

**Additional Information**  
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## **I. Where are they from?**

### **(a) Clubs**

Adelaide R.C.	Adelaide, Australia
Albany R.C.	Albany, New York
All-American Rowing Camp	Oak Ridge, Tennessee
American Legion B.C.	Wyandotte, Michigan
American University in Cairo	Cairo, Egypt
Ann Arbor R.C.	Ann Arbor, Michigan
Argonaut R.C.	Toronto, Ontario
Arlington B.C.	Arlington, Massachusetts
Austin R.C.	Austin, Texas
Australian Amateur Rowing Council	Melbourne, Australia
Bachelors Barge Club	Philadelphia, Pennsylvania
Bair Island Aquatic Center	Redwood City, California
Ruderklub am Baldeneysee	Essen, Germany
Bayside R.C.	Toronto, Ontario
Better Motion R.C.	South Hadley, Massachusetts
Blood Street Sculls	Old Lyme, Connecticut
Boston R.C.	Boston, Massachusetts
Boston University	Boston, Massachusetts
Botafogo de Futebol e Regatas	Rio de Janeiro, Brazil
Boucherville R.C.	Boucherville, Quebec
Britannia R.C.	Ottawa, Ontario
Brock University	St. Catharines, Ontario
Brockville R.C.	Brockville, Ontario
Brown University	Providence, Rhode Island
Buenos Aires R.C.	Buenos Aires, Argentina
Buffalo Scholastic R.A.	Buffalo, New York

Bulldog R.C.	New Haven, Connecticut
Burnaby Lake R.C. [also A.A.& A.C.]	North Vancouver, British Columbia
Calgary R.C.	Calgary, Alberta
California R.A.	Castro Valley, California
California R.C.	Oakland, California
Cambridge B.C.	Cambridge, Massachusetts
Camp Randall Juniors	Madison, Wisconsin
Camp Randall R.C.	Madison, Wisconsin
Canaviron, Inc.	Christchurch, New Zealand
Cape Cod Rowing, Inc.	West Hyannisport, Massachusetts
Cascadilla B.C.	Ithaca, New York
Case Western Reserve University	Cleveland, Ohio
Catlin B.C.	Chicago, Illinois
Celtic R.C.	Buffalo, New York
Charles River B.C.	Boston, Massachusetts
Charles River Scullers [formerly Boston R.C.]	
	Boston, Massachusetts
Chatham R.C.	Chatham, Ontario
Chomedey R.C.	Montreal, Quebec
Cincinnati R.C.	Cincinnati, Ohio
Cincinnati Junior Development Camp	Cincinnati, Ohio
Club de Regatas Lima	Lima, Peru
Club Espana	Mexico City, Mexico
Club Nautique	Montreal, Quebec
Collingwood R.C.	Collingwood, Ontario
Community Rowing, Inc.	Boston, Massachusetts
Conshohocken Rowing Center	Conshohocken, Pennsylvania
Cornell University	Ithaca, New York

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

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

Leander B.C.	Hamilton, Ontario
Leichhardt R.C. [in Melbourne University colours]	Lilyfield, Australia
Leslieville R.C.	Toronto, Ontario
Lincoln Park B.C.	Chicago, Illinois
Litchfield R.A.	Litchfield, Connecticut
London R.C.	London, Ontario
London Training Centre	London, Ontario
Long Beach R.A.	Long Beach, California
Long Island R.C.	Northport, New York
Lookout R.C.	Chattanooga, Tennessee
Los Gatos R.C.	Los Gatos, California
Malta B.C.	Philadelphia, Pennsylvania
Maple Bay R.C.	Duncan, British Columbia
Maritime Rowing Club [aka WSC-Maritime Rowing Club]	Norwalk, Connecticut
McGill University	Montreal, Quebec
Melbourne University	Melbourne, Australia
Melbourne YWCA	Melbourne, Australia
Mendota R.C.	Madison, Wisconsin
Mercantile R.C.	Melbourne, Australia
Mercer Junior R.C.	West Windsor, New Jersey
Mercer Lake Elite Training Center West	Windsor, New Jersey
Metropolitan B.C.	New York, New York
Mexico R.C.	Mexico City [?], Mexico
Mic Mac A.A.C.	Dartmouth, Nova Scotia
Michigan A.C.	Ecorse, Michigan

