



LAKE WENDOUREE BALLARAT
10 - 14 APRIL 1985

1985 KING'S CUP
AND NATIONAL REGATTA



Pilkington ACI



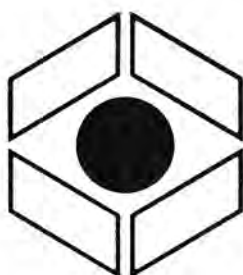
LAKE WENDOUREE, BALLARAT



AERIAL VIEW OF COURSE

Australian Interstate and National Championships

presented by the Victorian Rowing Association
under the rules of the Australian Rowing Council



Sponsored by

Pilkington ACI

THE CHAMPIONSHIPS
ARE A PART OF VICTORIA'S 150th ANNIVERSARY



VICTORIA 150
GROWING TOGETHER 1984-5

LAKE WENDOUREE, BALLARAT

The cover for this souvenir programme was designed by Melbourne graphic artists Condon Payne Terry Pty Ltd, from a briefing supplied by Pilkington ACI and the Victorian Rowing Association.

The design features our successful Olympic crews, our major sponsors and the States of Australia in a three colour graphic treatment.

1984 - 85

AUSTRALIAN ROWING COUNCIL

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Mr. R. N. McKay (Victoria).

Mr. J. Pritchard (Queensland).

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Mrs. D. Rycroft.

Mr. W. J. Waterfield.

ORGANISING COMMITTEE

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General Secretary: Mr. W. J. Waterfield.

Course Manager: Mr. E. Waller.

Regatta Secretary: Mr. J. W. Bradshaw.

Committee: Mr. G. Angow, Mr. J. Barnett, Mr. K. M. Bourke, Mr. R. B. Duncan, Mrs. B. Gillett, Mr. J. L. Hardie (Treasurer), Mr. R. P. Lachal, Mr. J. R. Morcom, Mr. R. O. Murphy, Mr. R. N. McKay, Mrs. D. Rycroft (Assistant Regatta Secretary), Mr. J. St. Vincent Welch, Miss M. Saville, Mr. E. C. White, Mr. R. C. Widgery, Mr. R. B. Wilson.

RACING OFFICIALS

New South Wales: Mr. J. B. Burford, Mr. P. A. Cayzer, Mr. D. G. Croot, Mr. B. H. Durston, Mr. D. A. Roberts.

Queensland: Mr. J. M. Dowrie, Dr. J. Drewe, Dr. S. Hinchy, Mr. C. J. Hutchinson, Mr. J. F. Pritchard.

South Australia: Mr. B. S. Draper, Mr. M. F. Evans, Mr. R. S. Lawrence, Mr. S. A. Rose, Mr. D. R. Swan.

Tasmania: Mr. P. M. McGuffie.

Western Australia: Mr. W. S. Cooper, Mr. C. H. James, Mr. B. W. Woolfitt.

Victoria: Mr. R. B. Duncan, Mr. J. L. Hardie, Mr. P. J. Harding, Mr. J. R. Harvey, Ms. R. Klinge, Mr. C. W. Mahony, Mr. W. T. Morrison, Mr. R. O. Murphy, Mr. R. N. McKay, Mr. R. P. Podbury, Mr. R. H. Richardson, Mr. J. St. Vincent Welch, Mr. E. C. White.

PRESIDENT'S MESSAGE

From:
The Honourable Mr. Justice H. R. Frederico,
President,
Victorian Rowing Association.

The Victorian Rowing Association is proud to host the 1985 Interstate and National Regatta in our State's 150th year. We welcome the assistance of the Victorian Government in presenting what we hope will be a memorable experience for participants, officials and spectators alike.

Those who have been involved in a major rowing event appreciate the enormous effort required from a considerable number of people to make things happen as and when they should. I take this opportunity to thank the members of the Organising Committee for all their work over the past twelve months.

Lake Wendouree holds a unique and traditional place in our sport as the venue for both National and Olympic regattas, and this is due in no small part to the assistance and co-operation received over the years from the City of Ballarat.

This year the Mayor of Ballarat, Cr. Bruce McKnight, has also assisted us to establish what may become a new tradition by hosting an Official Opening Ceremony for the Regatta.

Another innovation which typifies the close involvement between Victorian Rowing and the people of Ballarat is the first major exhibition of rowing memorabilia at the Gold Museum, Sovereign Hill, Ballarat.

Our thanks go, too, to the major sponsor of the Regatta, Pilkington ACI Ltd., and to those who have been prepared to provide supporting sponsorship.

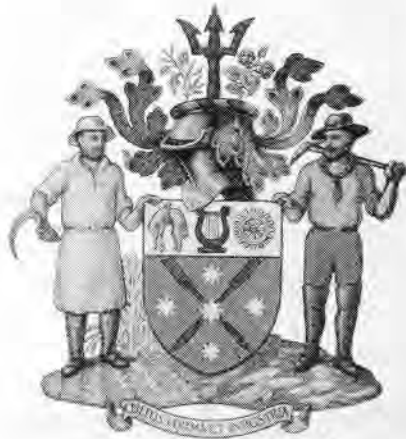
The involvement of Pilkington ACI with the sport of rowing has been both close and welcome. When Pilkington ACI became sponsor of the Victorian Rowing Association last year, we gained a great deal more than a simple financial arrangement. We have been able to call on a variety of other resources most notably the Company's management skills. When Pilkington ACI extended its sponsorship of rowing in Victoria for a further year and also became the major sponsor for this Regatta, we were delighted to welcome several of their senior executives as active members of our organising team.

Sponsorship raises challenges for what still remains a basically amateur sport. Sponsors deserve value for their money. That imposes on all of us, organisers, officials and competitors, not only a need to retain our amateur philosophy but also to reward our sponsors by striving for the highest levels of professional attainment. We have been given the opportunity to achieve levels of performance and presentation which match international rowing standards, in the face of competition from many other sporting and leisure activities for the resources which have made this opportunity possible.

The achievements of our World and Olympic rowing teams in 1984 and the support of our sponsors is encouraging to all of us. But my welcoming message to officials, participants and regatta-workers is to enjoy Ballarat in 1985 and also to do everything you can to make the experience that much more rewarding by making one extra little contribution of friendship, hospitality, interest or effort.



WELCOME TO BALLAARAT



From the Mayor of the City of Ballarat,
Cr. D. B. McKnight.

I extend a warm welcome to all visitors to our City — some from overseas, many interstate, as thousands of visitors and competitors have gathered in Ballarat for Australia's Premier Rowing event.

I trust you will all enjoy the competition, the hospitality, and the many interesting aspects of our City whilst you are with us.

Lake Wendouree, where the events are being staged, hosted the Olympic Rowing competition in 1956 and the King's Cup Championships on five previous occasions.

The Founders of the City in the 1850's and subsequent administrators since then have developed the Gardens and Lake Wendouree to the standard which you see today — where a variety of aquatic sports are catered for — where it provides an oasis for residents — and where it provides a home for a wide spectrum of fauna.

Our City will afford you a look into the past by taking you back to the turbulent 1850's at the Living Museum at Sovereign Hill, and take your breath away at the Gold Museum, also the finest Regional Art Gallery in Australia is here in Ballarat. An array of excellent restaurants should please and compliment your stay in Ballarat.

We are pleased to host this important competition, and congratulate the organisers and officials for their work and effort.

