

# MERCANTILE ROWING CLUB

MELBOURNE



56th ANNUAL REPORT  
and  
BALANCE SHEET  
SEASON 1935-36

# Mercantile Rowing Club



Club House,  
Princes Bridge,  
1st July, 1936.

**NOTICE IS HEREBY GIVEN that the Fifty-sixth ANNUAL GENERAL MEETING of the Mercantile Rowing Club will be held at the Club House on SATURDAY, 25th JULY, 1936, at 7.45 p.m. (The Annual Smoke Night will be held at the conclusion of the meeting).**

## BUSINESS:

1. To confirm the Minutes of the previous Annual General Meeting.
2. To receive and adopt the Annual Report and Balance Sheet.
3. To elect Office-Bearers for the ensuing year.
4. To consider the following amendment to the Rules to provide for the position of Assistant Secretary:—
  1. That Rule 17 be amended to read:—

“There shall be a Committee consisting of the Officers (other than the Honorary Solicitor and Honorary Auditor) and an Assistant Secretary and not more than seven members. The Committee other than the Assistant Secretary shall be elected at the Annual General Meeting in each year.

An Assistant Secretary may be appointed by the Committee and shall hold office during the pleasure of the majority of the Committee or until he resigns.”

By order of the Committee,

S. C. MACRAE,

Hon. Secretary.

# Mercantile Rowing Club

SEASON 1935-36

## List of Office-Bearers.

### President :

A. L. DOBBIE, Esq.

### Vice-Presidents :

E. T. BRADSHAW, Esq.  
T. F. BRENNAN, Esq.  
R. A. COOPER, Esq.  
Sir GEORGE FAIRBAIRN  
W. JOSEPH, Esq.  
J. M. MACFARLANE, Esq.

J. L. MOUNSEY, Esq.  
C. N. McKAY, Esq.  
Cr. T. S. NETTLEFOLD, O.B.E.  
J. H. PICKEN, Esq.  
A. B. SLOAN, Esq.  
G. W. SMITH, Esq.

### Captain :

C. F. RAVEN.

### Vice-Captain :

R. W. THURSFIELD (resigned 26/1/36)  
N. W. CAIRNES (appointed 26/1/36).

### Hon Secretary :

S. C. MACRAE.

### Hon Treasurer :

A. R. CLARKE.

### Executive Committee :

R. S. BOLTON. G. J. HORDER.  
N. W. CAIRNES. E. KENNY.  
C. CAMPBELL. F. NEWPORT.  
R. V. GREGG. E. STEPHENSON (appointed 26/1/36).

### Selection Committee :

C. F. RAVEN. A. P. MILLER (resigned 5/1/36).  
G. W. SMITH. E. KENNY (appointed 5/1/36).

### Hon. Auditor :

F. R. BROWNE, A.I.C.A.

### Hon. Solicitor :

M. S. WILLIAMS.

### Victorian Rowing Association :

Executive Members	Elected Member	Representative Members
A. L. DOBBIE.	W. JOSEPH.	R. V. GREGG.
E. KENNY.		S. C. MACRAE.
C. F. RAVEN.		

Delegates to the Upper Barra Amateur Regatta Assn.  
C. F. RAVEN. R. W. THURSFIELD.

Delegates to Metropolitan Rowing Committee.  
C. F. RAVEN. R. V. GREGG.

Representative to Melbourne Amateur Regatta Assn. (Henley)  
W. JOSEPH.

### Victorian Amateur Sculling Association.

Executive Member.  
M. E. K. HANSEN.

Delegate.  
R. S. BOLTON.

# The Fifty-sixth Annual Report

OF THE

## Mercantile Rowing Club.

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Club House,  
Princes Bridge, Melbourne,  
1st July, 1936.

To the Members of the Mercantile Rowing Club,

Gentlemen,

Your Committee has pleasure in submitting for your consideration the Fifty-sixth Annual Report, Balance Sheet and Statement of Accounts.

The season, while unmarked by the winning of either Senior or Junior titles, has been one of great progress, leaving the Club in a position to enter the new season in most optimistic spirit. The membership has been increased by a third from last year to reach a record level for the Club. A very material improvement has been made in the financial position, which has left the way open for a substantial move towards the betterment of the property.

Your Club was represented in all championship events and at every major fixture, having a larger number of members engaged in competitive rowing during the year than any other club. At Melbourne and Henley Regattas, a total of 67 oarsmen competing is a record of which we may well be proud as, apart from the successes gained, such an entry provides valuable experience, especially to the younger competitors.

Your Club gained third place in the Victorian Rowing Association Senior Premiership and second in the Junior Premiership. Two championship honours were won, viz., the Champion Eights of Victoria and the 2,000 Metre Sculling Championship. Particularly encouraging has been the activity in the maiden ranks with the success of two separate eights and a four. The well earned double success of a lightweight eight and the success of a lightweight four, after some lean years in this class, is a source of congratulation. With the material available we confidently look forward to further lightweight wins.

Twelve months ago we recorded an improvement in training methods and in the physical fitness of crews representing the Club. In certain sections that has been maintained, but nevertheless it is still evident that the general standard is too low. While it is by no means confined to your Club, it is regrettable that we have to admit that many of our crews have gone to the post unprepared for their tasks and in many cases apparently unaware of the fact. The men of necessary ability are available and if we can settle down to the serious work involved in boating well trained crews, there will be nothing to which we cannot attain. Plenty of work out of the boat, plenty of work in the boat and regular hours, is a sure formula for success and more essential than superficial differences in style. One man dodging work out of the boat or showing unwillingness to make sacrifices for the sport or for the convenience of the others is sufficient to bring discord, destroy confidence and result in a whole crew neglecting their training. Irrespective of outstanding ability such men must not be tolerated.

A frequent programme of Club races, prior to and at the close of the regatta season, has been very well supported. The bi-weekly series during the winter months have been particularly valuable in keeping the Club active, in providing racing experience and in bringing the members together. The Seven Mile Time Competition has now become one of the most appreciated of the activities of the Club and a large proportion of the members attempt the course.

The social activities of your Club have covered a wider range than for some years past. Every function held has been well conducted and has attracted uniformly good attendances. Lectures on rowing subjects, physical fitness, with demonstrations of muscle control and weight-lifting, were features worthy of special note.

Country regatta trips have proved of value to the Club and most enjoyable to the participants. The Christmas camping tour to Nagambie, Shepparton and Rutherglen may well set a standard for all such undertakings in the future. A party also travelled to Gippsland at Easter in a final attempt to win the Junior Premiership.

While racing occupies a considerable part in any review of a season's activity a large proportion of members do not take part in competitive rowing. The sport has a great deal to offer those who wish to gain the undoubted benefit derived from one or two regular rows a week. It is the aim of your Committee to encourage such rowing and to extend the facilities offered to those who, without wishing to devote the time necessary for training, desire occasional exercise and relaxation.

The loyal way in which the older members retain their connection has always been an outstanding feature of the Club and a source of strength and stability. The continued interest of older and past members shown in many ways during the year has been a great encouragement and much appreciated.

The detailed record of the year's activity will more completely show the part your Club has played in the sport and the spirit with which the Club is at present imbued.

## Financial.

Due to the substantial increase of subscriptions received during the season, your Committee was able to achieve one of its objectives, inasmuch as the overdraft, which stood at £164 at the commencement of this financial year, has been practically repaid.

Your attention is directed to the fact that the annual depreciation allowed on boats and oars, together with repairs, constitute a formidable sum and forcibly raises the question of replacement. With your co-operation it is hoped that the item, "repairs to boats and oars," will be considerably lower in the coming year.

The Victorian Rowing Association imposed a levy of 2/6 per member on all Clubs for the purpose of financing the visit of the Victorian Eight-oared Crew in the King's Cup race held at Perth, Western Australia. Your Committee considered that it was a better policy to call for donations rather than deplete the Club's funds for this purpose. This course was fully justified by the pleasing fact that your Club raised more than its quota.

