped singles, doubles and pairs. Hamilton organizers were able to reach an agreement with the owners of the big boats and they stayed off the course when the races were held in Hamilton Bay. At the other extreme, when the regatta was held in Barrie's Kempenfelt Bay in 1891, the large steam-powered craft thoroughly disregarded the fragile rowing shells and carried on their regular traffic. A Grand Trunk R.C. crew rowing a new four almost drowned when its bow was completely broken off by the steamer *Orillia*.

If running into spectators and steam boats during a race were not bad enough, it was common for shells to interfere with one another. The newspaper accounts of some races read like descriptions of demolition derbies. It was common for scullers to move from one side of the course to the other, interfering with the other competitors as they did so. However, fours were the worst. Rudder ropes broke, rudders dropped off, riggers

broke, bow men had no idea who was in front of them and collisions happened. Usually the interfering boat was disqualified, sometimes it was not. Races were not always stopped, but protests were lodged afterwards. Sometimes nothing was done, but sometimes a race was rowed again.

(vii) Source materials

Finally, my sources did not always agree on the times. Although it was tempting to opt for the times in the contemporary newspapers, in most instances I chose the times published by the C.A.A.O.. The newspapers, I feel, although closer to the events, were more apt to have errors given the fact that they had to be rushed into print.

One disturbing thing I noticed very late in verifying the times was that the C.A.A.O. records - on rare occasions - published the time for the heat which the ultimate winner of the race rowed, not the time of the final race. I noticed this problem only a few times, but there may be instances of it that I missed, and that may account for some of the discrepancies between the C.A.A.O. records and the newspaper results.

Keep these caveats in mind when looking at the times recorded here.

(b) Classes

Initially, there were two classes: Junior and Senior. Juniors had not won a qualifying (i.e. Henley) race. Once they won a Henley race, they became Seniors. There was one variation on that rule: a man who had won a Junior sculling race could still compete as a Junior sweep oarsman, and *vice versa*.

In 1895, a third class was added: Intermediate. This was an optional

class for men who had won a Junior race. They could choose to row Intermediate and/or Senior. However, once they had won an Intermediate race, they were obliged to row Senior. Again, scullers and sweep oarsmen could switch disciplines and start again as Juniors. The Intermediate class lasted until 1915, the last Henley before the break for World War I. It was revived again in 1932 and was finally dropped after the 1950 Henley.

At some point, lightweights who had won a Junior and Senior lightweight race, were allowed to row as Junior heavyweights.

In 1986, to avoid confusion with FISA's Junior age class, the term Intermediate was revived, but this time, it meant what Junior had meant since 1880, a rower who had not won at a qualifying regatta. A FISA Junior was a rower who had not reached his/her 18th birthday.

Junior (under 18) races using the FISA age classification were introduced at the Henley in 1993. In 1998 Senior B (under 23) races were introduced. They co-existed with Intermediate and Senior weight/experience classes and the Elite or Open classes until 1999.

In 2000, all races were organized by age: Junior B (under 17); Junior (under 19); Senior B (under 23) and Senior (23 or older). Competitors were allowed to compete in older categories. The Championship category became what the Elite or Open category had previously been; open to national or composite crews as well as club crews.

One odd class was the Association Single. It began in 1925 and lasted until 1999. It, like the original Intermediate class, was a step between Junior and Senior, but in this instance, a sculler could not compete in the Championship Single until he had won the Association Single. This was to ensure that only the best scullers competed in the premier sculling event at Henley.

It is beyond the scope of these notes to sort out the various weight categories that have been in effect at Henley. Not only did the names of the weight categories change, but the definitions of what constituted a crew in a given weight category changed also. I have used the category names that were in effect at the time of the regatta. To avoid confusion, I have added "[Junior]" or "[Senior]" to the event names which lacked those qualifiers. For consistency, I have changed some of the early event names such as "140 lb. Junior Single" to "Junior 140 lb. Single". Until about 1930, there was little consistency in the names of lightweight events. It was common for a program to list two 140 lb. Eight races, one on Friday and one on Saturday. It was assumed that the competitors and spectators would know that the first was for Junior crews and the second for Senior crews. The actual program might or might not differentiate, and even the newspapers often assumed that the readers knew the difference. To add to the confusion, in the same program or the same newspaper account a Senior 140 lb. Eight might be referred to as a "Senior Eight (140 lbs.)" or a "140 lb. Eight (Special)" or even just a "140 lb. Eight". Researchers who come across names that aren't used here, remember that I have picked the name that makes most sense to a modern rowing fan, and I have tried to be as consistent as I could be without abandoning the old names.