I trust the competition will be good — that the effort made by all the competitors to reach the standard required will be rewarded.

Again I extend a welcome to you all, and hope your visit to Ballarat is successful.

A handwritten signature in cursive script, likely belonging to D. B. McKnight, the Mayor of Ballarat mentioned in the text.

THEY HELPED IT TO HAPPEN

The 1985 National Rowing Championships and the King's Cup Regatta has been made possible through the support of a number of vitally important people — our sponsors.

Few if any sporting events can be staged to meet today's exacting standards without external financial support — sponsorship. Sponsors are becoming increasingly sophisticated in setting their sponsorship objectives which may relate to corporate or product publicity.

Pilkington ACI is the major sponsor for this Regatta and has also been the major sponsor of rowing in Victoria for the last two seasons.

They set Victorian rowing a realistic objective in the last Olympic year which was to get six Victorians into the Olympic squad. We repaid that objective in medals!

This year our challenge from Pilkington ACI is to run the best ever National Championships, a challenge we believe can be achieved with the active support and effort of officials and competitors in the Regatta.

Effort and teamwork are key words for Pilkington ACI. As Australia's only manufacturer of flat glass and window glass and the country's biggest processor of safety glass for the automotive, building and domestic appliance markets, Pilkington ACI faces tough competition from imports. Their competitors use similar glass making technology but generally have cheaper labour rates, different working conditions and domestic markets protected by extreme tariff barriers.

Pilkington ACI's attitude to winning business is summarised by Managing Director John Paterson as "achieving the best possible quality and service through effort and teamwork".

The Company has used its rowing sponsorship to promote this message and judging by the number of Pilkington ACI employees who will be at Lake Wendouree for the King's Cup, this has led to a special relationship between rowing and glass making.

The Victorian Rowing Association is proud to have the Victorian Government as one of its major supporting sponsors and for the Regatta to be recognised as one of the State's 150th Birthday events.

Other key supporting sponsors are the City of Ballarat, Esso Australia Ltd., Carlton & United Breweries Ltd. and Telecom Australia.

Rowing in Victoria has been synonymous with Ballarat and with Lake Wendouree for many years. We are especially conscious of the City's contribution to this year's Regatta most particularly because of the work done by the City Engineer, Robin Nuttall, his Deputy, Bob Neunhoffer, and their staff in the designing and constructing the starting platforms and assisting in other course features and amenities.

Telecom has put considerable time, effort and materials into the communications systems for the Regatta. Esso continue their active support of young Australian sportspeople through a welcome association with youth rowing. C.U.B. have an extremely long association with rowing in Victoria and we warmly welcome their continuing support.

Many others merit our thanks. John Nash Transport have helped to move equipment from New South Wales to Ballarat; A.P.P.M. generously donated the paper for this programme; the staff and trainees at the Langi Kal Kal Youth Training Centre built the starter's tower in their workshop and have provided boat holders throughout the rowing; Suzuki, through its agent E. E. Day & Sons, has generously provided officials' launches and Windsor Caravans, facilities in the official entertainment area. Aussie T-Shirts, a division of A. B. Silk Screen, Pty. Ltd., have supplied our souvenir and official t-shirts.

Ballarat media have been most active supporters of the Regatta and we thank 3BA, BTV6, The Ballarat Courier and The Ballarat News for letting local people know about our activities.

A particular mention must also be made of the exhibition of rowing memorabilia at the Gold Museum, Sovereign Hill, and we are particularly grateful to the Museum's Curator, John Reid, for his enthusiasm and effort.

Finally, we also thank the ABC for the way in which their television producers and crew have worked with us to take the Regatta to a broader national audience.

The Early History of Rowing in Ballarat

Resident in Ballarat, Robert McLaren an English sculler, travelled to Melbourne to compete against Mr. Prescott of Richmond Rowing Club in 1861, and consequent upon his success, on return to Ballarat he called together his friends to determine the possibility of introducing rowing to the district. The Inaugural meeting of the Ballarat Rowing Club, or Regatta Club as it was first known, was held on Wednesday, 20th November, 1861, and the records show that a large number of persons attended.

Lake Burrumbeet, some 13 miles west of Ballarat on the Western Highway became the venue for the first regatta held on Friday, 31st January, 1862, using boats borrowed from J. Edwards, the boat builder of Melbourne. Races were conducted over a distance of two miles, the competitors being required to row twice over a one mile course. A holiday was declared for the event, and in fine weather the numerous spectators using every available vehicle and horse to transport them to Burrumbeet, cheered crews as they rowed one mile out from the start, around a buoy and back to the starting line. So successful was the venture that a follow up regatta was conducted at the same venue on Friday, 16th February, 1863, and again a holiday was declared. It is regrettable to note that the success of the first regatta did not follow through to the second.

A sudden wind squall during training prior to the second regatta at Burrumbeet and a resultant drowning created a dislike for the venue, and on the 9th November, 1863, the third district regatta held at Lake Learmonth attracted competitors from Melbourne for the first time.

Action to make use of Lake Wendouree, or the "Wendouree Swamp" as it was then known, as a rowing venue followed the Learmonth regatta, and despite preliminary opposition from the Water Commission which controlled it, by the end of 1864 at a cost of £33 a channel suitable for rowing had been cut through the "Swamp" reeds, and the boats acquired during the prior three years were brought in from Burrumbeet. Construction of the first clubhouse took place during the same year.

From this small beginning we now proudly present the Australian Interstate Rowing Championships on the Lake Wendouree Olympic course for the sixth time.



CASSIE WOOLLY McRITCHIE — 1877-1973

Winner of first women's interstate sculling race in 1901 at the Federation Regatta on Albert Park Lake where she founded Australia's first women's rowing club several years later.



WINNERS INTERCOLONIAL EIGHT, 1894

Back: G. E. Upward (Coach), A. B. Sloan (Civil Service), J. Maher (Wendouree), C. Horsburgh (Yarra).
Centre: J. Chamley (Yarra), C. Donald (Wendouree).
Front: E. Powell (Albert Park), J. Horsburgh (Coxswain), J. Donald (Stroke, Wendouree), H. Lingdren (Mercantile).

History of the Interstate and National Rowing Championships of Australia

Interstate rowing competition in Australia originated in four-oared gigs, the first recorded race being held in 1863 on the Paramatta River in New South Wales over a distance of three miles. New South Wales and Victoria were the competing States, the first named being the winner in a time of 19 minutes 25 seconds. A number of contests followed in this class of boat between crews from New South Wales, Victoria and Tasmania, often with more than one Club crew from each State taking part in the competition.

Rowed in Melbourne over a distance of four miles in 1878, the first Interstate eight-oared race contested between New South Wales and Victoria was won by Victoria, and continued as an annual event between them until 1885 when Queensland and Tasmania joined the competition followed by Western Australia and South Australia in 1897 and 1899 respectively. The records show that up until 1890, New South Wales and Victoria were the principal contestants with New South Wales recording its first victory at the second meeting in 1879. Following their re-entry to the competition in 1890, Queensland recorded its first win in 1891, followed by Tasmania in 1906, South Australia in 1913 and Western Australia in 1921 at Launceston.

The first men's Interstate Single Sculling Championship won by M. J. Slack representing Queensland was rowed at Brisbane in 1892 in conjunction with the already well established eight-oared race, and since 1895 has been an annual event on the Interstate rowing calendar.