The item "overdraft" will once more appear in the accounts during the coming season owing to the cost of the extensions to the Club House and we ask for your assistance by the prompt payment of subscriptions. Such action will not only help to reduce the interest, but will be a material help in financing the operations.

## Membership.

During the season 83 new members were elected. The present membership constitutes a record and makes your Club the largest rowing Club in the Commonwealth.

The membership is now composed as follows:—

Life Members	9
Senior Active Members	147
Junior Active Members	48
Honorary Members	11
Associate Members	5
Country Members	4
Total	<u>224</u>

More satisfactory than the number of new members elected is the fine type which has been introduced to the Club. While members continue to look for the right men and encourage them to take up the sport, the Club will continue to prosper.

The influx of beginners involves a responsibility which all members share with the Executive. The early stages are perhaps more vital and often more discouraging in rowing than in any other athletic exercise and the responsible officers have to rely on receiving a great deal of help in the task of instructing and encouraging beginners.

## Building Extension.

Early in the season it was announced that your Committee had formulated a five year plan to improve the Club and extend the facilities offered to members. The objective aimed at for the first year was the liquidation of the deficit and the increase of membership by 50. Both objectives have been realised and while the increase of membership has created an acute locker problem, the capacity of the fleet has not been exceeded.

In view of the financial position and the state of the Club, the Committee, after lengthy consideration, decided to make the next move forward without delay.

The Melbourne City Council was asked and duly granted permission to extend the building ten feet to the rear. Mr. J. C. Walker, a member of the Club, consented to act in the capacity of Honorary Architect, and has given an enormous amount of time and thought to the drawing up of a scheme which will most effectively improve the premises. The plan finally evolved necessitates costly alterations to plumbing and sanitary fittings, which, however, must be faced with any extension to the building. The design allows further additions in the future by carrying the upper floor over the wings for the length of the building.

The present extension embraces the additional ten feet and the building over of the wings for a short distance at the back. On the ground floor a gymnasium is being constructed with a light well rising the height of the building. This room is designed so that vibration cannot affect the boats. Lavatory conveniences are being enlarged and improved, a serviceable tool room constructed and the stairs altered to economise space. In the south west corner a room is allowed for, which at small expense can later be fitted perhaps as a lounge.

On the upper floor the gymnasium light well creates a desirable connection with the dressingroom. On the other side the showers are being moved over the wing, leaving the dressingroom clear for the entire length of the Club House—thus providing additional locker space.

Your Committee believe that the re-arrangement of the building will make a great improvement to your Club, and by degrees it is hoped to equip and furnish the additions and to re-organise such important details as the storage of oars and tools.

The cost of the scheme amounts to £569/10/- and it has been rendered possible by six members: Sir Stephen Morell, Dr. R. A. Cooper, Messrs. C. N. McKay, J. H. Picken, M. S. Williams and C. Vanderkelen, who are acting as guarantors to the bank for the Club. To these gentlemen and to Mr. J. C. Walker we are very greatly indebted.

On account of the heavy expense of the constructional part of the work it has been necessary to call on the help of members for the furnishing and equipping of the new sections. Your Committee feels that the scheme will commend itself. It is also confident that the Club is in such condition that the debt incurred will be met within four years at the most.

## Club House, Boats and Oars.

A complete list of the Club's present fleet is set out hereunder:—

RACING BOATS.	PRACTICE BOATS.
2 Best Eights	4 Practice Eights
3 Clinker Eights	4 Practice Fours
1 Best Four	2 Tub Fours
3 Clinker Fours	3 Practice Pairs
2 Clinker Pairs	3 Practice Sculls

The Clinker Racing Eight destroyed in the accident of April last year was replaced in time for the opening regattas by a very satisfactory boat built by Messrs. W. H. Jerram & Sons. The compensation received from insurance amounted to thirty pounds less than cost of replacement. The new eight was christened on 9th November, "Edward Kenny," in appreciation of the services of Mr. E. Kenny to the Club and to the sport. A fleet indicator board has been constructed on which can be marked any defect noticed. This system allows the fleet to be kept in good order and any faults rectified with the minimum of delay.

A set of 10 oars and a set of 4 oars were purchased early in the season.

To meet the increased requirements, two units of six lockers were added to the furnishings of the Club. A desk was also purchased for the Committee Room.

A review of the damage caused by minor accidents during a year reveals how important it is for members to use the utmost care in handling boats and oars. A large proportion of accidents causing damage are directly due to negligence or carelessness. Any damage occasioned must be reported to the Captain without delay and any boat found faulty should be noted on the fleet indicator board.

## Executive and Committee.

The Captain, Mr. C. F. Raven, had the misfortune to be involved in a motor accident in February and complications arose later which has involved him in a protracted stay in hospital. It is quite unnecessary to pay a tribute to Mr. Raven's work for the Club as the present sound condition and the year's progress is the outcome of his vision, energy and enthusiasm. It is a matter of very great regret that he is unable to make his services available to the Club as Captain again next year.

Early in January, the Vice-Captain, Mr. R. W. Thursfield, found it necessary to resign on account of increasing demands made on his time by business. Mr. Thursfield, during twelve months in this exacting office, proved indefatigable and has earned the deep gratitude of the Club.

Mr. N. W. Cairnes was appointed by the Committee to fill the vacancy, while Mr. E. Stephenson was elected to the vacant seat on the Committee.

Mr. Cairnes has had to bear the brunt of the work consequent on



the absence of the Captain, and it is a high tribute to his energy and ability that the winter season is proving more active than for many years and that novices are receiving the attention that is so essential if the progress of the Club is to be maintained.

Another resignation during the year was that of Mr. A. P. Miller from the Selection Committee. While coaching, Mr. Miller contracted a severe illness. Mr. E. Kenny was appointed to the vacancy.

This year marks the completion by Mr. A. Clarke of twenty years as Honorary Treasurer and twenty-four years' service on the Committee. Mr. E. Kenny completes twenty-seven consecutive years in various executive offices, while your President, Mr. Dobbie, commenced his association with the Club as an office-bearer in 1904, including a term of eleven years as Captain.

During the year, twelve regular meetings of the Committee have been held, together with a number of special meetings. The attendances at the regular meetings were as follows:—

R. S. Bolton . . . 12	A. L. Dobbie . . . 9	F. Newport . . . 12
N. W. Cairnes . . . 12	R. V. Gregg . . . 11	C. F. Raven . . . 8
C. F. Campbell . . . 10	G. J. Horder . . . 9	E. Stephenson . . . 4
A. R. Clarke . . . 11	E. Kenny . . . . 8	R. W. Thursfield . 4
	S. C. Macrae . . . 12	

## Rowing.

### Australian Championships.

The annual eight-oared championship for the King's Cup and the Australian Sculling Championship, were conducted this year on the Swan River, Perth, on Saturday, 2nd May, 1936.

Only four States were represented in the eights and New South Wales succeeded in retaining the King's Cup, with South Australia second, and West Australia third. Victoria was represented by the following crew:—T. Warburton (bow), J. D. Nielson (2), J. P. L. Appleby (3), M. Gaskin (4), J. P. Gaskin (5), L. J. Thompson (6), A. A. Kelly (7), P. B. Jelbart (stroke), J. Cowling (cox), J. Clemens (emergency), and Mr. H. La Roche (coach).

We congratulate Messrs. Appleby, Cowling and Clemens on their selection and also Mr. G. W. Smith, who was again appointed an interstate selector.

Only two States entered for the Sculling Championship in which C. Pearce of New South Wales was successful, defeating K. Langley (West Australia) by a considerable margin.

