

THE KING'S CUP

JUBILEE REGATTA

1919 HENLEY ON THAMES - 1969 THE BURNETT RIVER

**SPONSORED BY W. D. & H. O. WILLS
AUSTRALIAN ROWING & SCULLING
CHAMPIONSHIPS BUNDABERG 25-26TH APRIL**

*Souvenir
Programme* **30c**

Wills in Sport . . .

W. D. & H. O. Wills (Australia) Limited, is proud to continue its sponsorship of the King's Cup in the regatta's Jubilee year. The sponsorship was begun in 1968, when the regatta was rowed on the Nepean River at Penrith, N.S.W.

The Company has been associated with many forms of sport almost since its inception. In more recent years, there would be very few sports which have not had backing from W. D. & H. O. Wills (Australia) Limited.

The Wills Masters, for instance, now in its 10th year, is one of Australia's premier golf tournaments. This tournament has enabled the Australian public to see in action such famous players as Arnold Palmer, Billy Casper, Jack Nicklaus, Gary Player, Gay Brewer, Roberto de Vicenzo and others.

Football of all codes has benefited. In soccer, world-renowned teams such as England's Everton and Manchester United, the Scottish national team, Russia's Torpedo-Moscow and Italy's A.S. Roma, have toured Australia under Company sponsorship.

Company-sponsored athletic carnivals, with American and Russian athletes competing by special invitation, have raised money to help send Australian teams to Commonwealth and Olympic Games.

W. D. & H. O. Wills (Australia) Limited has provided financial support and encouragement to such widely diversified sports as ice skating, motor racing and speedway racing, ten-pin bowling, lawn bowls, squash and sailing.

Now, in the last two years, rowing has been added to the long list of Company sponsorships. The Company is sure that this association will continue to be a happy one.

OFFICIAL SOUVENIR PROGRAMME

Australian Amateur Championships

Rowing & Sculling, 1969

Conducted by THE QUEENSLAND AMATEUR ROWING COUNCIL
(Under the Rules of The Australian Amateur Rowing Council)

THE KING'S CUP

for the EIGHT-OARED CHAMPIONSHIP OF AUSTRALIA

THE PRESIDENT'S CUP

for the SINGLE SCULLING CHAMPIONSHIP OF AUSTRALIA

THE PENRITH CUP

for the LIGHTWEIGHT FOUR-OARED CHAMPIONSHIP
OF AUSTRALIA

ANZAC DAY 25th APRIL			26th APRIL
Heat No. 1	Heat No. 2	Repechage	FINAL
12.55 p.m.	01.05 p.m.	05.05 p.m.	12.10 p.m.
12.15 p.m.	12.25 p.m.	04.45 p.m.	11.50 a.m.
12.35 p.m.	12.45 p.m.	04.55 p.m.	12.00 Noon

MESSAGE FROM THE PRESIDENT



For a period of nearly one hundred years, except for the interruption of two world wars, competitive rowing between the States has been the major rowing feature.

Prior to the year 1919 these rowing events were known as "The Interstate Eights" but following the success of the A.I.F. Eight-oared Crew at the Royal Henley Regatta, and the resumption of Interstate Competition, His Majesty The King was petitioned and graciously consented to allow the Trophy won by

the A.I.F. Crew to become the perpetual trophy for the Australian Amateur Eight-oared Championship, and since then the competition has been known as the King's Cup Regatta, and this is the fiftieth Anniversary.

This competition enables the selection of the best Eight-oared Crew to represent Australia, and compete in the Olympic and Empire Games and International Championships.

After the fine rowing of the New South Wales Crew on the Nepean River in the 1968 King's Cup Race the winning of Silver Medals at the Olympic Games was most meritorious and without doubt, was the result of keen training, good coaching and management, and the congratulations of the Council and all Oarsmen go out to all concerned.

This year being Queensland's Year to Stage the King's Cup, the Race with the approval of the A.A.R.C. is being rowed at Bundaberg on the Burnett River.

As your President, I attended the National Regatta at Murray Bridge,

which turned out a great success, and the whole Regatta was a credit to the work of the Organising Committee.

On behalf of the Council, it is my privilege as President to welcome members of the Original A.I.F. Crew who are able to be with us at this King's Cup, and to wish all competitors good weather and keen and fair racing on the day.

Finally on the Council's behalf, I wish to express our appreciation of the hospitality of the Bundaberg Rowing Club, and to thank all officials for their assistance in organising and conducting the King's Cup Regatta, coupled with the name of Neville Cullen who has been a tower of strength.

I wish to acknowledge with thanks the generous sponsorship of this King's Cup Regatta and of the National Championships by Messrs. W. D. & H. O. Wills.

G. R. HOWARD GILL

President
Australian Amateur
Rowing Council

1969 KING'S CUP OFFICIALS

AUSTRALIAN AMATEUR ROWING COUNCIL, 1968-69

PRESIDENT: G. R. HOWARD GILL, Esq., M.B.E., Queensland
SIR HARRY ALDERSON, Kt., M.B.E., K.St.J.,
New South Wales
A. L. SOUTHCOTT, Esq., South Australia
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R. C. HEMERY, Esq., Western Australia
R. G. BLUNDSTONE, Esq., O.B.E., Secretary-Treasurer

KING'S CUP ORGANISING COMMITTEE

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Secretary: N. A. J. CULLEN
Treasurer: R. B. BROWN
Course: T. B. BARTON
Liaison: I. LLOYD-JONES
Publicity: Ald. R. E. CLEMENCE
Communications: C. GRIMWOOD

QUEENSLAND AMATEUR ROWING COUNCIL 1968-69

Patron: His Excellency the Governor of Queensland
SIR ALAN MANSFIELD, K.C.M.G.
President: G. R. HOWARD GILL, Esq., M.B.E.
Chairman: R. B. SCOTT
Honorary Secretary: R. P. MAHONY
Honorary Treasurer: S. HINCHY
Delegates: Brisbane—I. F. ELCOCK, A. J. LEVICK
Bundaberg—G. R. HUSSIE
Maryborough—R. G. LONGMORE
Rockhampton—R. R. HARMSWORTH

LIAISON OFFICERS & HOST CLUBS

N.S.W. ROSS MOODY, M. KING
Australian Sportsmen's Assn., Bundaberg Branch
S.A. R. GORMAN, L. PHILLIPS
Bundaberg Jaycees
TAS. R. McCRACKEN, W. POLLOCK
Bundaberg Sailing Club
VIC. D. PEARSON, J. VUICHOUD
East Bundaberg Rotary Club
W.A. GUY DAY-LEWIS
Bundaberg Lions Club
QLD. A. McLENNAN
Bundaberg Rowing Club
N.S.W. OLD OARSMEN'S ASSN.
DOUG KNUDSEN, GEORGE MOORE
VIC. OLD OARSMEN'S ASSN.
F. McNAMARA
VISITING LADIES
Bundaberg Quota Club

1969 KING'S CUP OFFICIALS

BOAT RACE OFFICIALS

	STARTER	ALIGNER	UMPIRE	TIMEKEEPER	JUDGES
(Heat 1	J. M. Dowrie	Dr. D. M. McClyrmont	F. Hick		
(Heat 2	J. M. Dowrie	R. B. Brown	G. Newton		25th April
(Repechage	O. N. Rosevear	Dr. D. M. McClyrmont	G. R. Hussie		R. C. Hemery
(Final	J. M. Dowrie	R. B. Brown	R. J. Mullins		N. T. McCallum
(Heat 1	J. M. Dowrie	R. Pilbeam	J. Davison		L. W. Winkworth
(Heat 2	J. M. Dowrie	J. C. Hutchinson	J. Andrews		
(Repechage	O. N. Rosevear	T. B. Barton	R. B. Brown		26th April
(Final	J. M. Dowrie	R. Pilbeam	N. Hirst		A. McLeish
(Heat 1	J. M. Dowrie	N. C. Cairnes	R. R. Harmsworth		M. C. Grace
(Heat 2	J. M. Dowrie	N. McCallum	A. C. Barrett		R. R. Aitken
(Repechage	O. N. Rosevear	T. B. Barton	R. Duncan		
(Final	J. M. Dowrie	J. C. Hutchinson	R. P. Mahony		

KING'S CUP

PRESIDENT'S CUP

PENRITH CUP

RESERVES: 25th: J. Hobbs, D. Roberts, E. C. White
26th: N. T. McCallum, L. W. Winkworth, J. J. Donald

SECTIONAL TIMEKEEPERS

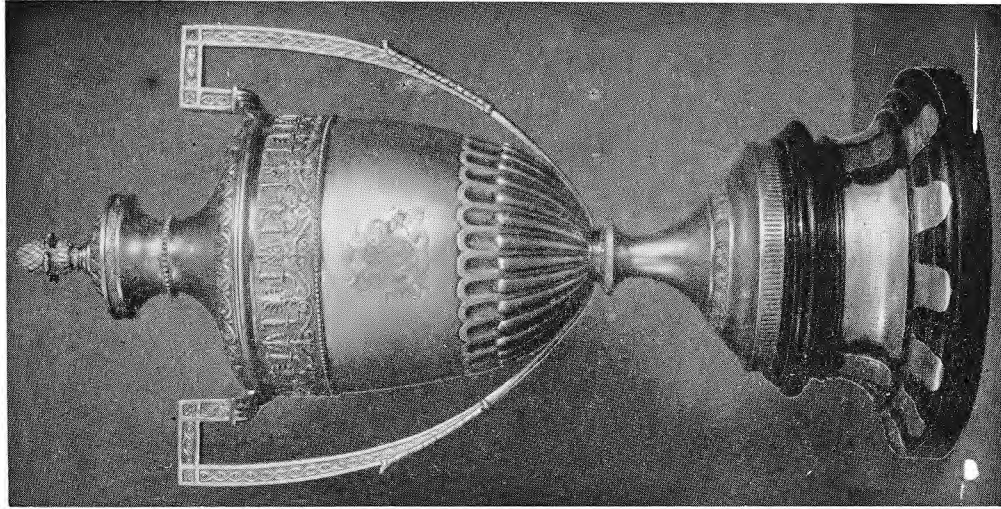
25th and 26th April

Start: R. Auer, B. Berkley
500M: D. Hargreave, D. Lane
1000M: M. Jacobsen, J. Logan
1500M: R. A. Payne, C. Moorehead
Reserves: B. Rasmussen, C. Nash

REGATTA OFFICIALS

Weight Stewards: L. Winlaw, H. Hoffman
Result Recorder: T. Rodda
Result Board: Roy Hinchy
Press Liaison: G. McKinnon, A. McLennan
Commentators: S. Hinchy, R. G. Blundstone, L. Stepto
Shed Stewards: J. Pressler, Ross Smith
Ramp Stewards: M. Perry, M. King
Information Centre: N. A. J. Cullen
Clerk of Course: R. A. Slean

THE KING'S CUP



It was the start of an Australian Rowing tradition when at Royal Henley in 1919, one of two A.I.F. crews defeated crews from the United States of America, France, Canada, England and New Zealand.