Interstate Challenge races for women commenced in 1912 when a Brisbane Ladies' Rowing Club four representing Queensland defeated the Albert Park Ladies in Melbourne. A return visit by the Victorian representatives in the following year resulted in a second Queensland victory on the Brisbane River by a mere two feet.

Competition between the States ceased during the First World War, 1915 to 1919, and resumption on 15th May, 1920, on the Hamilton Beach course of the Brisbane River introduced to the Interstate competition our two most prestigious perpetual rowing trophies, namely, the King's Cup for the men's eight-oared Championship and the United Licenced Victuallers Association of Queensland trophy for the women's four. The history of both of these trophies along with the other more recent perpetual trophies now presented annually to the successful Interstate Championship crews is contained later in this programme.

The central control of rowing in Australia became necessary to arrange and co-ordinate Australian International competition and assume responsibility for the now well established annual Interstate Championships, and following the Interstate regatta at Brisbane on 15th May, 1920, the Australian Women's Amateur Rowing Council was formed. The 1st May, 1925, heralded the formation of the Australian Amateur Rowing Council, and thereafter the two Councils conducted their affairs independently until 1976 when the amalgamation of both into the now renamed Australian Rowing Council secured a continuity of control and standardisation of regulations, the benefits of which will ensure the future growth and success of the sport, both here and overseas.

The Second World War again interrupted the Interstate Rowing Championships, there being no men's competition between the years 1940 and 1945, and a curtailment of women's races between 1942 and 1948. On resumption, the need for Australian representation at International meetings became more evident, and the addition of test races in other classes of boats became a regular feature at the Interstate title regattas.

The introduction of additional events to Interstate Championship status has provided annual competition for other classes of oarspersons, and we commend the foresight of the Rowing Councils in legislating for the inclusion of the Men's Lightweight Four in 1958, the Women's Single Scull in 1963, the Women's Lightweight Four in 1968 and, finally, in 1974 the Men's Youth Eight. The addition of Championships for Pairs and Double Sculls in 1953 failed due to lack of interest, and in 1955 these events were withdrawn.

In 1962 the Council made provision for the National Regatta to be conducted bi-annually over 2,000 metres to provide small boat competition regularly, thereby facilitating the selection of Australian representative crews for International competition, and substantially reducing the need for test races. The first Regatta programme comprised National Championship events for four with cox, four without cox, pair with cox, pair without cox, double scull, lightweight eight, lightweight pair with cox and lightweight single scull. The development of the regatta witnessed the inclusion of additional classes of oarsmen along with schoolboy representatives, and since 1974 has been held annually in conjunction with the Interstate Championships. Resulting from the amalgamation of the National Councils in 1976, the combined National and Interstate Championship regatta now comprises a full programme for both men's and women's rowing and sculling races in all classifications.

This is the twenty-fourth occasion on which Victoria has been the host State for the Interstate Championships, and the sixth consecutive time on which Ballarat has been the host City for the event.

History of the King's Cup

First won in 1919 at the Henley-on-Thames Regatta held on 2nd to 4th July of that year, this handsome trophy, a substitution for the Grand Challenge Cup race of that year, was presented by His Majesty King George V to the successful A.I.F. No. 1 crew which, along with seven others, contested the eight-oared race for competition between crews from the armies of the Allies in the 1914-1918 War.

The successful crew comprising Sgt. A. A. Robb, Derwent Rowing Club (Tas.), 11st. 10lb., bow; Lieut. F. A. House, Derwent Rowing Club (Tas.), 11st. 12lb., 2; Lieut. T. McGill, Leichhardt Rowing Club (N.S.W.), 12st. 10lb., 3; Gunner A. V. Scott, Murray Bridge Rowing Club (S.A.), 13st., 4; Lieut. H. Hauenstein, M. M., Leichhardt and Balmain Rowing Clubs (N.S.W.), 13st. 9lb., 5; Major S. A. Middleton, D.S.O., Glebe and Sydney Rowing Clubs (N.S.W.), 13st. 6lb., 6; Gunner G. W. Nettam, West Australian Rowing Club (W.A.), 11st. 12 lb., 7; Captain H. C. Disher, Melbourne University Boat Club (Vic.), 11st. 11b., stroke; Sgt. A. E. Smedley, Sydney Rowing Club (N.S.W.), cox, defeated the A.I.F. No. 2 crew in the first heat, Cambridge University in the semi-final and Oxford University in the final by a margin of one length in a time of 7 minutes 7 seconds, the other competitors being Canada, France, New Zealand and United States.

The famous trophy was left in the custody of the Australian Military Authorities, and was later handed over to the Australian War Memorial Council and placed in the Australian War Museum. On 14th May, 1920, at a conference of delegates of the Australian Rowing Associations held in Brisbane, it was decided to ask the Australian War Memorial Council for the Cup as a perpetual trophy for the Australian eight-oared Championship. This request was refused, and on 12th October of the same year a further request was made by the Victorian Rowing Association for the Cup, with the suggestion that it be kept in the Australian War Museum of the State which won the race each year. This request was also refused.

The second refusal precipitated further action by the Victorian Rowing Association, and a petition to the King prepared by it dated 30th October, 1920, and signed by Captain H. C. Disher, was sent to His Majesty with the request that he make known his wishes with regard to the disposal of the trophy. A reply dated 13th May, 1921, received from the Secretary of State for the Colonies, Mr. Winston Churchill, stated that "His Majesty commands me to inform you that it is his wish that the Cup should be used as a permanent trophy and be competed for annually in the Interstate Eight-oared Race of Australia".

The trophy was, in fact, won twice; first by the Australian oarsmen in three strenuous races and then by the Australian Rowing Administrators in three equally strenuous contests with the Australian authorities who had taken possession of it.

Members of successful King's Cup crews have a history of Olympic and World Championship successes dating from 1952.