### Victorian Championship Events.

#### Champion Fours, 14th December, 1935.

This event was held on the Lower Yarra course with an entry of eight crews. Albert Park was successful, your Club being represented by the following crew which was placed third: N. W. Cairnes (bow), J. C. Campbell (2), G. I. Anderson (3), D. C. Brooke (stroke), R. Ludlow (cox), and Mr. M. E. Green (coach).

**2000 Metre Sculling Championship, 14th December, 1935.**

Rowed downstream on the Lower Yarra over a straight course. Your representative, M. E. K. Hansen, succeeded in winning this title.

**Champion Eights, 15th February, 1936.**

This event attracted an entry of four eights and was held on the Lower Yarra course in poor weather conditions. Your representatives, who were as follows, won this race by a margin of two lengths: E. Stephenson (bow), R. S. Bolton (2), E. K. L. Varcoe (3), J. Clemens (4), G. I. Anderson (5), R. I. Stone (6), J. P. L. Appleby (7), T. Luxton (stroke), J. Cowling (cox), and Mr. F. H. Shore (coach).

**Sculling Championship, 15th February, 1936.**

Four scullers took part in this race of  $2\frac{1}{2}$  miles downstream. C. Pepler (Yarra Yarra) was successful, your representative, M. E. K. Hansen, gaining second place.

**Champion Junior Eights, 2nd May, 1936.**

Held over a two-mile course on the Lower Yarra in perfect weather conditions. Five crews competed, Richmond being successful. Your representatives, J. Blair-Holt (bow), F. Newport (2), G. H. Webster (3), H. P. Braddock (4), B. R. Chandler (5), J. R. Clarke (6), C. Campbell (7), J. F. Winford (stroke), C. Lock (cox), with Mr. M. E. Green as coach, were placed second.

**Champion Light-weight Junior Eights, 2nd May, 1936.**

Five crews competed for this title over a one-and-a-half mile course, Melbourne Rowing Club being successful. Your Club was represented without success by the following crew: C. Ward (bow), R. Cliff (2), W. A. Trickett (3), A. J. Callander (4), K. C. M. Kerr (5), D. B. Palfreyman (6), D. Morgan (7), G. Perkins (stroke), A. Fyfe (cox), and Mr. J. South (coach).

**Champion Pairs, 23rd May, 1936.**

This event was held on Lake Wendouree, Ballarat, in perfect weather conditions. Sale won the race by a few feet from University. Eleven crews competed. Your Club was unsuccessfully represented by N. W. Cairnes (bow), S. C. Macrae (stroke), R. G. Duncan (cox).

To the winners of the foregoing Championships we extend your congratulations.

**Regattas.****Metropolitan Regatta.**

28th September, 1935.

*Novice Eights.*—D. Morgan (bow), J. W. Blight (2), J. W. Leitch (3), T. F. McNiff (4), D. G. Firth (5), J. W. P. Wilson (6), E. J. Jones (7), D. R. Nicholls (stroke), C. Lock (cox), with Mr. G. W. Smith as coach, won the heat and semi-final but were defeated in the final.

*Novice Fours*.—No. 1 Crew: L. B. Weire (bow), L. Morris (2), G. E. Trickett (3), J. V. Spillane (stroke), S. Jones (cox), and Mr. D. C. Brooke (coach), were unsuccessful.

No. 2 Crew: F. W. Oldfield (bow), D. B. Palfreyman (2), G. T. Hastie (3), P. Hemming (stroke), R. Ludlow (cox), and Mr. R. Winford (coach), won their heat but were defeated in the semi-final.

No. 3 Crew: I. McVilly (bow), H. H. Webb (2), R. Morley (3), P. S. Sabey (stroke), A. Fyfe (cox), with Mr. E. T. Bradshaw coach, were defeated.

*Lightweight Fours*.—W. Trickett (bow), D. C. Switson (2), J. W. Smith (3), D. Stirling (stroke), E. Holland (cox), and Mr. J. South (coach), won this event by three-quarters of a length in a field of nine crews.

*Novice Pairs*.—R. R. Brewin (bow), R. T. Brewin (stroke), N. Wright (cox), and Mr. R. W. Thursfield (coach), were defeated.

*Half Mile Sculling Dash Championship*.—Your representative, M. E. K. Hansen, won this event.

## Melbourne Regatta.

23rd November, 1935.

*Senior Eights*.—M. Bailey (bow), E. K. L. Varcoe (2), R. W. Thursfield (3), R. S. Bolton (4), A. A. Gibbs (5), J. Clemens (6), G. I. Anderson (7), J. H. Bailey (stroke), J. Cowling (cox), with Mr. J. M. Macfarlane and F. H. Shore as coaches, were defeated.

*Senior Fours*.—N. W. Cairnes (bow), J. C. Campbell (2), R. I. Stone (3), D. C. Brooke (stroke), R. Ludlow (cox), were unsuccessful.

*Junior Eights*.—J. J. Blair-Holt (bow), S. C. Macrae (2), G. H. Webster (3), H. P. Braddock (4), C. Campbell (5), B. R. Chandler (6), J. P. L. Appleby (7), J. F. Winford (stroke), C. Lock (cox), and Mr. G. W. Smith (coach) won this event.

*Junior Fours*.—J. D. Macnaughton (bow), R. Paton (2), R. Ferguson (3), F. Newport (stroke), S. Jones (cox), Mr. J. J. Green-shields (coach), were defeated in the heat by the ultimate winners.

*Junior Pairs*.—E. Stephenson (bow), K. Pope (stroke), A. Fyfe (cox), were unsuccessful.

*Maiden Eights*.—No. 1 Crew: D. Morgan (bow), J. W. Blight (2), E. J. Jones (3), T. F. McNiff (4), D. Firth (5), J. W. P. Wilson (6), D. A. Calder (7), D. R. Nicholls (stroke), A. Fyfe (cox), Mr. A. P. Miller (coach), were defeated in the heat.

No. 2 Crew: L. L. Smith (bow), R. T. Brewin (2), L. B. Weire (3), R. R. Brewin (4), P. A. Black (5), G. Perkins (6), G. T. Hastie (7), P. Hemming (stroke), C. McLennan (cox), and Mr. G. J. Horder (coach), were also defeated in the heat.

*Maiden Fours*.—No. 1 Crew: K. C. M. Kerr (bow), D. M. Macrae (2), G. H. Davey (3), J. J. McFarlane (stroke), C. Smith (cox), and Mr. M. E. Green (coach), won this event in a field of 18 crews.

No. 2 Crew: F. W. Oldfield (bow), P. S. Sabey (2), J. C. Couzens (3), A. W. Dobbie (stroke), and Mr. R. Winford (coach), narrowly defeated by the No. 1 Crew in the semi-final.

*Lightweight Maiden Eights.*—R. Cliff (bow), R. Brittain-White (2), C. Ward (3), D. C. Switson (4), W. A. Trickett (5), D. B. Palfreyman (6), J. W. Smith (7), W. R. Turnbull (stroke), J. Cowling (cox), and Mr. J. South (coach), were defeated.

*Handicap Sculls.*—M. E. K. Hansen (10 secs.) was unsuccessful.

## Henley Regatta.

30th November, 1935.

*Senior Eights.*—The same crew that represented your Club at Melbourne Regatta was again defeated.

*Senior Fours.*—Your representatives at Melbourne Regatta were again unsuccessful.

*Senior Sculls.*—M. E. K. Hansen after winning his heat was defeated in the final by H. B. Turner (N.S.W.).

*Junior Eights.*—The crew that won this event at Melbourne Regatta was again successful.

*Junior Fours.*—Your representatives of the previous week were defeated.

*Maiden Eights.*—Your No. 1 Crew at Melbourne Regatta won their heat but were defeated in the semi-final.

The No. 2 Crew were defeated.

No. 3 Crew: D. C. Dyson (bow), B. A. Barnard (2), C. C. Lalor (3), J. H. Carmichael (4), D. G. Cox (5), H. H. Webb (7), R. McC. Batty (7), E. H. Barkley (stroke), K. Bethell (cox), and Mr. A. G. Lindblade (coach), competed unsuccessfully.