Following the Armistice in November 1918, the idea was conceived of a Peace Regatta as part of the celebrations for cessation of hostilities. The Regatta was duly held at Henley-on-Thames, considered by many to be the Home of Rowing. His Majesty King George V presented a trophy to be awarded to the winners of the principal event, The Grand Challenge Cup for Eights.

The race was rowed in heats, semi-finals and final. A.I.F. No. 1 won their Heat over A.I.F. No. 2, their semi-final over Cambridge University, and were victorious over Oxford University in the final, by a margin of one length, in 7 minutes 7 seconds for the course of 1 mile 550 yards.

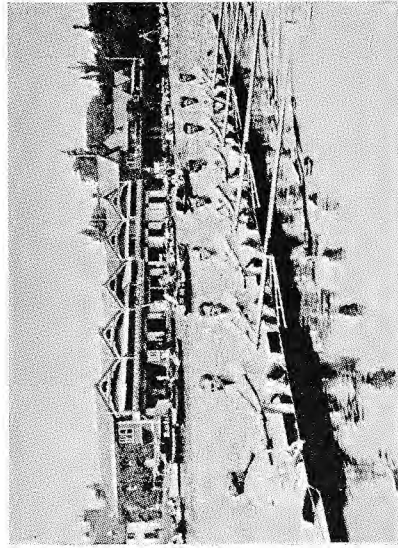
The A.I.F. No. 1 Crew was—

Bow	Sgt. A. R. Robb	(Tas.)	11 - 10
(2)	Lieut. F. A. House	(Tas.)	11 - 12
(3)	Lieut. T. McGill	(N.S.W.)	12 - 10
(4)	Gunner A. V. Scott	(S.A.)	13 - —
(5)	Lieut. H. Hauenstein, M.M.	(N.S.W.)	13 - 9
(6)	Maj. S. A. Middleton, D.S.O.	(N.S.W.)	13 - 6
(7)	Gunner G. W. Mettam	(W.A.)	11 - 12
Str.	Capt. H. C. Disher	(Vic.)	11 - 11
Cox	Sgt. A. E. Smedley	(N.S.W.)	8 - 1

Coaches—Lieut.-Colonel N. Marshall, D.S.O.
Lieut. H. Ross Soden

After its presentation, the trophy was taken by the Australian Military Authorities and placed in the War Museum. Two requests by Australian rowing administrators for custody of the Cup were refused, but finally a petition to the King resulted in His Majesty commanding "That the Cup be used as a permanent trophy and be competed for annually in the Inter-state Eight-oared race of Australia."

Footnote. It is of local Queensland interest that the late Clavill Bere, widely known as coach of The Southport School for many years, was a member of the A.I.F. No. 2 crew.



HISTORY OF INTERSTATE EVENTS

Prior to 1878 various races between the Australian States had taken place in four-oared gigs. In 1878, the first race was rowed in Eights between any of the colonies, on this occasion Victoria defeated New South Wales. The earliest boat race on record between the two mentioned States took place in 1863, in gigs, over a three-mile course, on the Parramatta River, the New South Wales crew winning in 19 minutes 25 seconds. In 1870 a four-oared race took place at the Balmain Regatta, New South Wales, which was won by the home State against crews from Tasmania, Victoria not being represented. In 1872 a race was rowed over a five-mile course on the Derwent River, the Sydney Rowing Club winning from the Parramatta Rowing Club, Barwon River Rowing Club (Victoria), and some Hobart clubs, the time for the race being 36 minutes 30 seconds. The same year, over a course of 7,000 yards, on the Harbour, two crews from the Sydney Rowing Club defeated a Victorian crew. In 1873 Victoria had her revenge with a crew selected from members of three clubs, beating crews from the Sydney Rowing Club, Hobart Town, Geelong, and two from Ballarat. The race, rowed over a four-mile course on the Lower Yarra, occupied 25 minutes 30 seconds, and is officially looked upon as the first interstate race. The following year New South Wales won from Victoria over a course on the Parramatta, the distance being 3 miles 300 yards and the time 21 minutes 59 seconds.

The race then lapsed, until in 1888 a Victorian four visited New South Wales and stroked by the late George Upward, won from New Zealand, with New South Wales in third place and Tasmania last. In 1896 the last of the interstate four-oared races in outriggers was rowed over a distance of two and a quarter miles, on the Parramatta, Victoria winning from New Zealand, with New South Wales third.

The first interstate eight-oar race took place on 6th March, 1878, over a four-mile course on the Lower Yarra, Melbourne. This was the first of what is today our greatest rowing event. Victoria won by two lengths. In 1888 two races were rowed, one in New South Wales and the other in Victoria, both events going to Victoria.

In 1913 the weather was so boisterous in South Australia that only South Australia, Tasmania and Western Australia finished, the Victorians, New South Welshmen and Queenslanders swamping. The South Australian crew, who were all members of the Murray Bridge Rowing Club, won this race very easily, thanks to the initiative of their coxswain who carried a "billy" for bathing.

In 1920, after a lapse of six years owing to the war, the races were resumed, the first taking place on the Brisbane River. It was won handsomely by the Murray Bridge crew of South Australia. This was the first

interstate eight-oared race to which the King's Cup became attached. In 1921 Western Australia carried off the honours for the first time, on the Tamar River, Launceston, with a light but wonderfully well-trained crew. In 1922 the contest was rowed on the Parramatta River, Sydney, and the famous Murray Bridge crew again carried off the honours. The South Australian representatives continued their phenomenal run of success, for at Perth the following year they again won, but were hard pressed over the whole course by the very active Western Australian crew.

The 1924 race, at Adelaide, was a stirring contest, and for the first time since 1891, Queensland carried off the coveted honours. Melbourne was the scene in 1925 and in this race Western Australia scored from Tasmania. In 1926 at Brisbane, Tasmania filled pride of place, in a boat stroked from bow side. The next year's race, rowed on the Lower Derwent, at Hobart, was a terrific struggle under adverse conditions. Western Australia won, with New South Wales second and Victoria third. Tasmania and Queensland swamped towards the concluding stages of the contest and South Australia and Victoria went under after crossing the line.

In 1933 New South Wales won a very fine race in the record time of 14 minutes 30 seconds, chased home by Queensland. Rowing No. 3 for Queensland was Percy Finney who, after winning on the Port River in 1924, was blinded in a gunshot accident. He nevertheless made this stirring comeback nine years later, possibly the only blind oarsman ever to row in a King's Cup.

After Queensland's win in 1939 on their home course at Hamilton all competitive rowing ceased on account of the outbreak of war and it was not resumed until 1946, when New South Wales conducted the championships on the Nepean River. This first post-war event resulted in a win for Victoria.

In 1956 and since 1960 the King's Cup and President's Cup have been raced over the Olympic distance of 2,000 metres.

Victoria, winners in 1954 and 1956, furnished the Australian crew for the 1956 Olympics at Melbourne, taking out the Bronze Medal.

In 1968 the rotational venue was changed from Victoria to New South Wales there being insufficient water depth in Lake Wendouree. New South Wales won a memorable race on the Nepean, going on to record Australia's best-ever Olympic Eights' performance, the Silver Medal at Mexico.

SHORT HISTORY OF LIGHTWEIGHT ROWING

To Canadian Joseph Wright, champion sculler and former coach of the American University of Pennsylvania must go the credit of the introduction of the Lightweight class of rowing. When Wright took up the position of crew coach at Pennsylvania in 1916 he discovered that he had a number of light but excellent oarsmen not big enough to make the varsity Eight. He evolved the idea of having a crew composed entirely of these lightweight men. The idea quickly spread to other institutions and in 1919 the American Rowing Association officially recognised the 150lb. class.

The Canadian Association followed the example of the Americans, and introduced Lightweight rowing to their Canadian Henly Regatta. In 1924 at the U.S.A. Championship Regatta, the first Lightweight National Championships were held in Double Sculls and Fours with cox. The Lightweight Single Sculls Championship followed in 1925, and Eights the following year — 1926.

Apart from the Americans and Canadians, a move was made in the N.S.W. Rowing Association to introduce Lightweight Championships soon after World War I finished. To this Association goes the credit of the first official Championship in this class of rowing. In the 1922-1923 season two Championships were held the Lightweight Champion Eights of N.S.W., won by the Leichhardt Club, coached by the late Chris Kayser, and the Lightweight Champion Fours, won by Balmain. Other States followed, including Victoria, which first recognised Lightweight oarsmen with an Open Championship of Victoria held during the 1931-32 season, and won by the Richmond Rowing Club.