Record of the Interstate Championship Men's Heavyweight Eight with Cox

Year	Won by	Rowed at	Time	Year	Won by	Rowed at	Time
1878	Victoria	Melbourne	No time	1932	Victoria	Melbourne	15-19
1879	New South Wales	Sydney	20-06	1933	New South Wales	Brisbane	14-30
1880	Victoria	Melbourne	26-45	1934	New South Wales	Hobart	19-38
1881	Victoria	Sydney	18-12	1935	New South Wales	Penrith (N.S.W.)	16-20
1882	New South Wales	Melbourne	20-47	1936	New South Wales	Perth	16-22
1883	Victoria	Sydney	18-10	1937	South Australia	Murray Bridge (S.A.)	15-22
1884	Victoria	Melbourne	24.05	1938	Western Australia	Melbourne	14-13
1885	New South Wales	Sydney	19-28	1939	Queensland	Brisbane	14-30
1886	Victoria	Melbourne	18-42	1940 to 1945	No races held		
1887	Victoria	Sydney	17-12	1946	Victoria	Penrith (N.S.W.)	17-06
1888	Victoria	Melbourne	17-46	1947	Victoria	Perth	11-33
1888	Victoria	Sydney	16-57	1948	New South Wales	Hobart	14-50
1889	Victoria	Melbourne	17-30	1949	New South Wales	Murray Bridge (S.A.)	18.47
1890	Victoria	Sydney	18-45	1950	New South Wales	Melbourne	12.40
1891	Queensland	Melbourne	18-45	1951	New South Wales	Brisbane	19-34
1892	Victoria	Brisbane	15-05	1952	Victoria	Penrith (N.S.W.)	15-30
1893	New South Wales	Sydney	19-23	1953	Victoria	Perth	16-20
1894	Victoria	Melbourne	16-24	1954	Victoria	Hobart	14-14
1895	Victoria	Brisbane	16-16	1955	Western Australia	Adelaide	15-40
1896	Victoria	Sydney	17-17	1956	Victoria	Ballarat (V.)	6-51
1897	Victoria	Melbourne	17-10	1957	Victoria	Brisbane	14-15
1898	Victoria	Brisbane	16-01	1958	Victoria	Penrith (N.S.W.)	15-50
1899	Victoria	Melbourne	14-52	1959	New South Wales	Perth	15-34
1900	Victoria	Brisbane	15-50	1960	Western Australia	Launceston (T.)	5-45
1901	Victoria	Sydney	17-14	1961	Victoria	Adelaide	5-52
1902	Victoria	Adelaide	17-07	1962	Victoria	Ballarat (V.)	6-08
1903	Victoria	Melbourne	14-27	1963	Victoria	Brisbane	5-59
1904	Victoria	Brisbane	17-17	1964	Victoria	Penrith (N.S.W.)	6-08
1905	Victoria	Sydney	16-25	1965	New South Wales	Perth	6.10
1906	Tasmania	Perth	15-57	1966	Victoria	Franklin (T.)	5-54.6
1907	Victoria	Adelaide	17-04	1967	New South Wales	Murray Bridge (S.A.)	6-02.9
1908	New South Wales	Melbourne	14-24	1968	New South Wales	Penrith (N.S.W.)	5-46.9
1909	Tasmania	Brisbane	16-02	1969	Victoria	Bundaberg (Q.)	5-59.5
1910	New South Wales	Hobart	15-27	1970	Victoria	Ballarat (V.)	6-24.1
1911	New South Wales	Sydney	17-24	1971	Victoria	Perth	5-54.4
1912	Victoria	Perth	15-33	1972	New South Wales	Franklin (T.)	6-53.0
1913	South Australia	Adelaide	17-01	1973	Western Australia	Murray Bridge (S.A.)	6-40.0
1914	Tasmania	Melbourne	13-33	1974	New South Wales	Ballarat (V.)	6-20.0
1915 to 1919	No races held			1975	New South Wales	Petrie (Q.)	6-05.1
1920	South Australia	Brisbane	15-05	1976	New South Wales	Penrith (N.S.W.)	5-47.2
1921	Western Australia	Launceston (T)	14-37	1977	New South Wales	Perth	6-19.0
1922	South Australia	Sydney	16-19	1978	New South Wales	Franklin (T.)	6-05.0
1923	South Australia	Perth	17-31	1979	Victoria	Adelaide	6.03.0
1924	Queensland	Adelaide	18-11	1980	Victoria	Ballarat (V.)	6-04.87
1925	Western Australia	Melbourne	17-00	1981	South Australia	Hinze Dam (Q.)	5-43.6
1926	Tasmania	Brisbane	15-43	1982	South Australia	Penrith (N.S.W.)	5-45.3
1927	Western Australia	Hobart	16-06	1983	South Australia	Perth	5-38.1
1928	Western Australia	Sydney	16-50	1984	New South Wales	Lake Barrington (T.)	5-36.9
1929	New South Wales	Perth	16-43				
1930	Victoria	Mannum (S.A.)	16-47				
1931	No race held						

In 1956 and from 1960 onwards, the race has been rowed over a distance of 2,000 metres.

History of the U.L.V.A. Trophy

Presented by the United Licenced Victuallers Association of Queensland to the Australian Women's Amateur Rowing Council in 1920, and affectionately known to Australian oarswomen as "Bertha", this handsome sterling silver trophy crafted in London depicts Dorothy Arnold Ekins, the petite girl from Mannum, holding her oar and dressed in the rowing garb of her day. . . floppy hat, sailor top and billowing bloomers!!!

Dorothy, a lightweight by today's standards, along with three other members of her home Club and representing South Australia, won the first Women's Interstate Four-oared Championship from New South Wales and Queensland in a time of 4 minutes 55 seconds.



Record of the Interstate Championship Women's Heavyweight Four with Cox

Year	Won by	Rowed at	Time	Year	Won by	Rowed at	Time
1920	South Australia	Brisbane	4-55.2	1960	New South Wales	Brisbane	4-31.0
1921	South Australia	Tasmania	4-56.0	1961	New South Wales	Sydney	4-15.4
1922	Tasmania	Sydney	No time	1962	New South Wales	Melbourne	4-08.4
1923	South Australia	Perth	No time	1963	New South Wales	Brisbane	4-14.0
1924	South Australia	Adelaide	No time	1964	New South Wales	Sydney	4-08.0
1925	South Australia	Melbourne	No time	1965	New South Wales	Melbourne	3-26.0
1926	South Australia	Brisbane	No time	1966	New Zealand	Adelaide	3-44.0
1927	South Australia	Launceston (T.)	No time	1967	New South Wales	Sydney *	4-18.6
1928	New South Wales	Sydney	3-33.2	1968	New South Wales	Melbourne	3-50.6
1929	Victoria	Perth	No time	1969	Victoria	Adelaide	3-35.5
1930	New South Wales	Murray Bridge (S.A.)	2-59.0	1970	New South Wales	Brisbane	3-28.0
1931	New South Wales	Melbourne	2-42.5	1971	New South Wales	Penrith (N.S.W.)	4-10.2
1932	New South Wales	Brisbane	2-51.0	1972	Victoria	Canberra (A.C.T.)	3-56.1
1933	Victoria	Derwent River (T.)	3-35.0	1973	New South Wales	Geelong (V.)	3-58.8
1934	New South Wales	Sydney	3-10.0	1974	New South Wales	Adelaide	3-51.2
1935	New South Wales	Adelaide	3-16.0	1975	Victoria	Perth	3-38.1
1936	Victoria	Melbourne	3-32.2	1976	Tasmania	Penrith (N.S.W.)	3-37.0
1937	Tasmania	Brisbane	3-13.8	1977	Mosman (N.S.W.)	Perth	3-58.4
1938	England	Sydney	6-01.0	1978	Victoria	Franklin (T.)	3-46.0
1939	Victoria	Derwent River (T.)	3-53.0	1979	Victoria	West Lakes (S.A.)	3-39.8
1940	Tasmania	Adelaide	5-22.0	1980	Victoria	Ballarat (V.)	3-45.75
1941	Victoria	Melbourne	5-48.8	1981	Victoria	Hinze Dam (Q.)	3-38.0
1942 to 1948	No races held			1982	Victoria	Penrith (N.S.W.)	3-51.1
1949	New South Wales	Brisbane	5-13.0	1983	Victoria	Perth	3-24.3
1950	New South Wales	Sydney	5-05.0	1984	Victoria	Lake Barrington (T.)	3-26.3
1951	New South Wales	Melbourne	4-48.6				
1952	New South Wales	Brisbane	4-47.0				
1953	New South Wales	Sydney	No time				
1954	Queensland	Melbourne	4-45.4				
1955	New South Wales	Brisbane	4-00.0				
1956	New South Wales	Sydney	4-48.0				
1957	New South Wales	Brisbane	4-35.0				
1958	New South Wales	Melbourne	4-52.5				
1959	New South Wales	Sydney	4-47.4				

The various distances over which the race has been rowed are:

- 1902 to 1921 — ¼ mile
- 1922 to 1937 — ½ mile
- 1949 to 1959 — ¾ mile
- 1960 to 1984 — 1,000 metres

For the first time in 1985 the race will be rowed over 2,000 metres.