Note that I have avoided the use of "Heavy" or "Heavyweight" in the names of events not restricted by a particular weight. For example, what some sources term "Junior Heavy Eight" or "Junior Heavyweight Eight" is simply "Junior Eight" here.

Since the original events were for men, the word "Men's" was assumed in the names of the events. I have followed that practice in these records until 2000, when the categories changed.

(c) Trophies

The First Regatta of the Canadian Association of Amateur Oarsmen held on Toronto Bay, Wednesday and Thursday, August 4th and 5th, 1880 comprised eight races. The three premier races, "3 p.m.—Double Scull Shells," "4.30 p.m.—Senior Four Oars," and "5 p.m.—Senior Single Sculls" all had trophies presented to the winners. The trophies were all referred to by the generic name "Challenge Cup." We do know the full name of one of those three original trophies, because it is still in competition; the Hop Bitters Challenge Cup. It was donated by Hop Bitters, a patent medicine company for the "Double Scull Shells" event and throughout its history has always been presented to winners of a men's doubles race.

Another one of those original trophies, the Challenge Cup for Single Sculls is also still in competition, albeit for a different class. In the early 1980's, Dan Kostuk discovered the trophy without its base in a box of junk in the St. Catharines Rowing Club. At the time he didn't know the significance of the battered and tarnished urn, but he decided to have it repaired and cleaned and incorporated into a new trophy. He and Bill Stevens raised funds in Port Dalhousie, and in 1985, the People of Port Dalhousie Trophy for the Senior Lightweight Women's Eight was presented for the first time. It wasn't until years later, after Dan Kostuk had passed away, that Bill realized that the salvaged urn on its top was the original 1880 Challenge Cup for Single Sculls.

There is another odd bit of history associated with that Challenge Cup. In 1929, the George F. Galt Memorial Trophy was donated for presentation to the winner of the Championship Single. That made the Challenge Cup redundant. However, it seems to have continued to be presented. A photo of

Joe Angyal, the 1949 winner of the Championship Single exists in which he is being presented with the Challenge Cup. His name is on the George F. Galt Memorial Trophy, but for some reason he was photographed with the original Challenge Cup for Single Sculls.

The third of the original trophies, the Challenge Cup for Fours has disappeared. It does not appear in 1944 or 1945 photos of trophies, so it probably went missing before then.

Throughout the history of the Henley Regatta, numerous trophies have been donated for competition. Some, like the Challenge Cup for Fours, and the Challenge Cup for Pairs which was donated in 1889, have disappeared. Some were retired when their events were discontinued, but many have been reused; they were donated for one event, but when that event was discontinued, they were reassigned to another event. That's why some trophies listed here appear with more than one event. I have used the trophies themselves, the Henley programs and my own archive of trophy presentation photos to trace their various uses.

To illustrate how some Henley trophies have had many lives, let me trace the history of one of the most resilient trophies still in competition; the Michael J. Broderick Memorial Trophy. From 1952 to 1984 it was presented to the winners of the Senior 135 lb. Eight. When that event was discontinued, it was presented from 1985 to 1994 to the winner of the Senior 145 lb. Single. In 1995, 1996 and 1997 it was presented for the Intermediate 140 lb. Eight. When that class and the Senior were merged, the trophy went to the winners of the Open 140 lb. Eight for two years, and then in 2000, the Senior Men's 140 lb. Eight was one of the few weight-based categories to be incorporated into the new age-based format, and the winners until 2003 were presented the Michael J. Broderick Memorial Trophy. In 2004,

the trophy was reassigned to the Junior B Men's Eight, and that's the event - now called the Under 17 Men's Eight - that the Broderick is associated with.