Minneapolis R.C.	Minneapolis, Minnesota
Minnesota B.C.	St. Paul, Minnesota
Mobjack R.A.	Mathews County, Virginia
Monash University	Melbourne, Australia
Montreal R.C.	Montreal, Quebec
Mosman R.C.	Sydney, Australia
Mount Clemens R.A.	Macomb Michigan
Mutual R.C.	Buffalo, New York
Narragansett B.C.	Providence, Rhode Island
Nautilus R.C.	Hamilton, Ontario
Nereid B.C.	Belleville, New Jersey
New Haven R.C.	New Haven, Connecticut
New Rochelle R.C.	New Rochelle, New York
New York A.C.	New York, New York
Newport Beach R.C.	Newport Beach, California
Niagara District A.C.	St. Catharines, Ontario
Nordrhein Ruder-Verein	Nordrhein, Germany
North Cascades Crew	Lake Stevens, Washington
North Star R.C.	Dartmouth, Nova Scotia
Norwalk River R.A.	Norwalk, Connecticut
Oak Ridge R.A.	Oak Ridge, Tennessee
Oakland Strokes	Lafayette, California
Occoquan B.C.	Burke, Virginia
OKC Riversport	Oklahoma City, Oklahoma
Old Lyme R.A.	Old Lyme, Connecticut
Orange County R.A.	Newburgh, New York
Osprey R.C.	Providence, Rhode Island
Ottawa R.C.	Ottawa, Ontario

Oyster Bay R.A.	Oyster Bay, New York
Pelham Community R.A.	Pelham, New York
Penn A.C.	Philadelphia, Pennsylvania
Penn Elite Center	Philadelphia, Pennsylvania
Pennsylvania Barge Club	Philadelphia, Pennsylvania
Peterborough R.C.	Peterborough, Ontario
Philadelphia Girls R.C.	Philadelphia, Pennsylvania
Pioneer Valley R.A.	Hartford, Connecticut
Pocock Rowing Center	Seattle, Washington
Potomac B.C.	Washington, District of Columbia
Portland R.C.	Portland, Maine
Princeton National R.A./Mercer	West Windsor, New Jersey
Princeton University	Princeton, New Jersey
Quebec Rowing Federation	Montreal, Quebec
Queen's University	Kingston, Ontario
Quinte R.C.	Belleville, Ontario
Radcliffe College	Cambridge, Massachusetts
Raleigh Rowing Center	Raleigh, North Carolina
Ravenswood B.C.	Long Island City, New York
Regina R.C.	Regina, Saskatchewan
Remo Baja California	San Felipe, Mexico
Resilient Rowing	Burke, Virginia
Resolute R.C.	Bristol, Rhode Island
Ridley Graduate B.C.	St. Catharines, Ontario
Riverside B.C.	Boston, Massachusetts
Rob Roy B.C.	Cambridge, England
Rochester Navy	Fairport, New York
Rowing Canada	London, Ontario



Rowing Club	Edmonds, Washington
Royal Hong Kong Y.C.	Hong Kong
Rudern Verein Teutonia	Tigre, Argentina
Sagamore R.A.	Huntington Harbor & Oyster Bay, New York
Saskatoon R.C. [aka Stoon R.C.]	Saskatoon, Saskatchewan
Sarasota County RC	Sarasota, Florida
Sarasota Crew	Osprey, Florida
Saratoga R.A.	Saratoga Springs, New York
Saugatuck R.A.	Westport, Connecticut
Schuylkill Navy	Philadelphia, Pennsylvania
Seattle R.C.	Seattle, Washington
Seattle Tennis Club	Seattle, Washington
Scottish Rowing	London, England
Shaker R.A.	Loudonville, New York
Shenendehowa R.C.	Clifton Park, New York
Shrewsbury R.C. [R.A. 1961-1966]	Worcester, Massachusetts
Siegburger Ruderverein	Siegburg, Germany
Silver Lake R.C.	Simcoe, Ontario
Simon Fraser University	Port Moody, British Columbia
South Niagara R.C.	Welland, Ontario
St. Catharines R.&C.C. [until 1915]	St. Catharines, Ontario
St. Catharines R.C. [after 1919]	St. Catharines, Ontario
St. John R.C.	St. John, New Brunswick
St. John's R.C.	St. John's, Newfoundland
St. Louis R.C.	St. Louis, Missouri
St. Mary's College	Oakland, California
St. Mary's River B.C.	Sault Ste. Marie, Ontario
Star Boating Club	Wellington, New Zealand