*Maiden Fours.*—The No. 1 Crew, which won the previous week, was defeated in the heat.

No. 2 Crew dead-heated in the semi-final and in the re-row were defeated by the ultimate winners.

*Lightweight Maiden Eights.*—Your representatives were once more unsuccessful.

## Nagambie Regatta.

26th December, 1935.

*Senior Pairs.*—M. Bailey (bow), R. W. Thursfield (stroke), A. Fyfe (cox), were unsuccessful.

*Junior Fours.*—No. 1 Crew: E. Stephenson (bow), H. P. Brad-dock (2), J. P. L. Appleby (3), J. F. Winford (stroke), C. Lock (cox), with Mr. G. W. Smith as coach, were defeated.

No. 2 Crew: R. Ferguson (bow), F. Newport (2), G. H. Davey (3), J. J. McFarlane (stroke), R. Ludlow (cox), and Mr. R. Winford (coach), were also unsuccessful.

*Junior Pairs.*—S. C. Macrae (bow), G. H. Webster (stroke), A. Fyfe (cox), were defeated.

*Maiden Eights.*—R. McC. Batty (bow), R. R. Brewin (2), J. F. Major (3), R. T. Brewin (4), F. W. Oldfield (5), F. G. Firth (6), E. Jones (7), P. Hemming (stroke), S. Jones (cox), and Mr. G. J. Horder (coach), were unsuccessful.

*Maiden Fours.*—F. Oldfield (bow), K. J. Bridgford (2), G. E. Trickett (3), D. C. Switson (stroke), R. Ludlow (cox), and Mr. A. G. Lindblade (coach), were defeated.

## Shepparton Regatta.

28th December, 1935.

*Senior Pairs.*—The crew that represented you at Nagambie was again unsuccessful.

*Junior Fours.*—Your No. 1 Crew and No. 2 Crew finished first and second respectively on this occasion.

*Junior Pairs.*—Your representatives were placed second in the final of this event.

*Maiden Eights.*—Your representatives were again defeated.

*Maiden Fours.*—W. A. Trickett (bow), K. J. Bridgford (2), G. E. Trickett (3), D. C. Switson (stroke), R. Ludlow (cox), and Mr. A. G. Lindblade (coach), were not successful.

*Maiden Pairs.*—D. M. Macrae (bow), J. C. Couzens (stroke), A. Fyfe (cox), were not successful.

## Rutherglen Regatta.

1st January, 1936.

*Junior Fours.*—Your No. 1 and No. 2 Crews at Nagambie and Shepparton again occupied first and second positions respectively at this regatta.

*Junior Pairs.*—Your representatives were again defeated.

*Maiden Eights.*—Your representatives at Nagambie and Shepparton were unsuccessful here also.

*Maiden Fours.*—Your representatives at Shepparton were defeated.

*Maiden Pairs.*—Your representatives at Shepparton were defeated in the final.

## Footscray Regatta.

25th January, 1936.

*Senior Eights.*—E. Stephenson (bow), R. S. Bolton (2), E. K. L. Varcoe (3), J. Clemens (4), J. P. L. Appleby (5), R. I. Stone (6), G. I. Anderson (7), T. Luxton (stroke), J. Cowling (cox), and Mr. F. H. Shore (coach), were defeated in the heat.

*Junior Fours*.—No. 1 Crew: J. Blair-Holt (bow), B. R. Chandler (2), C. Campbell (3), J. F. Winford (stroke), R. G. Duncan (cox), and Mr. R. V. Gregg (coach), were not successful.

No. 2 Crew: N. W. Cairnes (bow), F. Newport (2), G. H. Webster (3), H. P. Braddock (stroke), R. Ludlow (cox), with Mr. M. E. Green as coach, were defeated in the semi-final.

*Maiden Eights*.—No. 1 Crew: R. McC. Batty (bow), R. T. Brewin (2), L. B. Weire (3), R. R. Brewin (4), P. Black (5), T. F. McNiff (6), D. Firth (7), G. Perkins (stroke), C. Lock (cox), and Mr. G. J. Horder (coach), were unsuccessful.

No. 2 Crew: D. C. Dyson (bow), K. J. Bridgford (2), G. E. Trickett (3), J. H. Carmichael (4), L. Roper (5), H. H. Webb (6), E. Evans (7), B. Barnard (stroke), S. Jones (cox), and Mr. A. G. Lindblade (coach), were also unsuccessful.

*Maiden Fours*.—E. Jones (bow), J. C. Couzens (2), R. Ferguson (3), L. Fox (stroke), S. Jones (cox), and Mr. A. L. Dobbie (coach), were defeated.

*Maiden Pairs*.—J. W. Blight (bow), P. Hemming (stroke), N. Wright (cox), were not successful.

*Lightweight Maiden Eights*.—C. Ward (bow), A. J. Callander (2), J. F. Major (3), R. Cliff (4), F. N. White (5), D. B. Palfreyman (6), W. A. Trickett (7), D. C. Switson (stroke), A. Fyfe (cox), with Mr. J. South as coach, won this event.

*Handicap Sculls*.—M. E. K. Hansen (scratch) was unsuccessful.

## Upper Yarra Regatta.

27th January, 1936.

*Senior Eights*.—Your representatives at Footscray Regatta were defeated by a narrow margin in the final.

*Senior Pairs*.—M. Bailey (bow), R. W. Thursfield (stroke), and N. Wright (cox), were not successful.

*Junior Fours*.—Your No. 1 Crew were defeated in the heat and the No. 2 Crew in the semi-final.

*Maiden Eights*.—Both crews that represented the Club at Footscray were again unsuccessful.

*Maiden Fours*.—Your representatives at Footscray Regatta were not successful.

*Maiden Pairs*.—The same crew that represented your Club at Footscray was again defeated.

*Lightweight Maiden Eights*.—Your representatives at the Footscray Regatta won this event by 1½ lengths.

*Handicap Sculls*.—M. Hansen from scratch was again unsuccessful.

## Barwon Regatta.

29th February, 1936.

*Senior Eights*.—E. Stephenson (bow), R. S. Bolton (2), E. K. L. Varcoe (3), J. Clemens (4), G. I. Anderson (5), R. I. Stone (6), J. P. L. Appleby (7), D. C. Brooke (stroke), J. Cowling (cox), and Mr. F. H. Shore (coach) were defeated.

*Junior Eights*.—No. 1 Crew: K. C. M. Kerr (bow), F. Newport (2), J. Blair-Holt (3), J. J. McFarlane (4), J. C. Couzens (5), J. F. Winford (6), G. H. Webster (7), H. P. Braddock (stroke), C. Lock (cox), and Mr. M. E. Green (coach), were unsuccessful.

No. 2 Crew: C. Lalor (bow), N. P. Watson (2), A. Rorke (3), R. R. Brewin (4), K. J. Bridgford (5), E. H. Barkley (6), L. B. Weire (7), R. T. Brewin (stroke), H. G. Boulter (cox), and Mr. G. J. Holder (coach), were unsuccessful.

*Maiden Eights*.—No. 1 Crew: D. Morgan (bow), G. Perkins (2), E. Jones (3), J. W. P. Wilson (4), E. Evans (5), L. Fox (6), D. A. Calder (7), A. W. Dobbie (stroke), J. Cowling (cox), and Mr. A. L. Dobbie (coach) were defeated in the final.

No. 2 Crew: C. Lalor (bow), N. P. Watson (2), A. T. Rorke (3), R. R. Brewin (4), K. J. Bridgford (5), E. H. Barkley (6), L. B. Weire (7), R. T. Brewin (stroke), H. G. Boulter (cox), and Mr. G. J. Holder (coach) were unsuccessful.

