

**Souvenir** of the **AUSTRALIAN**  
**EIGHT-OARED CHAMPIONSHIP RACE.**



**1921**  
... Issued by the ...  
**WESTERN AUSTRALIAN ROWING ASSOCIATION**

MANAGER'S REPORT  
*of the*  
Interstate Eight-Oared Race, 1921

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*Rowed on*

The Tamar River, Launceston, Tasmania, 25th April, 1921

*to the*

WEST AUSTRALIAN ROWING ASSOCIATION.

*Perth, 30th May, 1921.*



## Interstate Eight-Oared Race.

Selector: Mr. GEO. E. ROGERS.  
 Coach: Mr. A. F. C. DURING.  
 Manager: Mr. S. CHAS. SHORT.

### The Crew.

Stroke	NAME	Weight	Club
7	F. D. SLEE	10 " 4 "	W.A.R.C.
6	J. A. CHILD	12 " 4 "	S.R.R.C.
5	W. A. BROWNE	10 " 8 "	do.
4	A. L. R. SADLER	10 " 6 "	W.A.R.C.
3	J. G. A. GORDON	10 " 8 "	do.
2	J. R. SHARPLES	10 " 0 "	do.
Bow	A. H. METTAM	10 " 0 "	do.
Cox	W. C. WHITE	8 " 3 "	do.
Emergency	V. H. HUMAN	11 " 4 "	do.

### Weight Analysis.

Total Weight	- - - -	84 stone 6 lbs.
Average	- - - -	10 stone 7 lbs.
Strokes Total Weight	- - - -	43 stone.
Bows Total Weight	- - - -	41 stone 6 lbs.

## W.A. Rowing Association Executive.

President: J. M. LAPSLEY, Esq.

A.N.A.R.C.	F.R.C.	G.R.C.
J. McMULLEN.	A. MANUELLE.	F. E. SHAW.
J. O'DEA.	R. S. JEFFREYS.	G. CAMPBELL.
J. WALSH.	G. L. DAVIDSON.	

S.R.R.C.	W.A.R.C.
G. H. NELSON.	G. E. ROGERS.
C. H. EVANS.	R. P. MACKINTOSH.
J. O. ASPINALL.	A. L. THOMSON.

Hon. Treas.: R. S. JEFFREYS.

Hon. Sec.: C. T. NELSON.



... THE REPORT ...

It was towards the end of February, 1921, that the sole selector, Mr. G. E. Rogers, announced the nine men he had decided should represent Western Australia in the Interstate Eight-oared Championship, to be rowed on the Tamar River, Launceston, Tasmania, on the 25th April, 1921.

In order to allow the crew a fortnight's training on the Tamar prior to the Race, it was arranged that they should leave this State on the 31st March, 1921, and, owing to the Interstate shipping strike, then on, the Orient Company's R.M.S. "Orvieto" was selected as the ship to carry us to Melbourne. Although unfortunately the time of sailing was midnight this did not prevent loyal supporters remaining on the wharf to the last to bid us "bon voyage" and to convey us all good wishes for success, and during the weeks of arduous training that followed, the memory of that send-off was ever with us.

We had hoped to reach Melbourne on Wednesday, the 6th April, in order to connect that day with the boat leaving for Launceston, but the "Orvieto" was unavoidably delayed, and it was not until the Thursday morning that Melbourne was reached, after a remarkably fine voyage across on a splendid ship. The delay necessitated our staying in Melbourne until the next day, and quarters were found at the Federal Palace Hotel in Melbourne, handy to the Rowing Sheds. Due to the generosity

of the Mercantile Rowing Club, a racing eight was procured, and rows were participated in both on the Thursday afternoon and Friday morning. At 2 o'clock in the afternoon we sailed on the "Loongana" for Launceston, and after a boisterously rough and never-to-be-forgotten voyage across the Straits, arrived at our destination at 10 a.m. on Saturday, 9th April. The boat and oars travelled on the same boat, and it was satisfactory to know the former was in the splendid condition in which she had been left the previous year.

We were met by representatives of the Tasmanian Rowing Association, and were indeed extended a most cordial welcome. We were then motored to our quarters at Miss Heathorn's "Rialannah," Trevallyn, where accommodation had been secured by me by telegram from Perth. We found "Rialannah" to be within three minutes of the Tamar Rowing Club, from which Club we were to train, and everything was done by the Misses Heathorn for our comfort and welfare.