History of the President's Cup

Following the formation of the Australian Amateur Rowing Council in 1925, the first President, Mr. E. C. Watchorn, a trustee of the Geo. Adams Estate controlling Tattersall's Sweep Consultations, donated the President's Cup as the perpetual trophy for the annual Australian Interstate Single Sculling Championship.

First competed for in 1926 and won by the late A. A. Baynes of Queensland, some famous Australian Olympians have been the holders of this trophy. The records of R. H. (Bob) Pearce, holder of the Cup on three occasions and Olympic Gold Medallist in 1928 and 1932, his cousin C. A. (Cecil) Pearce, four times holder and M. T. (Mervin) Wood, holder on eight occasions and Olympic Gold, Silver and Bronze Medallist in 1948, 1952 and 1956 respectively and all representing New South Wales are well known. Paul Reedy, the 1984 Cup holder, represented Australia as a member of the Silver Medal winning quadruple scull at the Los Angeles Olympic Games in the same year.



Record of the Interstate Championship Men's Heavyweight Single Scull

Year	Won by	Time	Year	Won by	Time
1892	M. J. Slack (Q'land.)	19-36	1939	C. A. Pearce (N.S.W.)	14-09
1895	E. Powell (Vic.)	20-22	1940 to 1945:	No races held	
1896	M. J. Slack (Q'land.)	23-24	1946	M. T. Wood (N.S.W.)	Row over
1897	E. Powell (W.A.)	No time	1947	M. T. Wood (N.S.W.)	13-48
1898	A. Dennis (Q'land.)	22-02	1948	M. T. Wood (N.S.W.)	15-12.2
1899	J. J. Daley (N.S.W.)	18-41.5	1949	M. T. Wood (N.S.W.)	18-28
1900	M. J. Slack (Q'land.)	23-33	1950	M. T. Wood (N.S.W.)	15-30.2
1901	J. J. Daley (N.S.W.)	19-22	1951	M. T. Wood (N.S.W.)	16-14.6
1902	J. J. Daley (N.S.W.)	21-12	1952	M. T. Wood (N.S.W.)	15-14.5
1903	T. H. Bourke (Tas.)	No time	1953	P. M. Evatt (N.S.W.)	19-13
1904	T. H. Bourke (Tas.)	18-40.6	1954	G. Hubbard (W.A.)	16-12
1905	T. H. Bourke (Tas.)	20-33.75	1955	M. T. Wood (N.S.W.)	15-55.2
1906	P. C. Ivens (Vic.)	21-35	1956	S. A. MacKenzie (N.S.W.)	No time
1907	P. C. Ivens (Vic.)	20-54.4	1957	S. A. MacKenzie (N.S.W.)	17-27.8
1908	* H. Brasch (Vic.)	17-50.2	1958	S. Roll (N.S.W.)	15-56
1909	J. R. Towns (N.S.W.)	16-05	1959	W. Hatfield (N.S.W.)	13-31.5
1910	C. L. McVilly (Tas.)	16-19	1960	I. Tutty (N.S.W.)	6-54
1911	C. L. McVilly (Tas.)	18-50	1961	R. Ninham (W.A.)	7-16.4
1912	G. Green (N.S.W.)	16-45	1962	I. Tutty (N.S.W.)	7-30
1913	F. Coverdale (Tas.)	24-35.8	1963	G. Squires (Tas.)	8-04
1914	C. L. McVilly (Tas.)	17-11	1964	P. F. Edwards (Vic.)	7-45.5
1915 to 1919:	No races held		1965	G. Pearce (N.S.W.)	9-05.7
1920	A. A. Baynes (Q'land.)	16-56	1966	J. R. Sykes (Vic.)	7-08.6
1921	G. A. Westbrook (Tas.)	No time	1967	R. Shirlaw (N.S.W.)	7-21.6
1922	A. G. Bull (N.S.W.)	17-27.25	1968	G. Kert (Q'land.)	7-15.5
1923	A. G. Bull (N.S.W.)	16-55	1969	R. G. Free (Tas.)	7-50.5
1924	J. Barton (Vic.)	18-19.5	1970	R. G. Free (Tas.)	8-10
1925	A. Cambridge (Vic.)	17-13.2	1971	N. G. Talbot (S.A.)	7-31.8
1926	A. A. Baynes (Q'land.)	15-35	1972	I. Lee (N.S.W.)	8-16.2
1927	R. Pearce (N.S.W.)	18-10	1973	J. R. Sykes (Vic.)	8-14
1928	R. Pearce (N.S.W.)	15-30.4	1974	G. Petlin (Q'land.)	8-02
1929	R. Pearce (N.S.W.)	15-47	1975	R. Alexander (Q'land.)	7-37
1930	J. R. Scott (N.S.W.)	15-14	1976	E. Hale (N.S.W.)	7-06
1931	No race held		1977	E. Hale (N.S.W.)	8-09.4
1932	H. Turner (N.S.W.)	19-05.2	1978	E. Hale (N.S.W.)	7-26.4
1933	H. Turner (N.S.W.)	14-32	1979	E. Hale (N.S.W.)	7-33
1934	H. Turner (N.S.W.)	17-46	1980	E. Hale (N.S.W.)	7-39.75
1935	H. Turner (N.S.W.)	16-36.6	1981	E. Hale (N.S.W.)	7-16
1936	C. A. Pearce (N.S.W.)	16-15	1982	A. Cassidy (Vic.)	7-13.9
1937	C. A. Pearce (N.S.W.)	No time	1983	T. Lovrich (W.A.)	7-02.6
1938	C. A. Pearce (N.S.W.)	17-18.5	1984	P. Reedy (Vic.)	7-06.3

* E. Jack, first past the winning post, was disqualified for failing to comply with the amateur definition.

History of the Penrith Cup.

The introduction of the Interstate Lightweight four-oared Championship in 1958 for oarsmen then weighing not more than 140 lbs., and for which the Penrith Cup was presented to the Australian Amateur Rowing Council by the Penrith City Council as the perpetual trophy, laid the foundation for this class of rowing in Australia.

The weight limit for lightweight competitors in Australia has varied from time to time between the States, however, since 1974, the year which heralded the first F.I.S.A. Lightweight Championship at which Australia recorded a Gold medal victory, the Internationally accepted lightweight limits have been adopted nationally.