*Maiden Fours*.—F. N. White (bow), H. H. Webb (2), P. A. Black (3), G. Clabburn (stroke), A. Fyfe (cox), and Mr. A. G. Lindblade (coach), were defeated in the final.

## Ballarat Regatta.

7th March, 1936.

*Senior Eights*.—Your representatives at Barwon again competed unsuccessfully.

*Senior Fours*.—E. Stephenson (bow), R. S. Bolton (2), J. P. L. Appleby (3), D. C. Brooke (stroke), R. Ludlow (cox), were unsuccessful.

*Junior Eights*.—Your No. 1 Crew at Barwon competed at Ballarat and were placed second.

*Maiden Eights*.—Your No. 1 and No. 2 Crews at Barwon competed again and on this occasion your No. 1 Crew defeated 11 crews to win the event.

*Maiden Fours*.—Your representatives at Barwon gained second place in a field of fifteen crews.

## Bairnsdale Regatta.

11th April, 1936.

*Maiden Eights.*—R. R. Brewin (bow), R. T. Brewin (2), J. W. Blight (3), T. F. McNiff (4), L. B. Weire (5), H. H. Webb (6), P. A. Black (7), E. H. Barkley (stroke), C. Lock (cox), and Mr. G. J. Horder (coach), were unsuccessful.

*Maiden Fours.*—E. Jones (bow), J. W. P. Wilson (2), D. A. Calder (3), A. W. Dobbie (stroke), A. Fyfe (cox), and Mr. R. I. Stone (coach), were defeated in the heat by the ultimate winners.

*Maiden Pairs.*—L. Roper (bow), G. E. Trickett (stroke), R. G. Duncan (cox), were unsuccessful.

## Sale Regatta.

13th April, 1936.

*Maiden Eights.*—Your representatives at Bairnsdale won this event by a large margin.

*Maiden Fours.*—Your representatives at Bairnsdale won their heat, but were defeated in the final.

*Maiden Pairs.*—Your representatives at Bairnsdale were defeated in the semi-final.

## Premierships.

PREMIERSHIP POINTS, Season 1935-6.

### Senior.

	Wins.	Points.		Wins.	Points.
Richmond	5	40	Nagambie	1	4
Albert Park	4	26	University	1	4
Mercantile	2	19	Yarra Yarra	1	3
Preston	3	14	Banks	1	2
Sale	4	10	Wahgunyah	1	2
Corowa	2	4			

### Junior.

	Wins.	Points.		Wins.	Points.
Richmond	18	92	Power House	1	8
Mercantile	9	60	Bairnsdale	1	8
Melbourne	7	32	Corowa	2	6
Albert Park	4	22	Essendon	2	4
Footscray	5	20	Corio Bay	1	4
Wendouree	5	20	Shepparton	1	4
Rutherglen	3	12	Banks	1	2
Preston	3	12	Eaglehawk	1	2
South Melbourne	3	12	Warrnambool	1	2
Yarra Yarra	5	11	Dimboola	1	2
Ballarat City	2	8	Wentworth District	1	2

We extend your hearty congratulations to the Richmond Rowing Club on their double success.



## Sculling.

Throughout the year your Club has been ably represented in sculling races and competitions by Mr. M. E. K. Hansen, who, in addition to gaining the 2000 Metre Sculling Championship, the Half-Mile and Quarter-Mile Dash Championships, and being placed second in the Two-and-a-half Mile Sculling Championship, is the scratch marker in the "Herald Shield" sculling series held throughout the winter and has already gained two successes.

## Head of the River.

8th May, 1936.

We have pleasure in extending to Geelong College your congratulations on the very fine win which gave them their first "Head of the River."

Your President, Mr. A. L. Dobbie, was once again the coach of the Scotch College crew.

## Inter-Banks Races.

12th October, 1935.

Members of your Club took part in these events, and Messrs. G. I. Anderson and R. I. Stone were members of the successful National Bank four and Messrs. A. G. Eastwood and F. Newport were included in State Savings Bank crews.

## United Services Regatta.

30th May, 1936.

A representative of your Club, Mr. J. W. P. Wilson, was in the stroke seat of the Melbourne University Rifles eight which was successful at this regatta.

## V.R.A. Combination Eights.

21st March, 1936.

Your Club once again provided the greatest support for this fixture of the Victorian Rowing Association. Forty-two members competed in the race and Mr. L. Fox was included in the successful crew.

## Club Races.

Sloss-Williams Handicap Fours—17th August, 1935.

The first Club race in the new season took the form of handicap four-oared races for crews comprising not more than one senior and not less than one novice oarsman. Trophies for the race were very kindly donated by Messrs. A. Sloss and H. M. Williams, who presented them to the members of the winning crew at the conclusion of the racing.

Ten crews competed and a number of spectacular finishes paid tribute to the handicapping of Messrs. Raven, Bradshaw and Miller. The successful crew comprised: R. Meates (bow), W. Johnson (2), J. Clemens (3), W. R. Turnbull (stroke), and A. Fyfe (cox).

**Dobbie Eights, 7th September, 1935.**

Your President, Mr. A. L. Dobbie, donated very fine trophies for this race, which was conducted before a large number of spectators who were the guests of the Club for the celebration of "opening the season." Nine crews took part in the racing and Mrs. Dobbie presented the trophies to the winning crew: I. McVilly (bow), W. R. Turnbull (2), F. Oldfield (3), W. Johnson (4), G. H. Davey (5), W. Pitt (6), E. Stephenson (7), D. C. Brooke (stroke), and J. Cowling (cox).

**Morell Fours, 14th March, 1936.**

In order to set a higher premium on condition in Club races, Sir Stephen Morell made a gift of four oars to be won by members in a race over a half-mile course in which the crews were drawn a week prior to the event. Eighteen crews took part in this race, practically all of which utilised the period allowed for training. Very good racing resulted and the successful crew was: W. A. Trickett (bow), K. Smith (2), J. C. Couzens (3), J. Bailey (stroke), and A. Fyfe (cox).

**Hyett Fours, 23rd May, 1936.**

Fifteen crews competed on this occasion for trophies donated by Mr. F. Hyett. The winning crew comprised: A. T. Rorke (bow), J. H. Carmichael (2), J. P. L. Appleby (3), G. Perkins (stroke), and A. Fyfe (cox).

**Picken Pairs, 6th June, 1936.**

Mr. J. H. Picken once again donated trophies for this pair-oared fixture and eighteen crews competed. After some very closely fought races N. V. Nixon (bow), N. Watson (stroke) and R. Duncan (cox) were successful.

**Mason Fours, 20th June, 1936.**

Mr. V. F. Mason, who is one of the earliest members of the Club, was once again the donor of generous trophies which were competed for on 20th June. Sixteen crews took part in the race, which was won by the following crew: L. T. D. Hillard (bow), F. G. Firth (2), N. W. Cairnes (3), J. Clemens (stroke), and A. Fyfe (cox).

**J. A. McFarlane Fours, 11th July, 1936.**

On account of the success of the handicap fours earlier in the season it was decided to hold another race somewhat similar in character. Crews could be arranged by the members and training permitted. No crew could contain more than one senior or fewer than one novice oarsman. Mr. J. A. McFarlane, a supporter of the Club, kindly presented trophies. 14 crews competed, the successful crew being: D. B. Thomas (bow), N. P. Watson (2), G. H. Webster (3), S. C. McCrae (stroke), W. Pitt (cox).

**S. Guinn Novice Pairs, 18th July, 1936.**

The concluding fixture of the season's programme will be pair-oared races limited to novice members. Mr. Stan Guinn is once again providing the trophies for this event.

**Seven-Mile Competition.**

"The J. G. Sprigg Seven-Mile Competition" is once again a centre of interest for the winter months. Last year the crew which won the event recorded the fastest time on the last day of the competition. On Sunday mornings particularly, when the weather conditions are at all favourable, attempts are made to better the previous time record and a pleasing number of members are involved during the period of the competition. Your thanks are extended to Mr. Sprigg for fostering this event by donating the trophies.