We were then taken to the Tamar Rowing Club and welcomed by the Captain (Mr. P. C. Weetman) and Secretary (Mr. H. Jack), and these gentlemen, as in fact did all the members of the Club, spared no effort to make our stay a comfortable and most enjoyable one, and we were assisted at all times by the men of this splendid Club.

A week later, during which period the representatives of the other States had arrived, an official welcome was tendered to the visitors, and the events which followed upheld this reception to the full. Our deepest gratitude is due to the people and Clubs of Launceston for the most successful efforts put forward by them to make our stay the most pleasant of recollections, as it undoubtedly is. Our especial

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thanks are due to Mr. R. M. Collins (President) and Mr. Claude Rosevear (Secretary) of the Interstate Championships Committee, also to Mr. P. C. Weelman (Captain) and Mr. Harold Jack (Secretary) of the Tamar Rowing Club for their untiring efforts on our behalf.

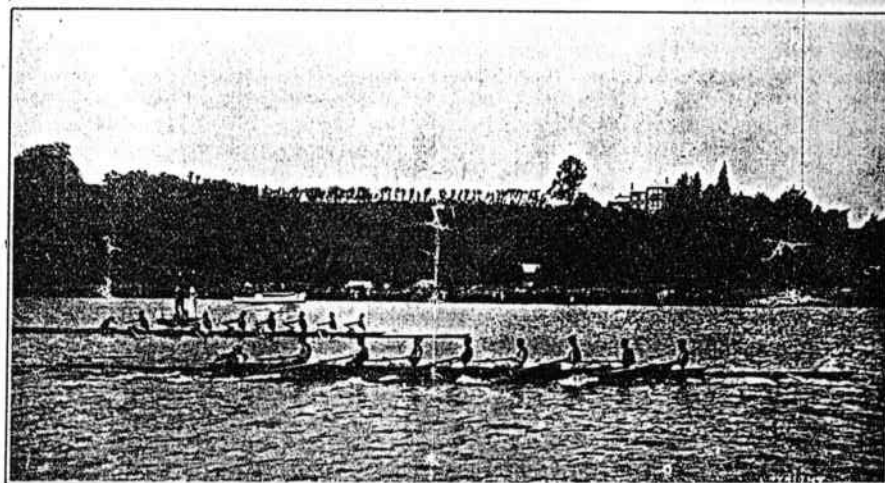
Training was commenced the day after our arrival, and never once was an opportunity lost to give our men the fitness which, on the day of the Race, proved superior to all others. Let me say here that truly did our men deserve their victory, for never did they complain, never once did they attempt to shirk the arduous training meted out to them, and never did they question the decisions of their Stroke, Coach or Manager. Despite adverse criticism they retained the confidence instilled in them, and the result of the Race proved that this confidence was not misplaced.

#### THE RACE.

The weather on the day of the Race was almost ideal for rowing. The water was a trifle lively, nothing more, and the breeze a moderately strong north-easterly driving up the River behind the crews.

The positions of the boats, counting from the western bank, were as follows—New South Wales, South Australia, Victoria, West Australia, Tasmania, Queensland. The crews were all out to time, and they looked a splendid lot of men, fit as hands could make them, and the personification of confidence. Although far away up the course from the majority of sightseers, they were subjected to keen scrutiny through glasses, the different peculiarities of style being instrumental in much controversy as to their respective chances. The Tasmanians, as they swung into their

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THE FINISH.



place in line next to West Australia, looked like a crew of giants. They averaged 12st. 4lbs., against Westralia's 10st. 7lb.

The crack of the pistol saw a magnificent start, and six sets of oars struck a line of white and silver sparks from the River. As they shot off the mark there were shouts of excitement from the waiting river steamers, when the Tasmanian's green showed first in the van, with the gold of West Australia hanging to them, Victoria being a few feet ahead of the other three crews. The rate of striking for the first minute was: West Australia 38, New South Wales 39, Victoria 38, South Australia 37, and Tasmania and Queensland 35. South Australia hit a patch of rough water, and were splashing badly. Queensland suddenly hit up to 38, and drew up level with Victoria, perilously close to the Tasmanian's tail. The Victorian stroke was setting his men a splendid lead, and at this stage the combination looked most promising. Queensland was the first to feel the strain, and before the half-mile was reached had fallen back to last place with New South Wales, but three lengths would have covered the lot.