Record of the Interstate Championship Men's Lightweight Four without Cox

Year	Won by	Time	Year	Won by	Time	Year	Won by	Time
1958	Victoria	7-12.8	1968	New South Wales	6-44.2	1978	Victoria	6-41.16
1959	Western Australia	7-01.5	1969	New South Wales	7-00.1	1979	Victoria	6-43
1960	Western Australia	6-27	1970	South Australia	7-33.4	1980	New South Wales	6-34.45
1961	New South Wales	6-40	1971	Victoria	6-38	1981	Tasmania	6-11
1962	Victoria	7-05	1972	Victoria	7-46.8	1982	Tasmania	6-14.8
1963	New South Wales	7-18	1973	Victoria	7-38	1983	Tasmania	6-13.1
1964	Victoria	7-13.2	1974	Victoria	7-40	1984	Victoria	6-14.5
1965	New South Wales	7-34.1	1975	Victoria	6-57			
1966	Victoria	6-51.2	1976	Victoria	6-38			
1967	New South Wales	6-51.8	1977	Victoria	7-26.5			

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History of the Nell Slatter Trophy

Dating back to 1901 at the great Federation Regatta staged on Albert Park Lake, Cassie Woolly McRitchie representing Victoria and using a skiff loaned to her by the then Governor of Victoria, Lord Brassey, defeated her challenger from Sydney, Elizabeth Messenger, and was presented with a magnificent pearl and ruby bracelet by the Duke of Gloucester. So great was the public interest in the female scullers that police were required to keep the inquisitive spectators at bay. At the great age of 96 she passed away in 1973, and will for all time be remembered as the founder of the first all women's rowing club at Albert Park in 1907. Cassie McRitchie is justifiably known as the "mother" of Victorian women's rowing.

First introduced in 1963 at Brisbane, the Women's Interstate Single Sculling Championship has continued as an annual event for which the Nell Slatter Trophy, presented by the Queensland Women's Rowing Association as a tribute to the then President, is the perpetual trophy.

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Record of the Interstate Championship Women's Heavyweight Single Scull

Year	Won by	Time	Year	Won by	Time	Year	Won by	Time
1963	H. Evans (N.S.W.)		1971	V. Bertrand (Vic.)		1979	M. Renouf (Vic.)	
1964	H. Evans (N.S.W.)		1972	E. Cato (N.S.W.)		1980	M. Renouf (Vic.)	4-19.98
1965	M. Hansen (N.S.W.)		1973	S. Graham (Q'land.)		1981	M. Renouf (Vic.)	3-55.1
1966	E. Thorne (Vic.)		1974	S. Graham (Q'land.)		1982	M. Renouf (Vic.)	3-35.9
1967	E. Thorne (Vic.)		1975	C. Iverson (N.S.W.)		1983	M. Renouf (Vic.)	3-45.5
1968	M. Clarke (N.S.W.)		1976	C. Iverson (N.S.W.)		1984	A. Piper (N.S.W.)	3-51.2
1969	J. Adam (N.S.W.)		1977	E. Adams (N.S.W.)				
1970	J. Adam (N.S.W.)		1978	E. Adams (N.S.W.)				

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The Vital Connection

THE REPECHAGE SYSTEM

9 TO 12 PARTICIPANTS

2 elimination heats and 2 repechages. the first of each elimination heat goes into the finals, the others into the repechages.
The first and second of each repechage go into the final. the others are eliminated.

E	Options		F
	R I	R II	
A			
1			
2			
3	2.EA	2.EA	
4	3.EB	3.EB	
5	4.EA	4.EB	
6	5.EB	5.EA	
	6.EA	6.EA	1.EA
			1.EB
			1.RA
			2.RA
			1.RB
			2.RB
B			
1			
2	2.EB	2.EB	
3	3.EA	3.EA	
4	4.EB	4.EA	
5	5.EA	5.EB	
6	6.EB	6.EB	

13 TO 15 PARTICIPANTS

3 elimination heats and 1 repechage. The first, second and third of each elimination heat go into the semi-finals. the others into the repechages.
The first, second and third of the repechage go into the semi-finals. the others are eliminated.
The first, second and third of each semi-final go into the final. the others are eliminated.

E	R	Options		F
		DF I	DF II	
A				
1				
2				
3				
4		1.EA	1.EA	
5		1.EC	1.EB	
	4.EA	2.EB	2.EC	1.DFA
	5.EA	3.EA	3.EB	2.DFA
	4.EB	3.EC	3.EA	3.DFA
B		2.R	3.R	1.DFB
1	5.EB			2.DFB
2	4.EC			3.DFB
3	5.EC			
C				
1		1.EB	1.EC	
2		2.EA	2.EA	
3		2.EC	2.EB	
4		3.EB	3.EC	
5		1.R	1.R	
		3.R	2.R	

16 TO 18 PARTICIPANTS

3 elimination heats and 3 repechages. The first of each elimination heat goes into the semi-finals, the others into the repechages.
The first, second and third of each repechage go into the semi-finals. the others are eliminated.
The first, second and third of each semi-final go into the final. the others are eliminated.

E	Options		Options			F
	R I	R II	DF I	DF II	DF III	
A						
1						
2	2.EA	2.EB				
3	3.EB	3.EA				
4	4.EC	4.EC	1.EA	1.EA	1.EB	
5	5.EA	5.EB	1.EC	1.EB	1.EC	
6	6.EB	6.EA	1.RB	1.RC	1.RA	
			2.RA	2.RA	2.RB	1.DFA
			2.RC	2.RB	2.RC	2.DFA
			3.RB	3.RC	3.RA	3.DFA
B						
1	2.EB	2.EA	1.EB	1.EC	1.EA	1.DFB
2	3.EC	3.EC	1.RA	1.RA	1.RB	2.DFB
3	4.EA	4.EB	1.RC	1.RB	1.RC	3.DFB
4	5.EB	5.EA	2.RB	2.RC	2.RA	
5	6.EC	6.EC	3.RA	3.RA	3.RB	
6			3.RC	3.RB	3.RC	
C						
1			1.EB	1.EC	1.EA	
2	2.EC	2.EC	1.RA	1.RA	1.RB	
3	3.EA	3.EB	1.RC	1.RB	1.RC	
4	4.EB	4.EA	2.RB	2.RC	2.RA	
5	5.EC	5.EC	3.RA	3.RA	3.RB	
6	6.EA	6.EB	3.RC	3.RB	3.RC	

19 TO 24 PARTICIPANTS

4 elimination heats and 4 repechages. The first in each elimination heat goes into the semi-finals, the others into the repechages.

The first and second of each repechage go into the semi-finals, the others are eliminated.

The first, second and third of each semi-final go into the final, the others are eliminated.

E	Options		Options			F
	R I	R II	DF I	DF II	DF III	
1						
2						
3	A	2.EA				
4	A	3.EB				
5	A	4.EC				
6	A	5.ED				
1		6.EA				
2			1.EA	1.EA	1.EB	
3			1.EC	1.EB	1.EC	
4			1.RB	1.RC	1.RA	
5			1.RD	1.RD	1.RD	
6			2.RA	2.RA	2.RB	
1			2.RC	2.RB	2.RC	
2	B	2.EB				
3	B	3.EC				
4	B	4.ED				
5	B	5.EA				
6	B	6.EB				
1						1.DFA
2						2.DFA
3						3.DFA
4						1.DFB
5						2.DFB
6						3.DFB
1		2.EC				
2		3.ED				
3	C	4.EA				
4	C	5.EB				
5	C	6.EC				
6	C		1.EB	1.EC	1.EA	
1			1.ED	1.ED	1.ED	
2			1.RA	1.RA	1.RB	
3			1.RC	1.RB	1.RC	
4			2.RB	2.RC	2.RA	
5			2.RD	2.RD	2.RD	
6						
1		2.ED				
2		3.EA				
3	D	4.EB				
4	D	5.EC				
5	D	6.ED				
6	D					

25 TO 36 PARTICIPANTS

6 elimination heats and 6 repechages. The first in each elimination heat goes into the semi-finals, the others into the repechages.

The first in each repechage goes into the semi-finals, the others are eliminated.