Steel City R.C.	Verona, Pennsylvania
Sudbury R.C.	Sudbury, Ontario
Sunnyside R.C.	Toronto, Ontario
Sydney University B.C.	Sydney, Australia
Syracuse Chargers R.C.	Syracuse, New York
Syracuse Rowing Alumni	Syracuse, New York
Tampa R.C.	Tampa, Florida
Tecumseh R.C.	Walkerville, Ontario
Thames River Sculls	New London, Connecticut
Thames Tradesmen	London, England
Thompson Boat Center	Washington, District of Columbia
Thunder Bay R.C.	Thunder Bay, Ontario
Thunderbird R.C.	Vancouver, British Columbia
Toronto R.C.	Toronto, Ontario
Undine Barge Club	Philadelphia, Pennsylvania
Union B.C.	Boston, Massachusetts
University at Buffalo [State University of New York]	
	Buffalo, New York
University B.C.	Philadelphia, Pennsylvania [1930]
University Barge Club	Philadelphia, Pennsylvania [1986]
University of British Columbia	Vancouver, British Columbia
University of California at Irvine	Irvine, California
University of Massachusetts	Amherst, Massachusetts
University of Miami	Miami Beach, Florida
University of Michigan	Ann Arbor, Michigan
University of Minnesota	Minneapolis, Minnesota
University of New Brunswick	Fredericton, New Brunswick
University of Pennsylvania	Philadelphia, Pennsylvania

University of Tampa	Tampa, Florida
University of Toronto R.C.	Toronto, Ontario
University of Victoria	Victoria, British Columbia
University of Washington	Seattle, Washington
University of Wisconsin	Madison, Wisconsin
UPIICSA-IPN [ <i>La Unidad Profesional Interdisciplinaria de Ingeniería y Ciencias Sociales y Administrativas - Instituto Politécnico Nacional</i> ]	Mexico City, Mexico
Vancouver R.C.	Vancouver, British Columbia
Vesper B.C.	Philadelphia, Pennsylvania
Victoria City R.C.	Victoria, British Columbia
Viking R.C.	Ventnor, New Jersey
VK Smichov	Prague, Czech Republic
Wachusett B.C.	Worcester, Massachusetts
Waiariki R.C.	Auckland, New Zealand
Warthogs R.C.	Old Lyme, Connecticut
Washington Area Rowing [aka WAR]	Alexandria, Virginia
Washington Sculling Club	Alexandria, Virginia
Water Street R.C.	Washington, District of Columbia
Wesleyan University	Middletown, Connecticut
West Philadelphia B.C.	Philadelphia, Pennsylvania
West Side R.C.	Buffalo, New York
Western R.C. [aka University of Western Ontario; Middlesex-Western R.C.; University of Western Ontario B.C.]	London, Ontario
Wide Load B.C.	Boston, Massachusetts
Windsor Crew	Windsor, Ontario
Winnipeg R.C.	Winnipeg, Manitoba

Wisconsin Development Camp	Madison, Wisconsin
Woodstock R.C.	Woodstock, Ontario
Worcester Polytechnic Institute [aka WPI]	Worcester, Massachusetts
Wyandotte B.C.	Wyandotte, Michigan
Zephyr R.C.	Detroit, Michigan

**(b) Secondary Schools**

Allen Park School	Allen Park, Michigan
Approved Tutors Preparatory School [aka Approved Tutor's School]	Philadelphia, Pennsylvania
Belen Jesuit P.S. [Preparatory School]	Miami, Florida
Belleville H.S.	Belleville, New Jersey
Bennett H.S.	Buffalo, New York
Bishop Neuman H.S.	Philadelphia, Pennsylvania
Blessed Sacrament H.S.	New Rochelle, New York
Bloor C.I.	Toronto, Ontario
Boston College H.S.	Boston, Massachusetts
Brentwood C.S. [College School]	Mill Bay, British Columbia
Brockville C.I.	Brockville, Ontario
Buffalo H.S.	Buffalo, New York
Buffalo Tech.	Buffalo, New York
Canisius H.S.	Buffalo, New York
Choate School	Wallingford, Connecticut
De La Salle C.H.S. [Collegiate High School]	Detroit, Michigan
Delta S.S.	Hamilton, Ontario
Dobbin Tech.	Philadelphia, Pennsylvania