The half-mile post was passed in 2min. 25sec., and Tasmania was sweeping along at a powerful rate, having shaken the opposition off, so that daylight began to show between them and West Australia. The men from the West were clipping along in great style, still maintaining a quick, crisp stroke, and holding a half-length advantage from Victoria, who, in turn, were being seriously challenged by last year's champions, who were a bit on the rough side.

Now the nose of the "Westralia" began to creep up to the Tasmanian craft, and the whole six crews battling along, every man swinging and recovering in unison

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presented a never-to-be-forgotten sight. The first four crews were strung out in a long line, the end of each just overlapping, and Queensland and New South Wales were practically together, just behind the South Australians.

Approaching the mile, Rogers called upon our men, and they slowly reduced the Islanders' lead to half a length. South Australia still seemed to be wasting power, whilst the Tasmanians were rowing beautifully; Deane, the stroke, setting an excellent length.

The home crew, to the accompaniment of frantic cries of excitement from the steamers and the banks, continued to maintain its half-length lead until over half the journey had been covered. Their rate of striking was here 34 to the minute, while West Australia had dropped slightly, and were going it at 36.

The two leaders were out a couple of lengths at the two-mile point, and were going along perfectly, their relative positions being still the same. Victoria and South Australia were having an epic struggle for third place, and Queensland had relegated New South Wales to last position. Then came the finest sight of the day. West Australia quickened up, and, rowing together like the Champions they proved themselves, spurted up to the Tasmanians. Nothing more magnificent could be desired than the swish of our crew as they went up and took the lead from Tasmania, and as the latter responded, the two drew out from the rest and left Victoria three lengths behind, still holding an advantage of half a length over South Australia. Tasmania soon regained the lead, but our men spurted and recovered it.

Down the course swept the struggling leaders, West Australia still showing most wonderful life and dash, which must have been a pleasing recompense to

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Coach During, while the blade work of their rivals was perfect, and they were working splendidly together. It was evident that the South Australians had been overrated, and the Tasmanians and West Australians much underrated, for last year's champions never once looked dangerous, and were fully occupied with Victoria all the way.

With half-a-mile to go, Tasmania and West Australia were having the most desperate struggle for the lead, although both crews were still going like machines. Four lengths in the rear South Australia had got into third place, but as far as a win was concerned, there were only the two leading crews in it. West Australia was still in front, but were being constantly challenged.

Now the roar from the waiting crowds on the regatta ground, and the noise from the rising hill behind it could be heard in spite of the wind, and it was amid a perfect pandemonium that West Australia, going like heroes, kept their boat in front of the Tasmanians. Spurt followed spurt, and challenge followed challenge, and except for the people on the banks in a direct line with the leaders, it was impossible for anyone to say who was ahead. It was a memorable and thrilling fight, the clamour being intense. Our men gave one last kick, and rowing like demons at the rate of 38 to the minute against their opponents' 34, fairly lifted their craft over the last hundred yards, and the two crossed the line so close together to all appearances that there was a breathless hush after the gun until the black and gold of West Australia fluttered proudly to the mast top.

Then those gallant men, champion oarsmen of Australia for the first time, received the ovation they so richly deserved by winning from that wonderful Tas-

manian crew in the Record Time of 14mins. 37secs. The official verdict of the win was by three-quarters of a length from Tasmania, with Victoria six lengths away third, just a canvas ahead of South Australia, while Queensland was fifth, and New South Wales last.

Well did that ten stone crew deserve their victory, for undoubtedly they rowed a most splendid race and as one man.

The judgment and resource of stroke Geo. Rogers is a thing to wonder at, and the fact that they never once struck below 37 to the minute, tells a remarkable story of their physical fitness.

Western Australia is justly proud of these men—Champions in a record race with an average weight of 10st. 7lb. against Tasmania's 12st. 4lb., but our heartiest congratulations we freely give to Tasmania on the wonderful fight they put up.

I desire to congratulate our men on their glorious victory. It was wonderful, and will live long in the memory of those whose fortune it was to witness it.

I also desire to congratulate them on their manly bearing, and their willing and ready acquiescence in everything that tended towards their ultimate triumph.

I deem it an honor to have been Manager of such a crew.

Yours faithfully,

S. CHAS. SHORT,  
Manager.