## Points Competitions.

The Captain, Mr. C. F. Raven, has donated a cup to be awarded to the member securing most points for entry and success in club and combination races and in the Seven-Mile Competition. The Captain's Trophy will be presented at the Annual Meeting.

Mr. G. F. Stooke has kindly presented a cup which will be awarded to the member securing the greatest number of points in regatta, championship, club and combination races. This trophy, the Stooke Aggregate Cup, will also be presented at the Annual Meeting.

To encourage coxswains, and in an endeavour by competition to improve the standard of this important side of the sport, Mr. W. B. Bennett, probably the oldest rowing man in the State and a past Captain of the Ballarat City Rowing Club, has donated a very fine trophy which is to be awarded at the discretion of the Committee to the coxswain who has rendered the greatest service to the Club and who has shown the most promise.

## Conference of Coaches.

It is obvious that the rowing throughout any Club should be uniform in essentials to permit the interchange in crews necessary during a regatta season. Early in the year two meetings of members interested in coaching were held with a view to establishing a satisfactory basis for a uniform style. The conclusions arrived at will be of interest to the members and are summarised in the following synopsis which is based on the principles laid down by Mr. J. M. Macfarlane and adopted by the New South Wales Rowing Association about 25 years ago with immediate and continued success.

### Synopsis of Style.

1. **The Seat.**—Sit on the buttocks (not on the "tail"), adjust the stretcher so that when the slide is right forward you can just touch the front chocks. When the slide is right back the legs are still a little bent. Sit square, plant the feet square and set the hands square.
2. **The Grip of the Oar.**—Grip the oar with the hands about a hand's breadth apart. The outside hand will grip with the fingers, the inside hand with the fingers and palm—thumbs underneath, both wrists straight. Grip firmly but not rigidly.
3. **The Position at the Catch.**—When the slide is right forward there must be no over-reaching or lunging down over the stretcher. The bodies must be braced, without rigidity, and the shoulders squared, taking care not to let the outside shoulder be screwed round. Keep the knees just outside the upper part of the arms, the body being in such a position that the blades of the oar is well ahead of the poppet.  
**Feet braced firmly on the stretcher.**
4. **The Catch and Drive.**—A quick grip of the water with an instantaneous drive from the stretcher which combines both body and legs, this drive being continued right through the stroke so that the blade comes through in one piece.
5. **The Finish.**—Begin to bend the arms just before you finish the swing back, rip the hands home to the body as hard and as fast as you can—the root of the thumb against the ribs, **with hands, body and legs finishing together.** Let the elbows pass close to the sides of the body.

While bringing the hands home keep the abdominal muscles firm so as to prevent the body sinking away or rolling (i.e., "s't up at the finish"). Bring the arms in to the body—don't bring the body up to the arms.

6. **The Recovery.**—The instant the root of the thumbs touches the ribs drop the hands and forearm from the elbows sufficiently to lift the blade clear of the water. Turn on the feather and drive the hands right out with a smooth and o'ly motion. Do not turn on the feather until the hands have been dropped. With the legs held down

let the shoulders come up **smartly**, after the hands, until the shoulders are just past the perpendicular.

The shoulders having been brought into the right position assisted by the use of the toe straps, the slide forward is commenced. Continue to swing the body forward from the hips, controlling both slide and body on the recovery: (1) by keeping the feet pressed against the stretcher, and (2) by pressing the button of the oar against the poppet. Too much emphasis cannot be laid on "the steady forward." It is essential to take the last part of the slide forward and the body swing very slowly in order to build up for the hard catch and drive.

Raise the hands gradually while coming forward and keep the blade of the oar close to the water. Turn off the feather gradually when nearing the end of the swing forward.

Throughout the recovery keep the body relaxed but upright, particularly when about to catch, and the body should swing from the hips straight forward and backwards along the line of the keel.

The moment the slide touches the forward chocks, without the slightest pause, swing the shoulders over smartly, cover the blade and thus begin the next stroke.

#### GENERAL.

Keep the blades perfectly square and just covered from the catch to the finish.

The drive should follow the catch so quickly that only one movement is apparent, otherwise there will be a break in the stroke.

At the finish the dropp'ng of the hands, shooting them out and bringing the shoulders up past the perpendicular should be blended so as to appear as one movement and the body recovers on a natural easy motion, without any artificial effort, the length of the stroke forward being the absolute maximum that can be obtained without sacrificing the power.

At the finish avoid swinging so far back that it is a decided effort to bring the shoulders up again to the perpendicular.

It must be emphasised that discussions on style are valuable only to a point because the first requirement of a good crew is condition. It is in this respect that Victorian crews are falling short of the standard of that time when this State was pre-eminent. It is also agreed that the greatest perversion of the style seen in crews to-day is the neglect of the legs. The fundamental factor in boat propulsion must be a vigorous leg drive, balancing with the heels coming forward and a spring off the stretcher back.

## Transport of Boats.

Perhaps one of the most interesting developments of the year has been the construction of a boat carriage which has proved a great advance on any previous means of transporting boats.

The idea originated with Mr. M. E. Green, who designed the framework and had it built. It consists of an angle iron construction fitting on a 3½-ton truck, extending a considerable distance in front and to the rear of the vehicle. The framework, which is rigid, true and padded with felt, supports an eight-oared boat for the entire length of the lining and can accommodate four boats abreast. A second deck allows the conveyance of fours and pairs. No boat rests on or against another and they travel without trace of movement. The possibility of damage by jarring, careless loading or by an accident such as that of last year, is reduced to a minimum.

It is unnecessary to point out what a difference this means of conveyance makes to competitors at country regattas, where the boats may be taken right to the water's edge. It has been possible to accommodate on the carriage other boats besides our own, and in taking eleven boats to Gippsland carried all boats sent from Melbourne.

The carriage has been used for the regattas at Nagambie, Shepparton, Rutherglen, Barwon, Ballarat, Sale, Bairnsdale, and by the four Melbourne Public Schools to Geelong, creating considerable admiration from rowing men wherever it has gone.

On your behalf we convey to Mr. Green your congratulations on the success of his design and your sincere thanks for the work and time put into it.

### Country Regatta Trips.

For the first time for many years a treble regatta fixture was provided between Christmas and New Year. A camping party was arranged to cover this period and over thirty members took part. Mr. M. E. Green acted as manager for the tour, which was conducted on a very elaborate scale, with an excellent cook, tents, a marquee and camp beds. A motor coach provided transport, with a motor truck for boats and baggage.

Camp was made at Nagambie, from whence the party went to Shepparton for the regatta, and then at Rutherglen in a beautiful position on the wooded strip between Lake Moodemere and the Murray.

Trips were arranged to the Goulburn Weir, the Hume Reservoir, Albury, a stud farm and vineyards. Other features of the tour were swimming sports at Nagambie and the rowing of the entire party up the Murray to Corowa for a visit.

The camping tour proved a splendid holiday at low cost and was a great tribute to the organisation of Mr. Green. At the completion of the trip the Club was presented with a stove and cooking utensils, which will prove most useful for future occasions.

For the convenience of members competing at Barwon and Ballarat Regattas a motor coach was provided.

A party of twenty-one travelled down to Gippsland for the Easter fixtures and stayed from Thursday to Monday in Bairnsdale, returning to Melbourne by way of Sale. This was also a memorable trip, one of the outstanding features of which was the steamer excursion down the Mitchell River to Lakes Entrance.

These rowing holidays always prove extremely enjoyable and are to be warmly commended to any who have not had the experience.

### Lectures.

On Tuesday, 13th August, 1935, before a large gathering of members and visitors from other Clubs, the President, Mr. A. L. Dobbie, delivered a lecture on the principles of rowing. Mr. J. M. Macfarlane and Mr. G. W. Smith also gave short talks on the subject.