Ecorse H.S.	Ecorse, Michigan
Etobicoke H.S.	Etobicoke, Ontario
Grantham H.S.	St. Catharines, Ontario
Grosse Pointe H.S.	Grosse Pointe, Michigan
Hamilton C.I.	Hamilton, Ontario
Haverford School	Haverford, Pennsylvania
La Salle H.S.	Philadelphia, Pennsylvania
Lachine H.S.	Lachine, Quebec
Lafayette H.S.	Buffalo, New York
Lincoln Park H.S.	Chicago, Illinois
Malvern C.I.	Toronto, Ontario
Mount Carmel H.S.	Wyandotte, Michigan
Niskayuna H.S.	Niskayuna, New York
Northeast C.H.S. [Catholic High School]	Philadelphia, Pennsylvania
Orillia C.I.	Orillia, Ontario
Ottawa C.I.	Ottawa, Ontario
Ottawa Technical School	Ottawa, Ontario
Ridley College	St. Catharines, Ontario
Roosevelt H.S.	Seattle, Washington
Shawnigan Lake School	Shawnigan Lake, British Columbia
South St. Paul H.S.	St. Paul, Minnesota
St. Catharines C.I.	St. Catharines, Ontario
St. Joseph's C.I.	Buffalo, New York
Theodore Roosevelt H.S.	Wyandotte, Michigan
West Cathedral H.S.	Philadelphia, Pennsylvania
West Park S.S.	St. Catharines, Ontario
Westdale H.S.	Hamilton, Ontario

Western Technical School	Toronto, Ontario
William Penn C.S. [Charter School]	Philadelphia, Pennsylvania
Yorktown H.S.	Arlington, Virginia

**(c) Notes about clubs and schools**

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

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

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

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

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

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

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

Note that old records show a “Wyandotte H.S.” winning, but investigation discovered that it was “a Wyandotte high school,” i.e. Theodore Roosevelt H.S..

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

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

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

## **2. Notes**

### **(a) Circumstances affecting times in the records**

#### **(i) Courses**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Initially, the length of the course was one and a half miles straightaway. Regatta rule Number 10 in the 1890 edition of the *Constitution and By-laws of the Canadian Association of Amateur Oarsmen*, states unambiguously: "All races shall be one mile and a half straight-away." (p. 13) However, it was common practice at the time for races to start and finish at the same point, with a 180° turn at the mid point, so it's not surprising that the 1890 edition of the *Constitution and By-laws of the Canadian Association of Amateur Oarsmen* also includes this rule in the Umpire section of its "Laws of Boat Racing": "18. In turning races, each competitor shall have a separate turning stake, and



shall turn from port to starboard. Any competitor may turn any stake other than his own, but does so at his peril." (p. 18) The fact that such a "law" is included suggests that turning races were still an option, but it wasn't until 1899 that turning races were adopted for the Annual Regatta. Since there were no eight races, the problem of having eights turn was avoided.

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

To the late "Norrie" King, an old St. Catharines boy, must be given the credit of first suggesting the old canal, on whose waters he had spent his boyhood. At the regatta of 1901, at Ottawa, when the subject was first mentioned of a permanent course in order to get over the difficulty of rough water, he suggested to Mr. F.H. Thompson that excellent water could always be obtained at St. Catharines on the old canal, and that he thought it would be a splendid place at which to hold the C.A.A.O. regatta.

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

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

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

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

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

Both deficiencies were quickly taken care of.

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

At the meeting of city council on April 6, 1903, council voted seven to three in favour of granting "\$2,500, conditional on the raising of \$4,500 additional from other sources, the whole to be applied to the erecting of a club house and grand stands along the proposed course on the old canal." (*The Weekly Standard*, April 9, 1903, p. 1)