The first, second and third of each semi-final go into the final, the others are eliminated.

E	Options		Options			F
	R I	R II	DF I	DF II	DF III	
1						
2						
3	A	2.EA				
4	A	3.EB				
5	A	4.EC				
6	A	5.ED				
1		6.EE				
2			1.EA	1.EB	1.EC	
3			1.EB	1.EC	1.ED	
4			1.EC	1.ED	1.EE	
5			1.RF	1.RE	1.RB	
6			1.RE	1.RF	1.RE	
1			1.RD	1.RA	1.RF	
2	B	2.EB				
3	B	3.EC				
4	B	4.ED				
5	B	5.EE				
6	B	6.EF				
1						1.DFA
2						2.DFA
3						3.DFA
4						1.DFB
5						2.DFB
6						3.DFB
1		2.EC				
2		3.ED				
3	C	4.EE				
4	C	5.EF				
5	C	6.EA				
6	C					
1			1.ED	1.EE	1.EF	
2			1.EE	1.EF	1.EA	
3			1.EF	1.EA	1.EB	
4			1.RC	1.RD	1.RA	
5			1.RB	1.RC	1.RD	
6			1.RA	1.RB	1.RC	
1		2.ED				
2		3.EA				
3	D	4.EF				
4	D	5.EA				
5	D	6.EB				
6	D					
1						
2		2.EE				
3		3.EF				
4	E	4.EA				
5	E	5.EB				
6	E	6.EC				
1						
2		2.EF				
3		3.EA				
4	F	4.EB				
5	F	5.EC				
6	F	6.ED				

Notice to Competitors

COMPETITORS MUST BE IN THE STARTING BAY FIVE MINUTES BEFORE THE TIME APPOINTED FOR STARTING THEIR EVENT.

Competing Boats: The bows of all competing boats shall be fitted with a white ball 4cm. in diameter in soft rubber or similar material unless the bow is so constructed as to afford equivalent protection and visibility.

Lane Numbers: All competing boats shall carry a numbered disc showing the lane number in which it will race in each event. Lane number discs will be supplied by the Regatta Officials at the Wendouree-Ballararat Rowing Club and the adjacent launching area, and must be returned to them immediately upon the return of each crew to the launching area.

Scratchings: Scratchings shall be notified at the Secretary's Office located inside the Wendouree-Ballararat Rowing Club not less than one hour before their respective event.

Substitutes: Substitutes in any crew shall be notified to the Regatta Official at the Secretary's Office in Wendouree-Ballararat Rowing Club, and shall be made in accordance with regulation 5.10(i).

Starting Times: Competitors must be in their starting positions at least two minutes before the time laid down for the start of their event.

Late arrivals: The Starter may warn or exclude from the race any crew arriving at its starting position less than two minutes before the scheduled starting time. A warning has the same effect as one given for a false start.

Starting Procedure: As soon as the Judge at the start indicates that the boats are properly aligned by raising a white flag, the Starter raises a red flag — the Starter shall give the warning command "ARE YOU READY" and, after a clearly marked pause, the starting command "GO" at the same time lowering the red flag to one side.

False Start: If a crew starts too soon, the Starter stops the race by ringing a bell and then waving a red flag. In the case of a false start the Starter warns the offending crew or crews. A crew causing two false starts shall be excluded from the race.

Equipment Damage: If a crew while still on the first 100 metres of the race indicates that it has suffered damage to its boat or equipment, the Starter or Umpire stops the race. The signal by an Umpire to stop the race shall be by ringing a bell and waving a red flag.

Umpires Directions: The Umpire may not steer a crew unless there is an obstacle in its lane. If a crew is about to impede another by its wash or by leaving its lane, the Umpire raises a white flag and calls the crew at fault, indicating the required change of direction by lowering the flag to one side. If a crew is about to cause a collision, the Umpire may call its attention by raising the white flag and stop it by giving the command "STOP". Crews interfering with their opponents may be excluded from the race.

Finish: The Judges at the finish shall indicate the crossing of the line by the winning crew and each other crew in the race by sound signal.

Coxswains: Coxswains shall weigh in at the Ballarat and Clarendon College Boat Club at 6.00 p.m. on Tuesday, 9th April, 1985, or not more than two hours and not less than one hour before their first race in the regatta.

Lightweight Competitors: Lightweight competitors shall weigh in at the Ballarat and Clarendon College Boat Club not more than two hours and not less than one hour before their first race on each day of racing.

Status of Competitors

School: A School competitor is one who is attending a secondary school as a full time day student and representing his/her school. This definition also applies to the coxswain of a School crew.

Junior: A competitor ceases to be a Junior on 31st December of the year in which he/she reaches the age of eighteen. This definition also applies to the coxswain of a Junior crew.

Senior B: A competitor ceases to be a Senior B on 31st December of the year in which he/she reaches the age of twenty-two. After that date he/she shall be classified as a Senior A.

Lightweight: Lightweight races are restricted to male rowers weighing 72½ kilograms or less and female rowers weighing 59 kilograms or less in the case of single sculling races, and in all other classes of boats to male rowers weighing 72½ kilograms or less and female rowers weighing 59 kilograms or less provided that the average weight of all members of the crew in which such rower races (excluding the coxswain) does not exceed 70 kilograms in the case of male rowers and 57 kilograms in the case of female rowers.

Youth: An oarsman may row in Youth events up to 30th June following his 19th birthday. This definition also applies to the coxswain of a Youth crew.

Senior A: All rowers shall be eligible to compete in Senior A category (in the appropriate weight division) and a Junior rower may compete in Senior B category (in the appropriate weight division).

Coxswains: Coxswains shall be deemed to be members of a crew. A women's crew may not be steered by a man nor a men's crew steered by a woman. There shall be no age limit for coxswains in races for Senior crews. The minimum weight for a coxswain is 50kg. for men and 45kg. for women and juniors provided that the minimum weight for the coxswain of a lightweight women's crew when entered in a lightweight event is 40kg.

STATE COLOURS

NEW SOUTH WALES	Sky Blue with Waratah.
QUEENSLAND	Maroon and White.
SOUTH AUSTRALIA	Red, Navy and Gold.
TASMANIA	Myrtle Green, Rose and Primrose.
VICTORIA	Navy with White V.
WESTERN AUSTRALIA	Gold with Black.

♦♦♦♦

CLUB COLOURS

NEW SOUTH WALES.

Australian Capital Territory: Blue and Gold.
Australian National University: White with Blue band.
Balgowlah Boys High School: Light Blue, Red trim top.
Balmain: Gold and Black hoops.
Beacon Hills High School: Dark Blue and Gold.
Canberra:
Canberra Grammar School: Navy Blue.
C.C.E.G.G.S: Red and Green.
Drummoyne: Gold and Green Maltese Cross.
Glebe: Maroon and White.
Grafton High School: White, 2 horizontal Blue bands.
Haberfield: Black and White.
Manning River: Cerise and Blue vertical stripes.
Mosman: Red and White hoops.
Nepean: Light Blue and Dark Blue stripe.
Newington College: White with Black stripe.
Sydney C. of E. Grammar School (Shore): White and Navy Blue.
St. George: White with Red band.
Sydney: Sky Blue.
Sydney University: White with Blue and Gold band.
Teloepa/Narrabundah: Red.
The Kings School: Light Blue with White facings.
The Scots College: Gold, Blue Lion.
Tweed Heads: Green with Gold V.
Tweed Heads High School: Green with Gold V.