On Friday, 20th September, Mr. J. L. Mounsey gave a lecture, "Training out of the Boat and the Importance of Physical Fitness." Mr. J. G. Sprigg also spoke on "Stroke's Control of His Crew." Both these lectures were very much to the point and most helpful.

After the talks Mr. Jack Jorgensen and a team of assistants gave an exhibition of muscle control and weight-lifting, which was a most appropriate demonstration of unique physical development and fitness.

These lectures and demonstrations were very much appreciated and we convey your thanks to the gentlemen responsible for them.

## Annual Dinner.

The Annual Dinner of the Club was held in the Banquet Hall of "The Victoria" on Saturday, 12th October, 1935, the guest of honour being the Right Hon. the Lord Mayor of Melbourne, Cr. A. G. Wales.

The attendance of over a hundred was exceptionally good, and it was particularly pleasing to see a strong representation of past members. The evening was marked by very interesting speeches and good entertainment.

## Annual Ball.

Boat Race Night, Friday, 8th May, was the occasion for the annual Cabaret Ball, with Paul Bibron's Old Admiralty House once more the scene of the function. In spite of the boat races being held in Geelong, the ball was well attended.

To see such a large proportion of members present was most encouraging and proves the reputation which has been built for this yearly fixture.

The ball was of a very high standard and thoroughly enjoyed by those present. The organisation reflects great credit on Mr. L. B. Weire, the Hon. Social Secretary, and his Committee, to whom your sincere thanks are due.

## Social Activities.

OPENING DAY: Saturday, 7th September, was celebrated as the opening day of the season. An Eight-oared Club Race was conducted and visitors were entertained to afternoon tea, which was served on the lawns.

The guests, including about ninety ladies, were received by the President, assisted by Mrs. Dobbie, and perfect weather materially assisted in making the afternoon an outstanding success.

This was a new departure for the Club and may well become an annual fixture. The excellent afternoon tea was entirely due to Mesdames J. W. Blight, A. P. Miller, J. South and Miss A. Campbell.

In the evening a dance was held at "The Palms," and the attendance was a record for such an occasion. An unexpected, but very gratifying profit, resulted in spite of a low subscription.

CARD PARTY: Another departure was the conduct of a card evening in the Club House on 7th December. Flowers and flags transformed the appearance of the locker room and a very tasteful supper was arranged by Mrs. J. South and Miss A. Campbell.

DANCE—6th FEBRUARY: A successful dance was conducted by the Social Committee at "The Palms" on Saturday, 6th February. Once again a splendid attendance did justice to a delightfully arranged dance.

We convey to Mr. L. B. Weire and to the ladies of the Social Committee—Mesdames J. W. Blight, A. P. Miller, J. South and Misses A. Campbell and M. Uncles—your congratulations on the success of their efforts, and your sincere appreciation of what they have done for the Club throughout the year. Your thanks are also due to those members who have helped in this direction from time to time.

**SMOKE NIGHT TO RICHMOND:** A complimentary Smoke Night was tendered to the members of the Richmond Rowing Club on Saturday, 6th June, in order to congratulate them on winning the double premiership and in appreciation of the co-operation and competition between the two Clubs during the season. The evening proved most enjoyable and was appreciated by the guests.

**PICTURE AND THEATRE NIGHTS:** Several picture nights and a Gilbert and Sullivan theatre night were conducted during the year. Very useful sums resulted, which were devoted to specified objectives. Mr. L. B. Weire has borne the brunt of the work and to him we convey your sincere thanks.

**DINNERS:** Several complimentary dinners have been tendered on occasions by groups of members: to Sir Stephen Morell prior to his departure abroad; to Mr. F. H. Shore before taking up residence in Sydney; to Messrs. A. Sloss, G. Stooke and H. M. Williams prior to their marriages; and to Mr. M. E. Green in appreciation of his work in connection with the Christmas tour.

### Donations.

The Club desires to place on record its appreciation of material assistance from the following gentlemen, to whom we convey your sincere thanks:—Sir Stephen Morell, Cr. T. S. Nettlefold, O.B.E., Messrs. W. B. Bennett, T. F. Brennan, R. A. Cooper, S. Guinn, F. J. Hyett, V. F. Mason, J. A. McFarlane, J. L. Mounsey, J. H. Picken, C. F. Raven, A. B. Sloan, A. Sloss, J. G. Sprigg, G. Stooke and H. M. Williams. We also convey your thanks to those members who contributed to the gymnasium furtherance scheme.

### Obituary.

It is with great regret we record the passing during the season of Mr. V. Stooke, a life member of the Club; and Mr. P. S. Sabey, a most promising and popular member whose tragic death occurred after a short illness. We extend to the relatives your very deep sympathy in their sad loss.

### General.

The very deep appreciation of the Club is due to those gentlemen who have rendered such valuable and unselfish service in the coaching of crews. To Messrs. E. T. Bradshaw, D. C. Brooke, A. L. Dobbie, M. E. Green, R. V. Gregg, J. A. Greenshields, G. J. Horder, A. G. Lindblade, J. M. Macfarlane, A. P. Miller, F. Shore, G. W. Smith, J. South, R. I. Stone, R. W. Thursfield and R. Winford, we convey your sincere thanks and congratulations for the success attained. We trust that we may call upon them again in the new year, and we hope too that others will come forward to share in this work.

We also convey your thanks to those members who have been helping and encouraging beginners. In this direction, Mr. D. Stirling must be mentioned and Messrs. G. Horder and A. G. Lindblade who, by persevering with the less advanced material throughout the season, produced a winning maiden eight at Easter, to say nothing of the foundation given to many others.

It cannot be emphasised too much that the most vital factor in a healthy and continuously successful club lies in the attention that is paid to the novices. It is quite impossible for the Executive to adequately cover this ground, and if your Club is to progress or even to remain in its present state more members must bear their share. This is the obligation of every man who feels that he owes anything to the sport.

We record your thanks to Masters J. Cowling, C. Lock, A. Fyfe, S. Jones, R. G. Duncan, R. Ludlow, E. Holland, G. Pitt, W. Pitt, D. Smith, K. Brown, K. Bethel, N. Wright and H. G. Boulter for faithful services rendered as coxswains.

To Major R. A. Briggs, Messrs. L. Hill, S. S. McKay, R. T. Morell, F. H. Shore, A. Sloss, G. Stooke and H. M. Williams, who were married in the past year, we convey on your behalf every good wish for future happiness and prosperity.

Your very sincere thanks are conveyed to Mr. H. Butler, the honorary secretary of the Victorian Rowing Association and of the Metropolitan Rowing Committee, for his ready assistance and advice whenever it was in demand.

We are always pleased to see former members and trust that you will convey to any whom you meet from time to time an invitation to visit the river or to attend any of our functions. The muster of past members at the Annual Dinner was most gratifying, and we hope that during the coming year we will have the pleasure of welcoming many more. The activity along the river bank on a fine Sunday morning should prove most interesting to any rowing man and he is sure to find that he has fallen among friends.

The connection between Scotch College and your Club has been maintained, school crews using the Boat House for a period of about three months from February and for a few days in November.

We were pleased to welcome the New South Wales Police crew which competed at Henley Regatta, and we have also extended the hospitality of the Boat House among others to the Corowa, Power House, Mildura, South Melbourne, Shepparton and Ballarat City Rowing Clubs. In addition the Club House was made available to the organisers of the "Herald" Learn-to-Swim Campaign for the display.

Your Committee wish to record its satisfaction with the work of Mr. W. Batten, who throughout the year has been attending to boat repairs and the upkeep of the property. Your thanks are due to Mr. Batten for a great deal of willing service, especially for steering crews in the evening.

## Conclusion.

The retiring Committee wishes to take the opportunity of thanking the members for the enthusiastic measure of support received during the period under review. This support has enabled the advancement of the Club to an extent seldom equalled before, and while such co-operation is afforded to Committees of the future, your Club will never look back.