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



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

In 1903, the regatta was still officially called the Annual Regatta of the Canadian Association of Amateur Oarsmen, but the course was called the Royal Canadian Henley Course. It was the press who combined the two and renamed the regatta the Royal Canadian Henley Regatta. All races were the Henley Royal distance, one mile, 550 yards straightaway. Sadly, the grandstand was set at an angle which did not permit a good view of the entire course, and so, in 1907, the course was changed to a mile and a half and the practice of starting and finishing the races at the same place was reintroduced to give the crowd the added excitement of seeing the starts as well as the finishes. Eights, however, rowed the one mile, 550 yards straightaway, presumably because of the difficulty of getting an eight to turn 180° at high speed. However, the C.A.A.O. had no qualms about changing rules on the fly. For instance, in 1909, *The Globe's* description of the Senior Doubles final makes a point of stating clearly that the race was rowed "straightaway, one mile and 550 yards." No explanation is given, but perhaps the fact that there were four boats in the race had something to do with it. Four was too few

to have heats, but too many to require them all to turn, or perhaps there were only three buoys around which the competitors could turn.

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

From 1924 onwards, all races were rowed straightaway.

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

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

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

## **(ii) Currents**

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

## **(iii) Starts**

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

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

#### **(iv) Watches**

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

#### **(v) Winds**

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

#### **(vi) Course hazards**

In the early years, times were also affected by things modern rowers would not encounter. It was common for pleasure craft of all sizes to be on the course, and they didn’t always get out of the way of the competitors, forcing scullers and crews to steer

around the spectators. In addition, the races were held on bodies of water that were in use by passenger steamers and freighters. Not only were the boats themselves a hazard, but their wash often swamped singles, doubles and pairs. Hamilton organizers were able to reach an agreement with the owners of the big boats and they stayed off the course when the races were held in Hamilton Bay. At the other extreme, when the regatta was held in Barrie's Kempenfelt Bay in 1891, the large steam-powered craft completely disregarded the fragile rowing shells and carried on their regular traffic. A Grand Trunk R.C. crew rowing a new four almost drowned when its bow was completely broken off by the steamer *Orillia*.

If running into spectators and steam boats during a race were not bad enough, it was common for shells to interfere with one another. The newspaper accounts of some races read like descriptions of demolition derbies. It was common for scullers to move from one side of the course to the other, interfering with the other competitors as they did so. However, fours were the worst. Rudder ropes broke, rudders dropped off, riggers broke, bow men had no idea who was in front of them and collisions happened. Usually the interfering boat was disqualified, sometimes it was not. Races were not always stopped, but protests were lodged afterwards. Sometimes nothing was done, but sometimes a race was rowed again.

### **(vii) Source materials**

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

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

for some of the discrepancies between the C.A.A.O. records and the newspaper results.

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

## **(b) Classes**

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

In 1895, a third class was added: Intermediate. This was an optional class for men who had won a Junior race. They could choose to row Intermediate and/or Senior. However, once they had won an Intermediate race, they were obliged to row Senior. Again, scullers and sweep oarsmen could switch disciplines and start again as Juniors. The Intermediate class lasted until 1915, the last Henley before the break for World War I. It was revived again in 1932 and was finally dropped after the 1950 Henley.

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

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

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

In 2000, all races were organized by age: Junior B (under 17); Junior (under 19); Senior B (under 23) and Senior (23 or older). Competitors were allowed to compete in

older categories. The Championship category became what the Elite or Open category had previously been; open to national or composite crews as well as club crews.

To avoid confusion, when age categories have the same name as the old experience categories, I have added a note to the age category to distinguish it from the experience category. For example: until 1999 the “Senior Lightweight Women's Single” was an experience category. Beginning in 2000, the event with that name became an age category, so I call it the “Senior Lightweight Women's Single [23 or older]”.

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

It is beyond the scope of these notes to sort out the various weight categories that have been in effect at Henley. Not only did the names of the weight categories change, but the definitions of what constituted a crew in a given weight category changed also. I have used the category names that were in effect at the time of the regatta. To avoid confusion, I have added “[Junior]” or “[Senior]” to the event names which lacked those qualifiers. For consistency, I have changed some of the early event names such as “140 lb. Junior Single” to “Junior 140 lb. Single”. Until about 1930, there was little consistency in the names of lightweight events. It was common for a program to list two 140 lb. Eight races, one on Friday and one on Saturday. It was assumed that the competitors and spectators would know that the first was for Junior crews and the second for Senior crews. The actual program might or might not differentiate, and even the newspapers often assumed that the readers knew the difference. To add to the confusion, in the same program or the same newspaper account a Senior 140 lb. Eight might be referred to as a “Senior Eight (140 lbs.)” or a “140 lb. Eight (Special)” or even just a “140 lb. Eight”. Researchers who come across names that aren't used here,



remember that I have picked the name that makes most sense to a modern rowing fan, and I have tried to be as consistent as I could be without abandoning the old names.