QUEENSLAND.

Commercial: Light Blue, Dark Blue sash.
Cooparoo High School: Old Gold and Royal Blue.
G.P.S.: Vertical Blue and Green stripes.
Leichhardt: Maroon with White bands.
Lismore: Blue and White.
The Southport School: White with Maroon and Blue hoops.
Toowong: Old Gold and Royal Blue.
University of Queensland: Maroon and Light Blue hoop.

SOUTH AUSTRALIA.

Adelaide: Red, Gold and Black hoops.
Adelaide University: White with Black V.
Australian National Railways: Red, Green and Yellow hoop.
Christian Brother's College: White with Purple facings.
Mannum: Green, Gold facings and Boomerang on chest.
Murray Bridge: Light Blue, Dark Blue facings and Maltese Cross.
Murray Bridge High School: Light Blue, Dark Blue facings and Maltese Cross.
Pembroke School: Green with Yellow piping.
Port Adelaide: Black with White hoops.
Scotch College: Gold with Dark Blue facings.
Torrens: Red and White hoops.
Unley High School: Navy and Sky Blue vertical stripes.

TASMANIA.

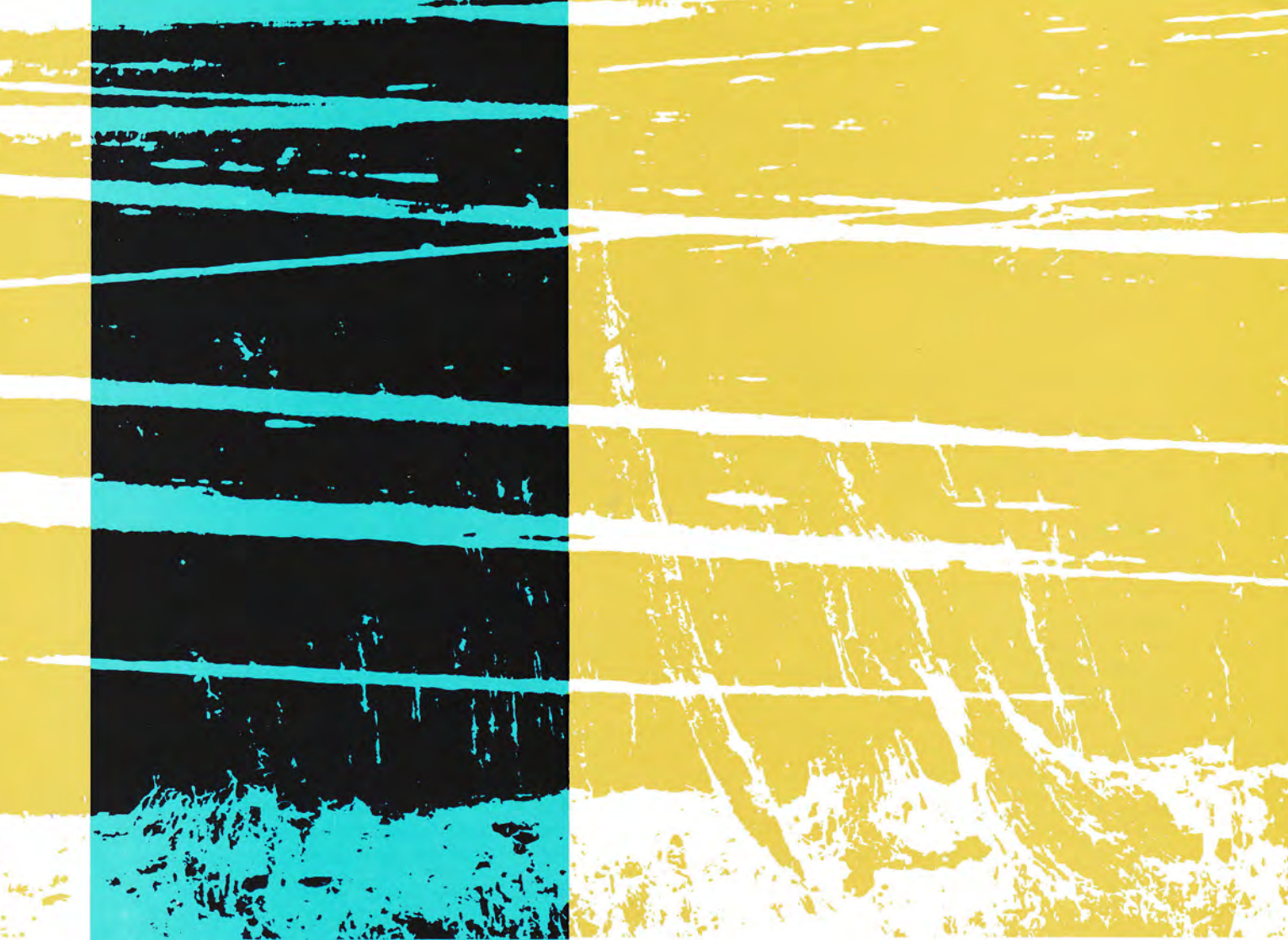
Buckingham: Gold with Green hoops.
Hutchins: Black and Magenta.
Mersey: Dark Blue with Light Blue M.
Reeconian: Orange and Black.
Tamar: Navy Blue, White T.
Tasmania University: Gold, Red trim.
Ulverstone: Maroon with White Maltese Cross.

VICTORIA.

Albert Park: Black, Blue trimmings.
Ballarat City: Navy, White Star and trimmings.
Ballarat and Clarendon College: Red, Black and Yellow.
Ballarat High School: Light Blue.
Ballarat and Queens Grammar School: Brown, Blue and Gold.
Banks: Pink.
Barwon: Blue and White hoops (narrow).
Brighton Grammar School: Red and Blue.
Caulfield Grammar School: Blue with White hoops.
City of Warrnambool: Gold, Royal Blue yoke.
Corio Bay: Purple and Gold.
Essendon: Red and Black.
Footscray City: Red, White and Blue.
Geelong Grammar School: Light Blue.
Geelong College: Green, Blue and White.
Hawthorn: Blue and White hoops (broad).
Melbourne: Oxford and Cambridge Blue.
Melbourne High School: Maroon.
Melbourne University: White, Blue stripe and emblem.
Melbourne University Ladies: White with Blue and Black hoops.
Mercantile: White with Crest.
Methodist Ladies College: White and Green.
Mildura: Maroon, Gold V.
Morongo Girls College: Gold.
Nagambie: Royal Blue, Cardinal sash.
Power House: Green, Black and White.
Richmond: Black, Yellow sash.
Robinvale: Red, White hoop.
St. Kevin's College: Green and Gold.
St Patrick's College: White, Green trim and Shamrock.
Scotch College: Cardinal
University High School: Green with Tan sash.
Wendouree/Ballarat: Red, White band and Star.
Wesley College: Purple and Gold.
Xavier College: Black and Red.
Yarra Yarra: Navy and Cardinal.
Y.W.C.A.: Royal Blue and White.

WESTERN AUSTRALIA.

Aquinas College: Black, Red and White.
Fremantle: Light Blue.
Margaret River: Green with Gold crest.
Perth & Collegians: Green and Gold.
Swan River: Navy Blue and White.
W.A.I.T.: Black, White Gold panels with Crest.



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