Some trophies, such as the Lou Scholes Trophy are only mentioned once or twice in the programs or newspaper accounts I referred to, and I was unable to discover when they were first presented or when they were retired or lost. They are listed here only for the dates I feel comfortable with. If I found two or more firm dates, I assumed that the trophy was in competition in the years between those dates, so I have included those dates as well, but I have not guessed at dates before or after the verified dates.

Finally, when a few trophies were first presented, they were inscribed with previous winners of that event. The beginning year in this list is the year the trophy was first presented.

3. Thanks

Kathy Bedikian [Wyandotte Board of Education]

Doug Hobbs [*St. Catharines Standard*]

Bob Houston [New York A.C.]

Robyn Kish [St. Catharines Centennial Library]

Leonard F. Knobbs [Northeast Catholic High School (Philadelphia)]

Joe Lapinski [Joe Lapinski Web Design]

Goca Lebl [Don R.C.]

Jaclyn McPhadden [Stoon R.C./ Saskatoon R.C.]

Jim Minards [Royal Canadian Henley Regatta]

Crystal Mooney [Royal Canadian Henley Regatta]

Bryan Perry [Royal Canadian Henley Regatta]

Jim Schaab [West Side R.C.]

Bill Schenck [Royal Canadian Henley Regatta]

Karen Solem-Derringer [*Rowers' Almanac*]

Bill Stevens [St. Catharines R.C.]

Lilita Stripnieks [St. Catharines Public Library]

Ian Tatham [Woodstock R.C.]

Royal Canadian Henley Regatta

St. Catharines Centennial Library

St. Catharines Museum

Bill Schenck deserves special mention for giving me the go-ahead and then the encouragement to pursue this project. Thanks Bill.

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5. Data

The 1966 edition of the *C.A.A.O. Regatta Rules and Record Book* form the basis of these data to 1965.

For 1966 to 1980, I used the records in *Art and a Century of Canadian Rowing*.

After 1980, I relied on the results in Henley programs, *The St. Catharines Standard*, and the Henley web site (<http://www.henleyregatta.ca/en/henley-results.php>).

After entering the data, I verified results and filled in gaps using several sources. The records in the 1890 edition of the *Constitution and By-*

laws of the Canadian Association of Amateur Oarsmen were used to verify the first ten years, and the 1905 Henley programme was invaluable for verifying the results from 1880 to 1904. The St. Catharines Library's Henley record web site (<http://henley.stcatharines.library.on.ca:1967/>) was useful for the years 1903 to 2007. I also solved problems using the results for individual years in *The Globe*, the *Montreal Gazette*, the *Montreal Daily Star* and *The St. Catharines Standard*, as well as numerous Henley programs.

I also consulted the Henley trophies which are on display at the St. Catharines Centennial Library to verify winners and times, and to establish the dates when the trophies were donated.

6. Errors and omissions

None of the sources I consulted was error free. Some times are wrong, some club names and scullers' names are misspelled, and even the names of some winning clubs are incorrect. I have corrected dozens of errors, but there may be others still remaining. Moreover, it's possible that in entering the data, I made typographical errors. I would be grateful if any errors would be pointed out to me so that the corrections may be made. (Use the Contact link at www.goldmedalphotos.com.)

Before I began, I knew that the old records contained omissions, specifically the results for 1919. As I entered the data, I noticed that the results for the 140 lb. Junior Eights were missing for the 1920's, and that sent me on a quest to sort out "Primary," "Special" and "Maiden" classes and to separate the 140 lb. races rowed on the first day of the regatta from the identically named races rowed on the second day, i.e. the Junior from the Senior. Then, by chance, I noticed that some women's events in the 1970's were missing, and I filled in those gaps. I also noticed and filled in

several other random omissions. The fact that I have encountered so many omissions suggests that there may be more which I missed, and if anyone is aware of others, please let me know. (Use the Contact link at www.goldmedalphotos.com.)

I have not included Masters or Adaptive events, or races involving cutters, war canoes or other non racing shells. However, I have included in-rigged singles and doubles, and work boat fours because they were part of the regular program for several years and the results of those events were included in C.A.A.O. records.