From time to time in Australia various unofficial races have taken place in different States between Lightweight crews. Nearly twenty-five years ago a Lightweight Eight from the Bendigo Rowing Club came to Sydney on bikes to race at the Balmain Regatta. In more recent times Haberfield have won the Lightweight Challenge Eights at the Australian Henley Regatta in Melbourne and Leichhardt Club in turn defeated the Queensland champions. Tweed Heads, in a special challenge race arranged at the Grafton "Head of the River" Regatta, and went to Victoria to win that State's Lightweight Champion Eights.

As a result of a letter written by the N.S.W.R.A. to the Victorian Association in 1947, a special challenge race was held between the two States at the Olympic Test Regatta on Lake Wendouree, Ballarat, on 3rd January, 1948. The N.S.W. crew, which was boated B. Harding (bow), D. McCray (2), P. McCray (3), K. Bond (stroke), W. Kerr (cox), and Mr. K. Manttan (coach) won a good race from Victoria. It is of interest to note that Bert Harding, bow in this winning crew, has, since that date, as a coach, scored more wins with his crews in Lightweight Championships than any other coach in the history of this class. The cox of this crew, Bill Kerr, had, ten years earlier, steered the Australian crew to victory over New Zealand and Canada at the 1938 Empire Games.

European oarsmen first became aware of the Lightweight class when in the late 1920's several American University 150lb. crews visited the English Henley Regatta to race in the Thames Cup for Eights. As a result of these visits, which have continued up to the present day, the Lightweight class spread all over Europe, and most of the European countries now have their own Championship in this class.

Just forty years after the first Lightweight race was held in the U.S.A. members of F.I.S.A. (the World Rowing Association) met in Belgium and gave official blessing to Lightweight oarsmen. All countries at the meeting saw the need for a Lightweight class of rowing, but there was a good deal of argument as to what the weight should be. The American delegate showed to the members present the U.S. Army report on World War II, which stated that the average weight for over nine million men, weighed on being drafted into the services, was 150lb.

It was then moved and passed by F.I.S.A. that the Lightweight limit for all International races in this class would be 10st. 10lb.; that all such International races would be rowed over 2,000 metres, and that oarsmen taking part in such races would have to make the weight on the day of the actual race.

It was not until 1958 that the first Australian Lightweight Championship Fours were held at Penrith. This was won by Victoria.

Since this date, the race has resulted in many close finishes, and has become a most important event in the King's Cup Regatta Programme.

ANNIVERSARY KING'S CUP REGATTA PROVOKES INTEREST IN ROWING MEDALLIONS

Golden Medals were won by original A.I.F. crew in 1919.

The history of the famed King's Cup, now the perpetual trophy for the annual eight-oared Championship of Australia, is so well known as to need no retelling today.

Few people however are aware that our famous international crew were also presented with hall-marked golden medals in Britain after their spectacular victory.

These beautiful individual

trophies are seldom seen by the rowing fraternity of Australia, most now reposing in museums or among the family treasures of the original crew. They are classed as priceless rowing trophies, and to obtain one by purchase would be almost impossible.

By courtesy of Mr. Fred House of Tasmania, one of the three surviving members of the original crew, we are able

to reproduce a photograph of this historic medallion. Mr. House, now aged eighty years, will again be a spectator and honoured guest at the 50th Anniversary King's Cup Regatta together with two of his 1919 crewmates, who continue to inspire today's oarsmen by their significant and memorable feats of yesterday.



THE KENNY MEMORIAL MEDAL FOR KING'S CUP WINNERS

The goal of every Australian oarsman.

The goal of every oarsman in Australia for the past fifty years has been to win the famed King's Cup rowing race.

Only eight men each year can achieve this distinction from among the ranks of literally thousands of eligible aspirants.

Apart from the satisfaction of reaching this ultimate peak of success, each member of

the winning crew now receives a personal trophy, known as the Kenny Memorial Medal.

This silver-oxidised medallion honours the name of one of Australia's most devoted rowing administrators, the late Mr. Ted Kenny, who acted as secretary/treasurer of the Australian Amateur Rowing Council for more than twenty years.

These medals, possibly the hardest-to-win amateur sports trophy in Australia today, were first presented in the mid-fifties. For the benefit of those many rowing supporters and competitors who have not had the opportunity to see the Kenny Memorial Medal, it is pictured here.



ROWING COUNCIL COMMEMORATES FIFTIETH KING'S CUP

Special Anniversary Medallion struck for Bundaberg regatta.

At the 1968 annual meeting of delegates to the Australian Amateur Rowing Council, a decision was taken to commemorate the auspicious 50th Anniversary (1919-1969) King's Cup event by having a medallion struck.

Delegate Bob Hemery (W.A.) undertook to produce the medallion with Council authorisation, and the first of these medallions will be presented to members of the winning 1969 King's Cup eight as a special memento of their success.

Council has agreed to allow limited sales of this special commemorative medallion to rowing and numismatic enthusiasts and collectors, with proportion of the proceeds being returnable to Council funds for future international representation purposes.

The medallion is 2½"

in diameter, an unusually large size for such a piece. It is produced in copper base metal, gold-plated in sympathy with the original medallions presented to the 1st A.I.F. crew, and to ensure a distinction between it and the Kenny Memorial Medal.

It was designed by one of Australia's leading artists Mr. Donald L. Allnut (S.A.), who had earlier been commissioned to design such outstanding medallions as the Decimal Coinage Medal, the Adelaide Festival of Arts Medallion, the Olympic Games Commemorative Medallion and the medal of the Australian Numismatic Society.

Messrs. Stokes (Australia) Ltd. (1856) of Melbourne were authorised to strike the medallion. The engraving and diesinking cost over 400 man hours in production.

The edition is strictly limited to only 1,000 pieces, and first opportunity to purchase is being given to oarsmen and supporters at Bundaberg and elsewhere in Australia.

Balance will then be available to numismatists and collectors throughout the world, where a market exists for this type of special commemorative medallion which increases in value as years go by.

Orders accompanied by the required remittance, will be accepted on the coupon below, and fulfilled until stocks are exhausted. Applications will be treated strictly in order of receipt in view of the limited stock available.

Oarsmen and supporters are urged to apply without delay, and obtain a lasting memento of Australia's Rowing and Sporting History.



TO:

Medallist Associates (under the supervision of Mr. R. C. Hemery, member of Australian Amateur Rowing Council), G.P.O. Box 1618T, PERTH, W.A. 6001.

Please supply me with Kings Cup Commemorative Medallions @ \$5.00 each (plus 30 cents each for postage).
SUBJECT TO AVAILABILITY OF STOCK. Delivery anticipated April 1969.

Name

Address

(Postcode)

NOTE: Orders cannot be processed unless accompanied by full remittance of appropriate funds, payable to Medallist Associates.

THE JUBILEE YEAR

Thoughts in this Jubilee year go back even beyond the A.I.F. No. 1 crew's victory, to influences setting the scene as it was in 1919.

Great changes certainly have visited rowing in the last fifty years.

Before the First World War, international competition was infrequent, and competitors few. Rowing was substantially confined to the British Isles, the Continent adjacent, Empire countries and America.

Henley-on-Thames was still the world capital of rowing, the Oarsman's Mecca, and "foreign" crews had already begun to make pilgrimage there. The Henley Grand Challenge Cup for Eights had recently (1906) been won for the first time by a non-English crew, the Belgians, who were to repeat the performance twice in the next three years. The memory of "colonials" from Sydney Rowing Club, and Americans from Harvard University winning in 1912 and 1914 was still fresh in the minds of English traditionalists.

Rowing in England was becoming dangerously over-stylised, and against this an Australian Cambridge graduate, Steve Fairbairn of Jesus College preached with prophetic fervour.

English rowing was still supreme, having won the Olympic Eights in 1908 and 1912. The end of the 1914-1918 war ushered in the decline of that supremacy, and the increasingly rapid spread of rowing to nearly every country of the world.

Britain never really recovered from her grievous losses of men, money and materials in the first war. Though English rowing had been reft

with dissent, it was in the casualty lists of some 2,706,500 men that the epitaph of the British Golden Age was written. Olympic Eights' supremacy passed for forty years to America whose losses and exertions had been small by comparison.

The dissension in English rowing, arising in part from the schism of "the amateur definition", affected mainly English oarsmen, though Empire and International repercussions occurred. "Manual workers, artisans and those of mental occupation" were ineligible to row at Henley, or at any Regatta conducted by the Amateur Rowing Association. A rival body, the National Amateur Rowing Association to lead the opposing faction of more democratic, less class-conscious, but no less amateur club members, was formed in 1890.

A rather maladroit exclusion by the A.R.A. was that of a good N.A.R.A. Eight from the Henley Peace Regatta of 1919, surely an occasion for democracy. This is said to be the reason why King George V, who had given a Trophy for that Regatta, never again visited Henley, and Royalty seldom has since.

It was not until 1937 that the amateur definition breach was partly healed, final unity being further delayed until 1956.

The international growth of rowing pointed up the need for an authoritative world body to draw up and administer uniform rules, to adjudicate, and to control Olympic and International Regattas. And so le Federation Internationale des Societies d'Aviron (F.I.S.A.) came into being, and with it metric distances and the 2000 metre course.

THE JUBILEE YEAR *(Continued)*

Reminiscence should include the Sculling Champions, though their era preceded in part the period of review. These mighty watermen, many of them Australians, raced for purses of £1000 and £1500 sterling. High stakes indeed for those days, with thousands more wagered on the results. Sculling boats became "wager boats" in the rowing vocabulary. The Sculling Champions' example and teaching, though probably not sufficient availed, had great and lasting influence; their match races lent zest and colour to the rowing scene, which is the poorer for their passing.

And so in little more than fifty years, Rowing has seen the end of the English Golden Age: the dawn, high noon and perhaps the dusk of American Eights' predominance: the emergence of Continental, Oriental and Antipodean rowing countries: formation of a World governing body: rowing becoming as it should be, a sport for Everyman: long distance races giving place to 2000 metre middle-distance courses except for a few traditional events: the decline of professional sculling. These are some of the changes.