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

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

### **(c) Trophies**

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

Another one of those original trophies, the Challenge Cup for Single Sculls is also still in competition, albeit for a different event. In the early 1980’s, Dan Kostuk, a Henley volunteer, discovered the trophy without its base in a box of junk when the trophies were being moved from one storage site to another in St. Catharines. At the time he didn’t know the significance of the battered and tarnished urn, but he decided to have it repaired and cleaned and incorporated into a new trophy. He and Bill Stevens raised funds in Port Dalhousie, and in 1985, the People of Port Dalhousie Trophy for the Senior Lightweight Women’s Eight was presented for the first time. It wasn’t until years

later, after Dan Kostuk had passed away, that Bill realized that the salvaged urn on its top was the original 1880 Challenge Cup for Single Sculls.

There is another odd bit of history associated with that Challenge Cup. In 1929, the George F. Galt Memorial Trophy was donated for presentation to the winner of the Championship Single. That made the Challenge Cup redundant. However, it seems to have continued to be presented. Photos of Ken Nunn, the 1948 winner and Joe Angyal, the 1949 winner of the Championship Single exist in which they are being presented with the Challenge Cup. Their names are on the George F. Galt Memorial Trophy, but for some reason they were photographed with the original Challenge Cup for Single Sculls.

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

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

To illustrate how some Henley trophies have had many lives, let me trace the history of one of the most resilient trophies still in competition; the Michael J. Broderick Memorial Trophy. From 1952 to 1984 it was presented to the winners of the Senior 135 lb. Eight. When that event was discontinued, it was presented from 1985 to 1994 to the winner of the Senior 145 lb. Single. In 1995, 1996 and 1997 it was presented for the Intermediate 140 lb. Eight. When that class and the Senior were merged, the trophy went to the winners of the Open 140 lb. Eight for two years, and

then in 2000, the Senior Men's 140 lb. Eight was one of the few weight-based categories to be incorporated into the new age-based format, and the winners until 2003 were presented the Michael J. Broderick Memorial Trophy. In 2004, the trophy was reassigned to the Junior B Men's Eight, and that's the event - now called the Under 17 Men's Eight - that the Broderick is associated with.

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

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

### **3. Thanks**

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Bob Houston [New York A.C.]

Robyn Kish [St. Catharines Centennial Library]

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Goca Lebl [Don R.C.]

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

Jim Minards [Royal Canadian Henley Regatta]

Crystal Mooney [Royal Canadian Henley Regatta]

Bryan Perry [Royal Canadian Henley Regatta]

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Ian Tatham [Woodstock R.C.]

Royal Canadian Henley Regatta

St. Catharines Centennial Library

St. Catharines Museum

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

#### **4. Sources**

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## **5. Data**

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

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

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

After entering the data, I verified results and filled gaps using several sources. The records in the 1890 edition of the *Constitution and By-laws of the Canadian Association of Amateur Oarsmen* were used to verify the first ten years, and the 1905 Henley programme was invaluable for verifying the results from 1880 to 1904. The St. Catharines Library's Henley record web site (<http://henley.stcatharines.library.on.ca:1967/>) was useful for the years 1903 to 2007. I also solved problems using the results

for individual years in *The Globe*, the *Montreal Gazette*, the *Montreal Daily Star* and *The St. Catharines Standard*, as well as numerous Henley programs.

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

## **6. Errors and omissions**

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

Before I began, I knew that the old records contained omissions, specifically the results for 1919. As I entered the data, I noticed that the results for the 140 lb. Junior Eights were missing for the 1920's, and that sent me on a quest to sort out "Primary," "Special" and "Maiden" classes and to separate the 140 lb. races rowed on the first day of the regatta from the identically named races rowed on the second day, i.e. the Junior from the Senior. Then, by chance, I noticed that some women's events in the 1970's were missing, and I filled in those gaps. I also noticed and filled in several other random omissions. The fact that I have encountered so many omissions suggests that there may be more which I missed, and if anyone is aware of others, please let me know. (Use the Contact link at [www.goldmedalphotos.com](http://www.goldmedalphotos.com).)

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