On behalf of the Committee,

S. C. MACRAE,

Honorary Secretary.



## List of Members, 1935-36 Season.

### LIFE MEMBERS.

Clarke, C. A. R.	Ivens, P. C.	Morell, Sir Stephen
Dobbie, A. L.	Joseph, W.	Potter, W.
Guinn, S.	Kenny, E.	Sloan, A. B.

### SENIOR MEMBERS.

Allen, G. H.	Firth, F. G.	Munro, A. G.
Anderson, G. I.	Fogarty, T.	Munro, R. J.
Appleby, J. P. L.	Fox, L.	McFarlane, J. J.
Bailey, J. H.	Freame, B. A.	McGrath, J. W.
Bailey, M.	Freame, R. M.	McKay, C. N.
Barnard, B.	Galvin, V. C.	McKay, S. S.
Batty, R. McC.	Gardner, R. G.	McKenzie, G. F.
Blair-Holt, J. J.	Gibbs, A. A.	McVilly, I.
Blight, J. W.	Glass, R. L.	Nelson, H. E.
Bolton, R. S.	Green, M. E.	Newport, F.
Bourne, V.	Greenshields, J. A.	Nicholls, C. J.
Braddock, H. P.	Gregg, R. V.	Nicholls, D. R.
Brewin, R. R.	Heiler, W.	Nixon, N. V.
Brewin, R. T.	Hemming, P.	Oldfield, F. W.
Brittain-White, R.	Horder, G. J.	Partridge, A. J.
Brooke, D. C.	Johnson, W. A. G.	Paton, A. R.
Browne, F. R.	Jones, E. J.	Patterson, G. R. B.
Burton, A. J.	Kendall, H. I.	Picken, J. H.
Cairnes, N. W.	Kerr, K. C. M.	Pitt, W. G.
Calder, D. A.	Kerr, R. J.	Pope, K.
Campbell, C. F.	Knight, J.	Radich, P.
Campbell, J. E.	Komuro, Hiroshi	Raven, C. F.
Carmichael, J. H.	Leitch, J. W.	Read, J. W.
Chambers, M. E.	Ley, R. S.	Rigg, A. A.
Chandler, B. R.	Lindblade, A. G.	Robinson, Sir Arthur,
Clarke, J. R.	Luxton, T.	K.C.M.G.
Clemens, J.	Macnaughton, J. D.	Rorke, A. T.
Coade, N.	Macaulay, J. C. C.	Rundell, K.
Cook, D. D.	Macfarlane, J. M.	Rush, R. T.
Cooper, Dr. R. A.	Macrae, D. M.	Scarlett, R. C.
Couzens, J. C.	Macrae, S. C.	Scott, R.
Cox, A.	Marsh, T. W.	Seammen, J. W.
Cox, D. G.	Meates, R.	Shoppee, W. H.
Davey, G. H.	Miller, A. P.	Shore, F. H.
Dibbs, R. E.	Moore, J. T.	Smart, R. M.
Dobbie, A. W.	Morell, R. T.	Smith, E.
Dunstan, J. T.	Morgan, D.	Smith, J. W.
Eastwood, A. G.	Morgan, N.	Soward, R. S.
Ellis, C. P.	Morley, R. G.	South, J.
Fear, A. S.	Morris, L.	Spencer, H. T.
Ferguson, R.	Mounsey, J. L.	Spillane, J.

## List of Members, 1935-36 Season.

### SENIOR MEMBERS—Continued.

Sprigg, J. G.	Thomas, D. B.	Webb, H. H.
Stephenson, C. E.	Thursfield, R. W.	Webster, G. H.
Stirling, D. S.	Treharne, A. G.	Webster, I. G.
Stainsby, I. W.	Trickett, G. E.	Weire, L. B.
St. John, H. J.	Trickett, W. A.	White, F. N.
Stone, R. I.	Turnbull, W. R.	Williams, M. S.
Stooke, G. F.	Vanderkelen, C.	Wilson, J. W. P.
Switson, D. C.	Varcoe, E. K. L.	Winford, J. F.
	Walker, E. J.	

### JUNIOR MEMBERS.

Atkins, A. H.	Hansen, M.	Potter, G.
Baird, A.	Hastie, G. T.	Powell, L.
Barkley, E. H.	Hillard, L. T. D.	Robinson, R. C.
Black, P. A.	Hollins, A. R.	Roper, L. W.
Bridgford, K. J.	Kennon, H. W.	Ross, J. G.
Callander, A. J.	Knight, H.	Roxburgh, T. W.
Clabburn, G.	Lalor, C.	Shorten, B. J.
Collins, G. D.	Landells, H. D.	Smith, K.
Cordia, A. W. P.	Lee, J.	Smith, L. L.
Dossetor, C. C.	Major, J. F.	Taylor, R. A.
Dyson, D. C.	Mann, T. D.	Ternes, H.
Evans, E. A.	Morrison, H. E.	Ward, C.
Firth, D. A.	Myers, T.	Watson, N. P.
Foley, T. J.	McNiff, T. F.	Webb, T. A.
Gibson, R. C.	Palfreyman, D. B.	White, C.
Gibson, V. A. C.	Perkins, G.	Williams, L. R.

### HONORARY MEMBERS.

Bradshaw, E. T.	Hill, L.	Shannon, A. R.
Burmeister, C.	Macnaughton, M. S.	Sloss, A.
Connelly, F. R.	O'Reilly, J.	Sturrock, J.
Haworth, Cr. W. C.	Rush, H. R.	

### COUNTRY MEMBERS.

Fairbairn, J. L. L.	Reidy, J. J.	Scholefield, R. B.
Macrae, F. A.		

### ASSOCIATE MEMBERS.

Briggs, Major R. A.	Parry, L. T. W.	Williams, H. M.
Greer, G. O. S.	Stooke, T. B.	

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## REVENUE ACCOUNT for 12

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INCOME.		780
Subscriptions . . . . .	£579 17 6	
Less V.R.A. Capitation Fee . . . . .	26 6 6	
	£553 11 0	
Donations . . . . .		39 14 0
Entrance Fees—Club Races . . . . .		27 14 0
Annual Ball . . . . .		8 4 6
Insurance Claim Account . . . . .		38 10 10
Balance transferred to Capital Account . . . . .		14 16 7

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£682 10 11

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Audited and found correct,  
 F. R. BROWNE, A.I.C.A.,  
 Hon. Auditor.

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**Months ending 30th June, 1936.**


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**EXPENDITURE.**

Depreciation—Boats, Oars, Sculls . . . .	£218	3	0
„ Boat House . . . . .	50	0	0
			£268 3 0
Repairs to Boats, Oars, Shed . . . . .	155	16	3
General Expenses . . . . .	69	5	2
Insurance . . . . .	43	9	9
Lighting, General and Water Rates . . . . .	40	1	7
Trophy Orders . . . . .	24	2	6
Coxswains' Expenses—Country Regattas . . . . .	23	3	4
Freight to Country Regattas . . . . .	19	3	6
Telephone . . . . .	6	18	5
Entrance Fees—Regatta Races . . . . .	7	13	6
Annual Dinner . . . . .	6	18	6
Transport to Country Regattas . . . . .	1	18	8
Interest . . . . .	1	19	9
Bank Charges . . . . .		5	6
Boat Staging . . . . .	2	2	0
Olympic Fund . . . . .	7	6	6
Upper Yarra Regatta Association Fee . . . . .	2	2	0
Amateur Sculling Association . . . . .	1	1	0
V.R.A. Dues and Fees . . . . .	1	0	0
			£682 10 11

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A. CLARKE,  
Hon. Treasurer.



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AND PRINTED IN AUSTRALIA BY  
J. T. PICKEN & SONS,  
FRANKLIN STREET, MELBOURNE