But the most significant and dramatic change has been in the physical and mental conditioning of oarsmen. Progress in this facet has revised former concepts of ultimate performance. International competition of increasing frequency and numbers of competitors, all trained to modern fitness, stimulates ever-higher standards.

Australian rowing may take justifiable pride that in this demanding environment, where the strength, skill, stamina and dedication of oarsmen, the calibre of coaches and trainers, the quality of equipment, and the competence of administrators are all put to searching test, the fibre

of the A.I.F. crews of 1919 is still strong by world standards, as the Australian Olympic Eights of 1956 and 1968 demonstrated.

Changes of similar degree do not appear to have occurred in equipment. Changes there certainly have been, in materials and construction methods. But it is a tribute to the early designers that the boat of 1969, incorporating the evolutionary improvements of outrigger first used in 1844, keel-less carvel construction (1847), sliding seats introduced in sculling in 1857 and to fours about 1870, and centre-seating in 1873, is basically the same in form and dimensions as its forebear of say 1875.

Boat specifications have been modified to accommodate taller, heavier men rowing shorter courses at the resultant higher speeds. Though even here the moderns haven't got it all their own way. Those 1906 Belgians used sectional boats and swivel rowlocks: a Lady Margaret Boat Club crew is reported to have used blades approximately 26" x 7" (Spades?) for quick acceleration in bumping races before the turn of the century. And the hull forms of 1969 are perhaps closer to those of 1919 than to moulds of 1944, the mid-year of the period.

For purposes of convenience, most of the comment here has related to Eight-oared rowing, though the many excellent performances in small boats, particularly sculling must be noted to complete the record.

Many of the men who have contributed to the growth of Australia's rowing stature have been products of our King's Cup competition, accenting the worth and enriching the traditions of this classic Boat Race. So once more, "Well rowed, A.I.F. No. 1." And on to the next fifty years . . .

THE PRESIDENT'S CUP

Holder — G. Kert, Queensland. Distance — 2000 metres

First in each Heat to Final; others to Repechage. First and Second in Repechage to Final.

Stations Number from south bank

FRIDAY 25-4-69

HEAT 1 — 12.15 p.m.

Station No. 1 R. G. FREE (Tas.)
 " No. 2 N. TALBOT (S.A.)
 " No. 3 J. R. SYKES (Vic.)

HEAT 2 — 12.25 p.m.

Station No. 1 S. A. MackENZIE (N.S.W.)
 " No. 2 G. KERT (Qld.)

REPECHAGE — 4.45 p.m.

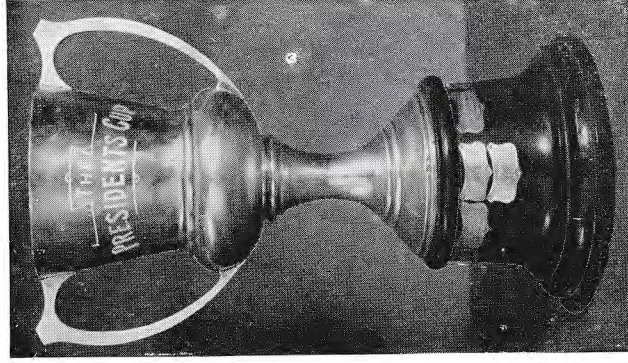
Station No. 1 (2nd HEAT 2)
 " No. 2 (3rd HEAT 1)
 " No. 3 (2nd HEAT 1)

SATURDAY 26-4-69

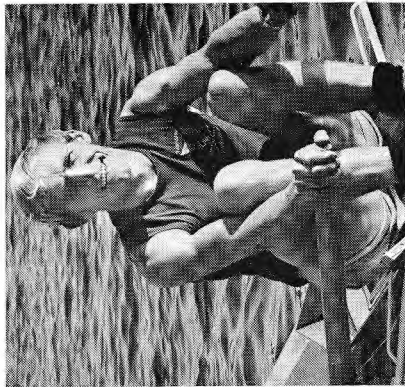
FINAL — 11.50 a.m.

Station No. 1 (1st HEAT 2)
 " No. 2 (1st REPECHAGE)
 " No. 3 (1st HEAT 1)
 " No. 4 (2nd REPECHAGE)

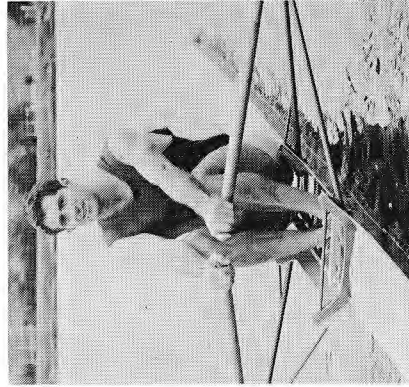
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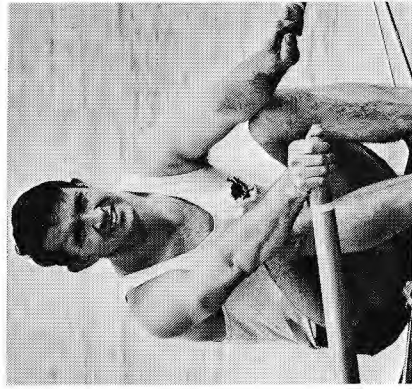
AUSTRALIAN SINGLE SCULLING CHAMPIONSHIP



R. G. FREE (Tas.), 13st. 5lb., 6' 1"
Colours: Myrtle Green, Map of Tasmania in
Primrose, with Crossed Oars in Rose.



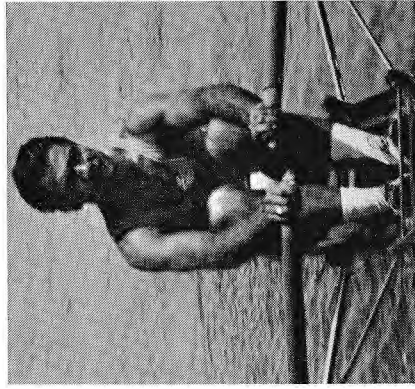
J. R. SYKES (Vic.), 11st. 3lb., 5' 9"
Colours: Navy Blue with White "Y".



**STUART A. MACKENZIE (N.S.W.),
14st. 1lb. 6' 4½"**
Colours: Sky Blue, Waratah on Breast.



N. TALBOT (S.A.), 11st. 12lb., 6' 0"
Colours: White with State Monogram
on Breast.



G. KERT (Qld.), 12st. 10lb., 6' 0"
Colours: Maroon with White "Q".

THE PENRITH CUP

Holders — New South Wales. Distance — 2000 metres

First in each Heat to Final; others to Repechage. First and Second in Repechage to Final.

Stations Number from south bank

FRIDAY 25-4-69

HEAT 1 — 12.35 p.m.

Station No. 1 TASMANIA
 " No. 2 NEW SOUTH WALES
 " No. 3 QUEENSLAND

HEAT 2 — 12.45 p.m.

Station No. 1 VICTORIA
 " No. 2 SOUTH AUSTRALIA

REPECHAGE — 4.55 p.m.

Station No. 1 (3rd HEAT 1)
 " No. 2 (2nd HEAT 1)
 " No. 3 2nd HEAT 2)

SATURDAY 26-4-69

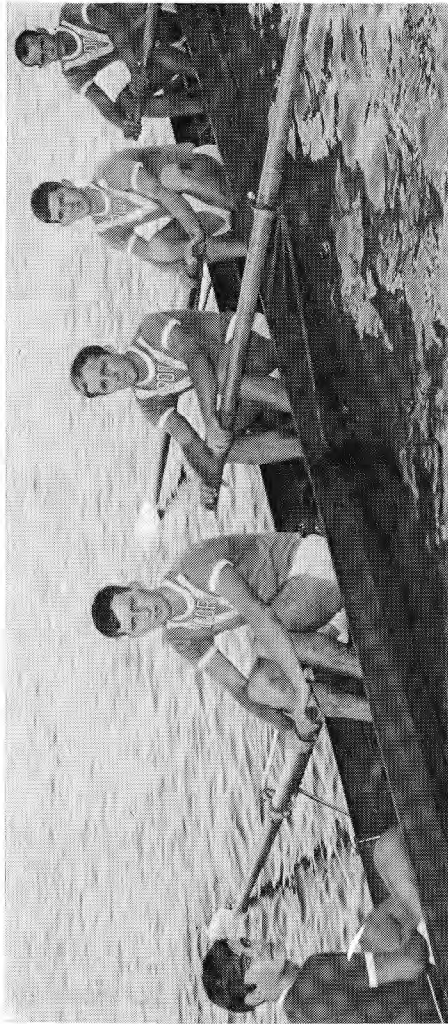
FINAL — 12.00 NOON

Station No. 1 (1st HEAT 1)
 " No. 2 (2nd REPECHAGE)
 " No. 3 (1st REPECHAGE)
 " No. 4 (1st HEAT 2)

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AUSTRALIAN LIGHTWEIGHT FOUR-OARED CHAMPIONSHIP

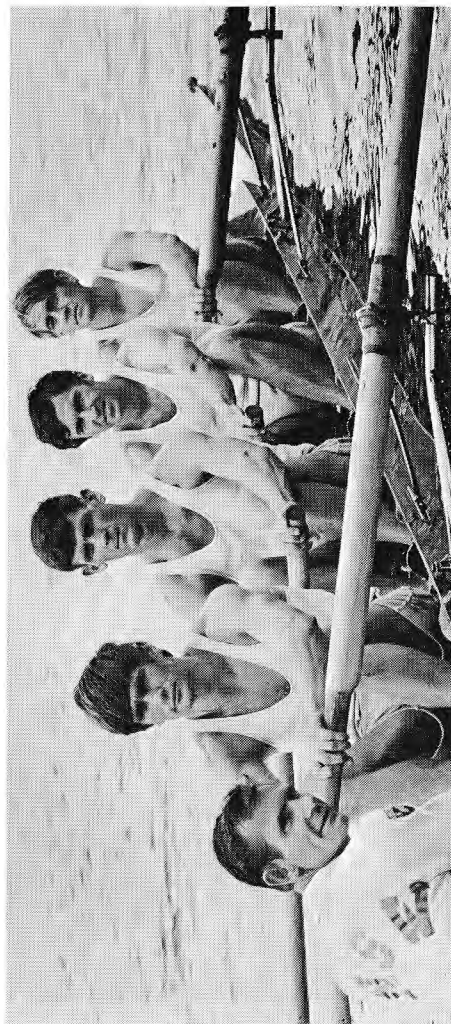


QUEENSLAND

Station No. 3. Heat 1

Colours: Maroon with White "Q" on Left Breast.

Seat	Name	Weight	Height
Bow	H. Thackeray	10.10	6' 1"
2	G. Hansen	10.5	5' 10"
3	B. Rawlings	10.8	5' 7"
Stroke	M. Burke	10.10	5' 11"
Cox	B. Smith	8.1	—
Emergency	J. Hoare	10.13	5' 11"
Coach	W. Jones		
Manager	R. G. Longmore		



NEW SOUTH WALES

Station No. 2. Heat 1

Colours: Sky Blue, Waratah on Left Breast.

Seat	Name	Weight	Height
Bow	I. J. Carmody	10.12	5' 8"
2	R. W. Powell	10.12	5' 10½"
3	R. L. Tagg	10.12	5' 11"
Stroke	D. R. Carmody	10.4	5' 8"
Cox	K. P. Hollingworth	6.9	5' 1½"
Emergency	C. K. Allen	10.10	5' 10"
Coach	R. Stone		
Manager	C. F. Partridge		

AUSTRALIAN LIGHTWEIGHT FOUR-OARED CHAMPIONSHIP

VICTORIA

Station No. 1. Heat 2

Colours: Navy Blue, White "V" on Left Breast.

Seat	Name	Weight	Height
Bow	T. J. Hogan	10.10	5' 9"
2	W. S. Etheridge	10.12	5' 10"
3	R. W. Connolly	10.12	5' 10"
Stroke	P. H. O'Brien	10.6	5' 11"
Cox	M. F. Owen	7.12	
Emergency	B. C. Clarke	10.10	6' 0"
Coach	P. J. Downey		
Manager	N. F. Wilkinson		

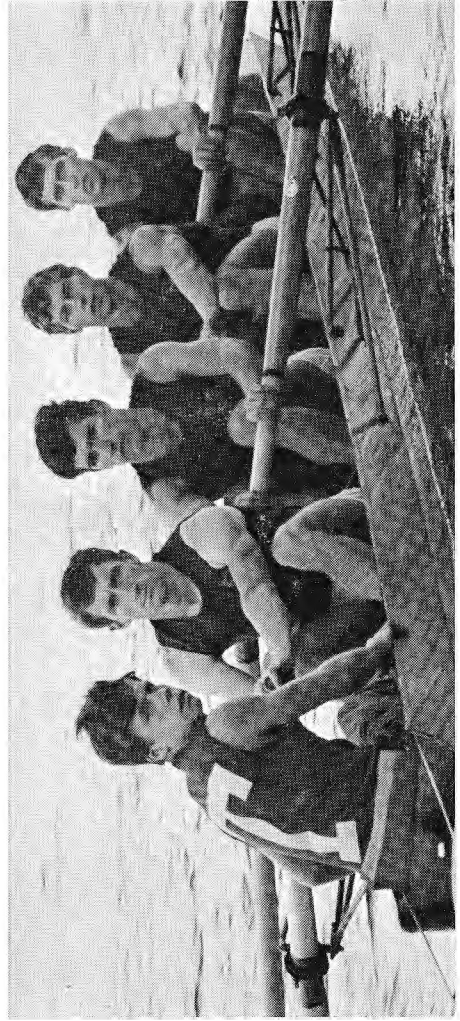


TASMANIA

Station No. 1. Heat 1

Colours: Myrtle Green—Map of Tasmania in Primrose with Crossed Oars in Rose.

Seat	Name	Weight	Height
Bow	T. L. Philpott	10.10	5' 10"
2	M. R. Guinan	10.11	5' 8½"
3	B. A. Rodgers	10.10	5' 9½"
Stroke	E. L. Holloway	10.7	5' 7"
Cox	C. G. Anderson	7.10	
Emergency	J. F. Matthews	10.10	5' 9½"
Coach	Mr. P. R. Cox		
Manager	Mr. D. C. Nation		



AUSTRALIAN LIGHTWEIGHT FOUR-OARED CHAMPIONSHIP



SOUTH AUSTRALIA

Station No. 2. Heat 2

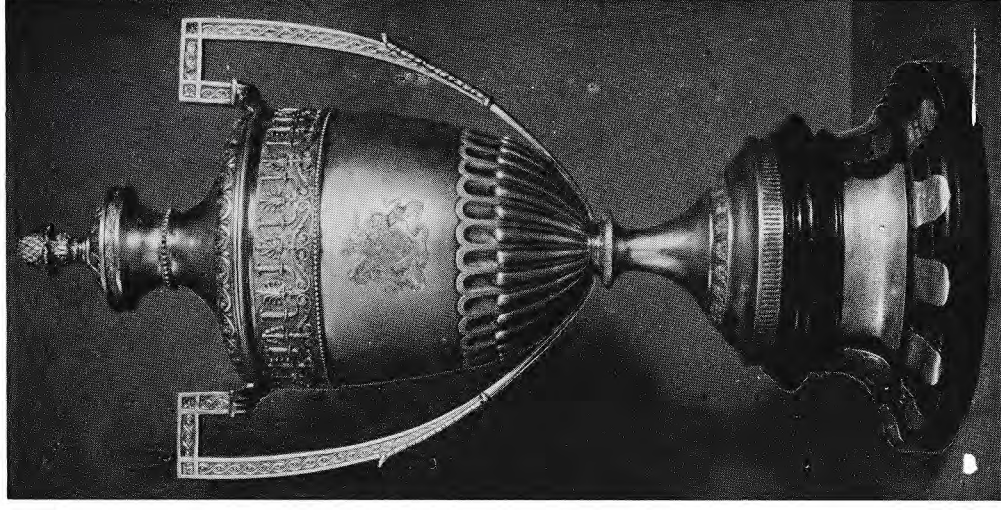
Colours: White with State Monogram on Left Breast.

Seat	Name	Weight	Height
Bow	H. Newland	10.3	5' 9"
2	W. Bowen	10.12	5' 10"
3	R. Cooper	10.13	6' 0"
Stroke	V. Bollen	10.12	5' 10"
Cox	R. Potter	7.12	
Emergency	L. Lippis	10.5	5' 4"
Coach	W. N. Wallace		
Manager	W. Stone		

THE KING'S CUP

Holder — New South Wales

Distance — 2000 metres



First in each Heat to Final; others to Repechage. First and Second in Repechage to Final.
 Stations Number from south bank

FRIDAY 25-4-69

HEAT 1 — 12.55 p.m.

- Station No. 1 WEST AUSTRALIA
- " No. 2 NEW SOUTH WALES
- " No. 3 QUEENSLAND

HEAT 2 — 1.05 p.m.

- Station No. 1 VICTORIA
- " No. 2 SOUTH AUSTRALIA
- " No. 3 TASMANIA

REPECHAGE — 5.05 p.m.

- Station No. 1 (3rd HEAT 2)
- " No. 2 (2nd HEAT 1)
- " No. 3 (2nd HEAT 2)
- " No. 4 (3rd HEAT 1)

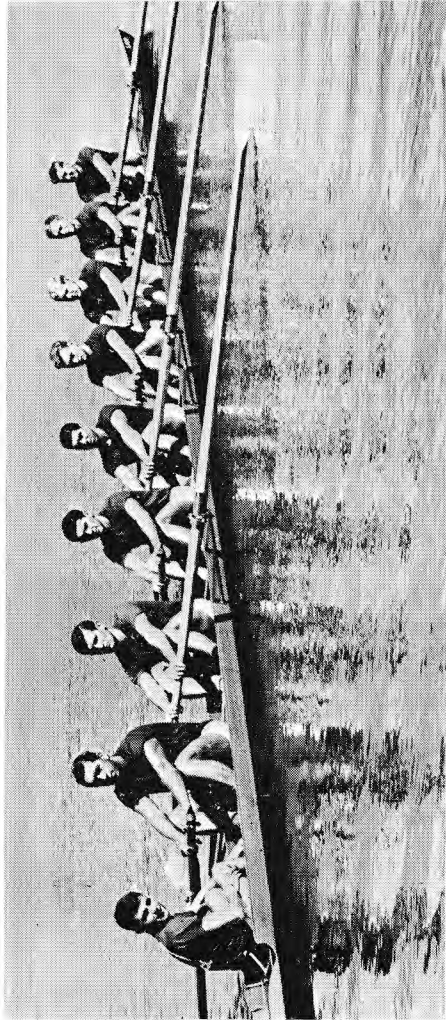
SATURDAY 26-4-69

FINAL — 12.10 p.m.

- Station No. 1 (1st REPECHAGE)
- " No. 2 (1st HEAT 2)
- " No. 3 (1st HEAT 1)
- " No. 4 (2nd REPECHAGE)

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AUSTRALIAN EIGHT-OARED CHAMPIONSHIP



QUEENSLAND

Station No. 3. Heat 1

Colours: Maroon with White "Q" on Left Breast.

Seat	Name	Weight	Height
Bow	B. Zunker	11.12	5' 7"
2	D. Slaughter	12.0	5' 10"
3	B. McLean	11.12	6' 2"
4	D. Amos	12.8	6' 1"
5	A. Zunker	13.0	6' 0"
6	G. Lloyd-Jones	12.4	6' 3"
7	J. Bigg	12.3	5' 11"
Stroke	B. Zunker	12.8	5' 11"
Cox	D. Wilkinson	9.0	
Coach	R. E. Clemence		
Emergency	M. Ford	12.6	6' 1"

SOUTH AUSTRALIA

Station No. 2. Heat 2

Colours: White with State Monogram on Left Breast.

Seat	Name	Weight	Height
Bow	R. J. Russell	12.7	5' 9"
2	I. S. Munro	12.3	6' 2½"
3	J. Yates	13.0	6' 0"
4	P. G. Jeffries	13.0	6' 0"
5	J. C. Ranger	14.0	6' 3½"
6	P. A. D. Cronin	13.5	5' 10½"
7	J. S. Ferry	14.0	6' 2"
Stroke	W. E. Hay	13.0	6' 0"
Cox	M. R. Furze	7.12	5' 8"
Coach	G. M. Taylor		
Emergency	R. A. McLeod	12.8	5' 8"



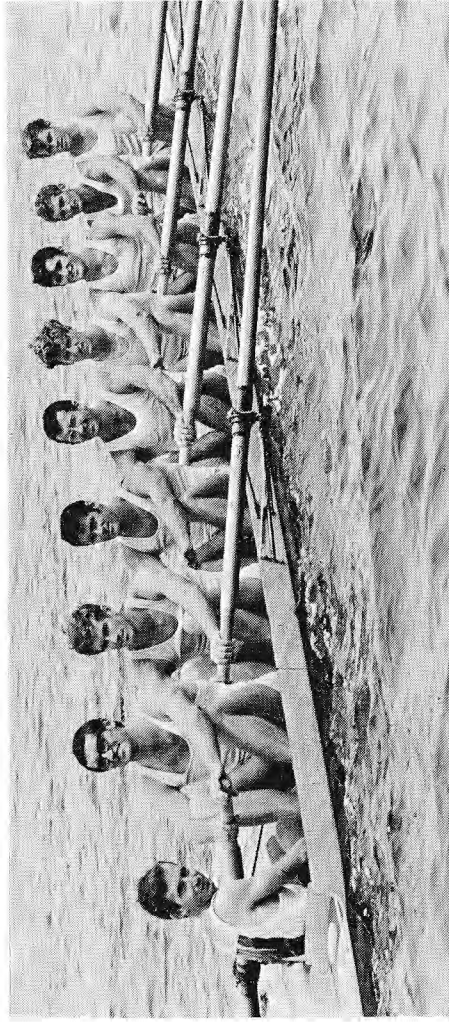
AUSTRALIAN EIGHT-OARED CHAMPIONSHIP

NEW SOUTH WALES

Station No. 2. Heat 1

Colours: Sky Blue, Waratah on Left Breast.

Seat	Name	Weight	Height
Bow	R. A. Shirlaw	13.3	6' 2"
2	G. W. Pearce	12.9	6' 0"
3	K. T. Mackney	13.0	6' 1"
4	J. E. Clark	14.0	6' 1 $\frac{1}{2}$ "
5	J. R. Ranch	13.7	6' 2"
6	J. R. Fazio	12.12	5' 11 $\frac{1}{2}$ "
7	M. D. Morgan	13.7	6' 2"
Stroke	A. W. Duval	14.0	6' 3"
Cox	A. G. Grover	8.5	5' 6"
Coach	P. A. Cayzer		
Emergency	J. H. Nickson	13.5	6' 2"

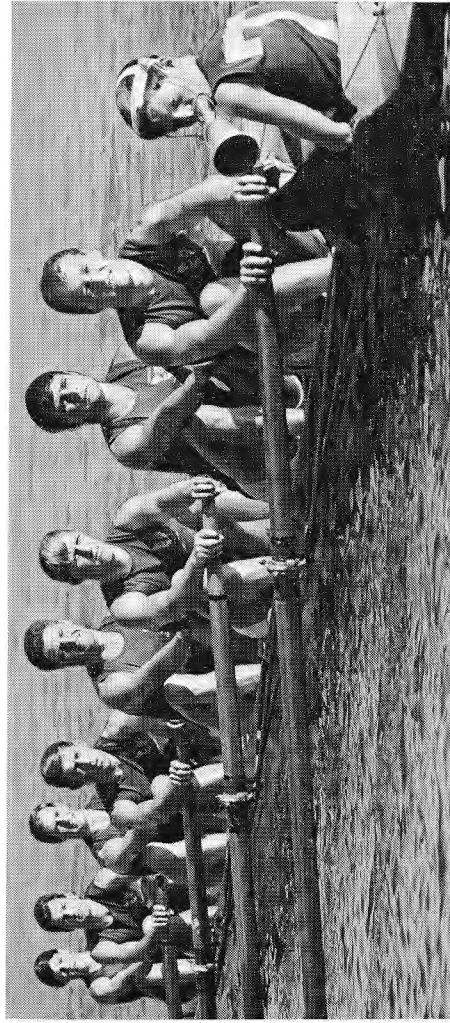


TASMANIA

Station No. 3. Heat 2

Colours: Myrtle Green—Map of Tasmania in Primrose, with Crossed Oars in Rose.

Seat	Name	Weight	Height
Bow	G. L. Mason	12.4	6' 1"
2	R. W. Manton	12.4	6' 1"
3	T. I. McKay	12.10	6' 1"
4	J. M. Taplin	14.1	6' 1"
5	S. E. Hawkins	14.3	6' 2"
6	R. J. Drummond	13.3	5' 11"
7	L. R. Gould	12.9	5' 10 $\frac{1}{2}$ "
Stroke	C. J. King	13.3	5' 11"
Cox	G. D. Archer	7.12	
Coach	Dr. B. Palmer		
Emergencies	R. B. Browne	12.4	6' 1"
	D. Townsend	12.8	6' 0"



AUSTRALIAN EIGHT-OARED CHAMPIONSHIP



WESTERN AUSTRALIA

Station No. 1. Heat 1

Colours: Gold, Black Piping, Black Swan on Chest.

Seat	Name	Weight	Height
Bow	C. J. Poynton	12.9	6' 1"
2	R. A. Fitzhardinge	13.0	6' 1"
3	P. N. Le Souef	13.1	6' 0"
4	P. Healey	13.4	5' 10"
5	A. Gray	14.10	6' 2"
6	D. F. Lewis	13.8	6' 0"
7	S. J. Omodei	13.10	6' 1"
Stroke	J. L. H. Formby	13.7	6' 1"
Cox	T. S. Cook	8.0	
Coach	R. T. Gard		
Emer. (1)	M. McHenry	13.4	6' 1"
	M. Harrison	12.4	6' 0"



VICTORIA

Station No. 1. Heat 2

Colours: Navy Blue, White "V" on Left Breast.

Seat	Name	Weight	Height
Bow	J. Shanasy	13.11	6' 4"
2	D. B. Ramage	12.9	5' 11"
3	P. M. Guest	13.12	6' 3"
4	K. P. Jelbart	14.0	6' 3"
5	J. R. Harry	14.9	6' 2"
6	D. G. Douglas	14.4	6' 6"
7	S. M. Gillow	12.10	6' 2"
Stroke	G. H. Boykett	13.4	6' 2"
Cox	G. A. Godkin	7.12	
Coach	D. H. Boykett		
Emergencies	D. B. Bishop	13.00	6' 0"
	W. R. Liley	13.00	6' 2"

SCHEDULE OF THE WEEK

FUNCTION	DATE	TIME	VENUE & REMARKS
Arrival of Crews	April 14th-19th	12.30 p.m.	Bundaberg Rowing Club
Welcome Smorgasbord Luncheon	20th	2.30 p.m.	Launches leave Bundaberg Power Boat Pontoon adjacent to Rowing Club
Inspection of the Course	"		
Old Oarsmen's Barbecue	22nd	10.00 a.m.	Bus leaves Bundaberg Rowing Club
AARC Officials Examination	23rd	10.00 a.m.	Bundaberg Rowing Club
Meeting of State Treasurers	"	10.00 a.m.	Carioca Room, Metropolitan Hotel
Burnett District Tour	24th	9 a.m.-3 p.m.	Bus leaves Bundaberg Rowing Club
Civic Reception and Briefing	"	7.30 p.m.	Civic Centre, Bourbong Street
Weighing-in of Coxwains and Light-weight Oarsmen	"	2.00 p.m.	Bundaberg Rowing Club
Annual General Meeting of Australian Amateur Rowing Council	"	10.00 a.m.	Bundaberg City Council Chambers, Civic Centre, Bourbong Street
President's Luncheon	"	12.30-2 p.m.	Royal Hotel, Bourbong Street
Federation of Old Oarsmen's Meeting	25th	2.30 p.m.	Bundaberg Rowing Club
Heats & Repechages of King's Cup, President's Cup and Penrith Cup		see P. 1	Competition Course, Burnett River
Finals King's Cup, President's Cup, Penrith Cup	25th	see P. 1	" " " "
*Jubilee King's Cup Cabaret	26th	7.30 p.m.	Civic Centre, Bourbong Street
Presentation of Trophies by His Excellency The Honourable Sir William Mack, K.B.E., Administrator of Queensland	"		
*Jubilee King's Cup Picnic	27th	8.00 p.m.	The Jubilee King's Cup Cabaret
Departure of Crews	"	10.30 a.m. p.m.	The Bundaberg Gun Club, Hinkler Airport From Hinkler Airport

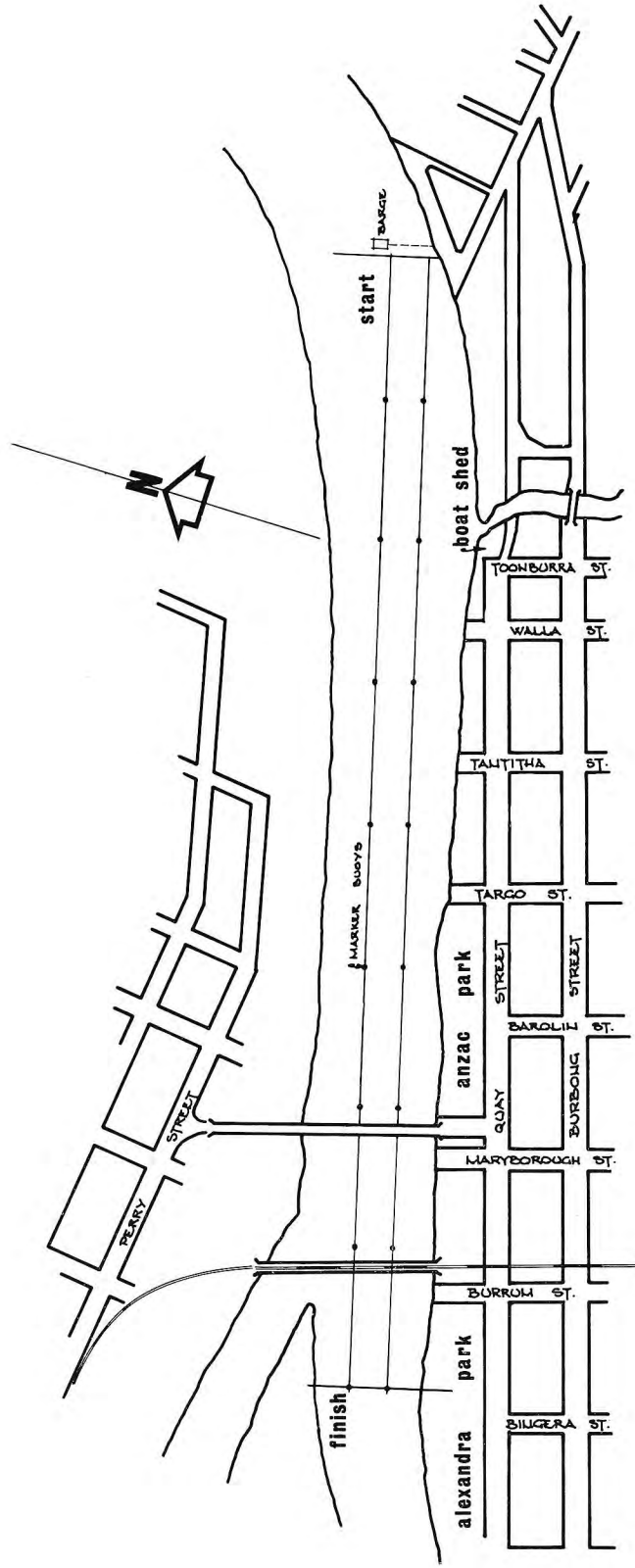
* Admission by Ticket only. Cabaret \$3.00. Picnic \$3.00.

Competitors and invited guests FREE to both functions.

DIRECTORY

Name	Address	Phone	Name	Address	Phone
A.A.R.C.			Merv. King	Princess Street	2603
G. R. Howard Gill	Royal Hotel, 155 Bourbong Street	2201	Aust. Sportsman's Assn., Bundaberg Branch		
Sir Harry Alderson	Park Lane Motel, 247 Bourbong Street	2341	Sec. Ray Reynolds		98-300
A. L. Southcott	Federal Hotel, 221 Bourbong Street	3097	N.S.W. Old Oarsmen's Assn.		
D. H. Clark	Queens Hotel, 84 Bourbong Street	3263	Doug Knudsen	Bargara	92-239
N. C. Cairnes	Park Lane Motel, 247 Bourbong Street	2341	George Moore	52 Hunter Street	4658
R. C. Hemery	The W. A. Moody Residence, 2 Gavin St.	3437	Q.L.D.		
R. G. Blundstone	Park Lane Motel, 247 Bourbong Street	2341	Allan McLennan	Bundaberg Rowing Club	4055
BUNDABERG ORGANISING COMMITTEE			SOUTH AUSTRALIA		
Ald. G. G. Boreham	Mulgrave Street	3250	R. Gorman	c/- Ansett Airlines	2644
Neville A. J. Cullen	34 High Street	2814	L. Phillips	c/- Bank of N.S.W.	2524
R. B. Brown	38 Branyan Street	5553	Bundaberg Jaycees		
T. B. Barton	Bourbong Street	3689	Sec. L. Dutton	Braschz Street	
Ivan Lloyd-Jones	21 Tottien Street	3452	TAS.		
Ald. R. E. Clemence	31 Burnett Street	4150	Reid McCracken	Residence: 122 Barolin Street	3076
Clem Grimwood	177 Walker Street	4632	Office		2787
Q.A.R.C.			Wally Pollock	50 Beatrice Street	3907
R. B. Scott	Park Lane Motel, 247 Bourbong Street	2341	Bundaberg Sailing Club		
R. P. Mahony	Park Lane Motel, 247 Bourbong Street	2341	Sec. A. H. Chancellor	Bingera	
S. Hinchy	21 McNeilly Street		VIC.		
CREWS & MANAGERS			D. Pearson	70 Simms Road	4421
N.S.W.			A. J. Vuiehoud	158 Bargara Road	3978
Q.L.D.	Grand Hotel, Bourbong Street	2441	East Bundaberg Rotary Club		
S.A.	Lyelta Private Hotel, 8 Maryborough Street	3344	Sec. H. M. Harvey	33 Svensson Street	4758
T.A.C.	Federal Hotel, 221 Bourbong Street	3097	Vic. Old Oarsmen's Assn.		
VIC.	Queens Hotel, 84 Bourbong Street	3263	F. J. McNamara	33 Wainwright Street	5093
W.A.	Hotel Bundaberg, Quay Street	3288	W.A.		
	The C. Moody Residence, 2 Gavin Street	3437	Guy Day-Lewis	24 Coomber Street	5455
SUPPORTERS & VISITORS			Bundaberg Lions Club	Sec.	
N.S.W.	Imperial Hotel, 18 Targo Street	3159	Bundaberg Quota Club	Sec.	
	Gympie Hotel, Targo Street	4057	Visiting Ladies:		
	Commercial Hotel, 136 Bourbong Street	3843			
	Motelodge, Takalvan Street	2365	SERVICES		
	Bargara Hotel-Motel	92-232	Honorary Doctor—		
	Palms Motel, Bargara	92-300	Dr. J. L. Scott	200 Bourbong Street	2765
	Tattersalls Hotel, 47 Walla Street	3214	Residence: 312 Bourbong Street		3238
	Mattilda Motel, 209 Bourbong Street	4717	Boat Builder & Repair—		
	Park Lane Motel, 247 Bourbong Street	2341	R. H. Legg	63 Grange Street	4592
	Palms Motel, Bargara	92-300	Masseur—		
VIC.			D. H. Wildin	46 Hurst Street	3435
LIAISON OFFICERS & HOST CLUBS			Bundaberg Rowing Club	Boathouse	4055
N.S.W.					
Ross Moody	Residence: 14 Maynard Street	2859			
	Office	2581			

CHART OF COURSE



KING'S CUP COURSE

BUNDABERG

1:1,000

RECORD OF AMATEUR SCULLING CHAMPIONSHIP OF AUSTRALIA

Time:
M. S.

1892	M. J. Slack (Qld.)
1895	E. Powell (Vic.)
1896	M. J. Slack (Qld.)
1897	E. Powell (W.A.)
1898	A. Dennis (Qld.)
1899	J. J. Daley (N.S.W.)
1900	M. J. Slack (Qld.)
1901	J. J. Daley (N.S.W.)
1902	J. J. Daley (N.S.W.)
1903	T. H. Bourke (Tas.)
1904	T. H. Bourke (Tas.)
1905	T. H. Bourke (Tas.)
1906	P. C. Ivens (Vic.)
1907	P. C. Ivens (Vic.)
*1908	H. Brasch (Vic.)
1909	J. R. Towns (N.S.W.)
1910	C. L. McVilly (Tas.)
1911	C. L. McVilly (Tas.)
1912	G. Green (N.S.W.)
1913	F. Coverdale (Tas.)
1914	C. L. McVilly (Tas.)

Time:
M. S.

1920	A. A. Baynes (Qld.)
1921	G. A. Westbrook (Tas.)
1922	A. G. Bull (N.S.W.)
1923	A. G. Bull (N.S.W.)
1924	J. Barton (Vic.)
1925	A. Cambridge (Vic.)
1926	A. A. Baynes (Qld.)
1927	R. Pearce (N.S.W.)
1928	R. Pearce (N.S.W.)
1929	R. Pearce (N.S.W.)
1930	J. R. Scott (N.S.W.)
1931	No Race Held
1932	H. Turner (N.S.W.)
1933	H. Turner (N.S.W.)
1934	H. Turner (N.S.W.)
1935	H. Turner (N.S.W.)
1936	C. A. Pearce (N.S.W.)
1937	C. A. Pearce (N.S.W.)
1938	C. A. Pearce (N.S.W.)
1939	C. A. Pearce (N.S.W.)
1946	M. T. Wood (N.S.W.)

Time:
M. S.

†1947	M. T. Wood (N.S.W.)
1948	M. T. Wood (N.S.W.)
1949	M. T. Wood (N.S.W.)
1950	M. T. Wood (N.S.W.)
1951	M. T. Wood (N.S.W.)
1952	M. T. Wood (N.S.W.)
1953	P. M. Evatt (N.S.W.)
1954	G. Hubbard (W.A.)
1955	M. T. Wood (N.S.W.)
1956	S. A. Mackenzie (N.S.W.)
1957	S. A. Mackenzie (N.S.W.)
1958	S. Roll (N.S.W.)
1959	W. Hatfield (N.S.W.)
1960	I. Tutty (N.S.W.)
1961	R. Ninham (W.A.)
1962	I. Tutty (N.S.W.)
1963	G. Squires (Tas.)
1964	P. Edwards (Vic.)
1965	G. Pearce (N.S.W.)
1966	J. Sykes (Vic.)
1967	R. Shirlaw (N.S.W.)
1968	G. Kert (Qld.)

Time:
M. S.

1958	VICTORIA	7 12.8
1959	W. AUSTRALIA	7 1.5
1960	W. AUSTRALIA	6 27
1961	N.S.W.	6 40

Time:
M. S.

1962	VICTORIA	7 5
1963	N.S.W.	7 18
1964	VICTORIA	7 13.2

Time:
M. S.

1965	N.S.W.	7 34.1
1966	VICTORIA	6 51.2
1967	N.S.W.	6 51.8
1968	N.S.W.	6 44.2

*E. Jack passed Winning Post first but was disqualified as he failed to comply with amateur definition.

†Distance 2 miles. 1956 and from 1960 race over 2,000 metres.

RECORD OF LIGHTWEIGHT FOUR-OARED CHAMPIONSHIP OF AUSTRALIA

RECORD OF EIGHT-OARED CHAMPIONSHIP OF AUSTRALIA

Year	Won by	Rowed at	Time:		Year	Won by	Rowed at	Time:		Year	Won by	Rowed at	Time:	
			M.	S.				M.	S.				M.	S.
1878	VICTORIA	Melbourne	—	—	1904	VICTORIA	Brisbane	17	17	1936	N.S.W.	Perth	16	22
1879	N.S.W.	Sydney	20	6	1905	VICTORIA	Sydney	16	25	1937	S. AUSTRALIA	M. Bridge (S.A.)	15	22
1880	VICTORIA	Melbourne	26	45	1906	TASMANIA	Perth	15	57	1938	W. AUSTRALIA	Melbourne	14	13
1881	VICTORIA	Sydney	18	12	1907	VICTORIA	Adelaide	17	4	1939	QUEENSLAND	Brisbane	14	30
1882	N.S.W.	Melbourne	20	47	1908	N.S.W.	Melbourne	14	24	1946	VICTORIA	Penrith (N.S.W.)	17	6
1883	VICTORIA	Sydney	18	10	1909	TASMANIA	Brisbane	16	2	1947	VICTORIA	Perth	11	33
1884	VICTORIA	Melbourne	24	5	1910	N.S.W.	Hobart	15	27	1948	N.S.W.	Hobart	14	50
1885	N.S.W.	Sydney	19	28	1911	N.S.W.	Sydney	17	24	1949	N.S.W.	M. Bridge (S.A.)	18	47
1886	VICTORIA	Melbourne	18	42	1912	VICTORIA	Perth	15	33	1950	N.S.W.	Melbourne	12	40
1887	VICTORIA	Sydney	17	12	1913	S. AUSTRALIA	Adelaide	17	1	1951	N.S.W.	Brisbane	19	34
1888	VICTORIA	Melbourne	17	46	1914	TASMANIA	Melbourne	13	33	1952	VICTORIA	Penrith (N.S.W.)	15	30
1888	VICTORIA	Sydney	16	57	1920	S. AUSTRALIA	Brisbane	15	5	1953	VICTORIA	Perth	16	20
1889	VICTORIA	Melbourne	17	30	1921	W. AUSTRALIA	Launceston	14	37	1954	VICTORIA	Hobart	14	14
1890	VICTORIA	Sydney	18	45	1922	S. AUSTRALIA	Sydney	16	19	1955	W. AUSTRALIA	Adelaide	15	40
1891	QUEENSLAND	Melbourne	18	45	1923	S. AUSTRALIA	Perth	17	31	1956	VICTORIA	Ballarat	6	51
1892	VICTORIA	Brisbane	15	5	1924	QUEENSLAND	Adelaide	18	11	1957	VICTORIA	Brisbane	14	15
1893	N.S.W.	Sydney	19	23	1925	W. AUSTRALIA	Melbourne	17	0	1958	VICTORIA	Penrith (N.S.W.)	15	50
1894	VICTORIA	Melbourne	16	24	1926	TASMANIA	Brisbane	15	43	1959	N.S.W.	Perth	15	34
1895	VICTORIA	Brisbane	16	16	1927	W. AUSTRALIA	Hobart	16	6	1960	W. AUSTRALIA	Launceston	5	45
1896	VICTORIA	Sydney	17	17	1928	W. AUSTRALIA	Sydney	16	50	1961	VICTORIA	Adelaide	5	52
1897	VICTORIA	Melbourne	17	10	1929	N.S.W.	Perth	16	43	1962	VICTORIA	Ballarat	6	8
1898	VICTORIA	Brisbane	16	1	1930	VICTORIA	Mannum (S.A.)	16	47	1963	VICTORIA	Brisbane	5	59
1899	VICTORIA	Melbourne	14	52	1931	Race Not Held				1964	VICTORIA	Penrith (N.S.W.)	6	8
1900	VICTORIA	Brisbane	15	50	1932	VICTORIA	Melbourne	15	19	1965	N.S.W.	Perth	6	10
1901	VICTORIA	Sydney	17	14	1933	N.S.W.	Brisbane	14	30	1966	VICTORIA	Franklin (Tas.)	5.54.6	
1902	VICTORIA	Adelaide	17	7	1934	N.S.W.	Hobart	19	38	1967	N.S.W.	M. Bridge (S.A.)	6.02.9	
1903	VICTORIA	Melbourne	14	27	1935	N.S.W.	Penrith (N.S.W.)	16	20	1968	N.S.W.	Penrith (N.S.W.)	5.46.9	

(i) NO RACES—WORLD WAR I, 1915-1919 AND WORLD WAR II, 1940-1945.

(ii) 1956 AND FROM 1960 RACE OVER 2,000 METRES.

ACKNOWLEDGEMENTS

MESSRS. W. D. & H. O. WILLS

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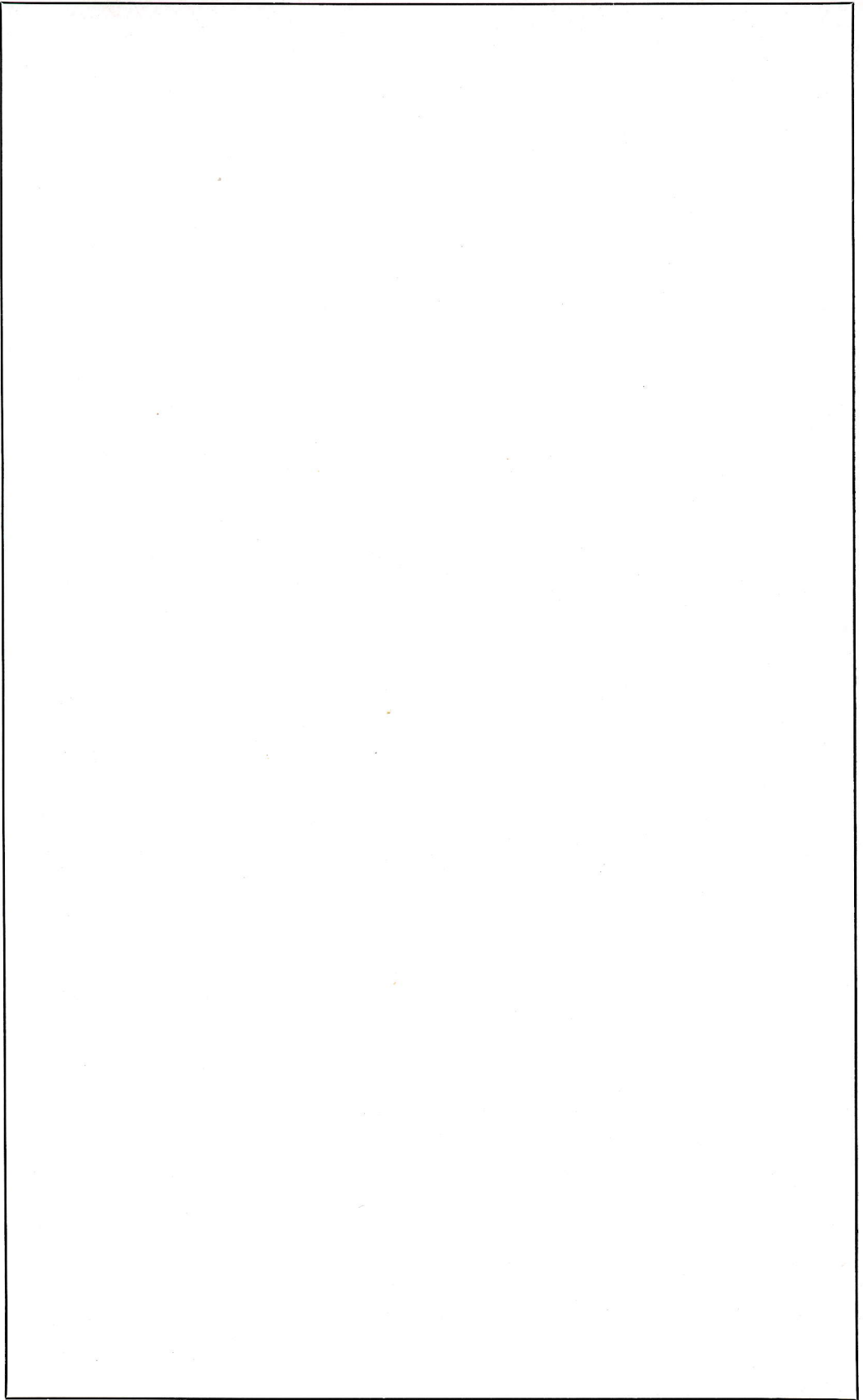
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