

A GREAT OCCASION!

Those few of you who were not able to attend this years Trinity Regatta — and there can only have been a few, judging by the number of black blazers in evidence — will be glad to hear that it was a resounding success. This success was due in no small part to the many months of hard work put in by a dedicated committee whose enthusiasm must have wavered at times but who saw their efforts well rewarded in the end.

While hard work is one of the ingredients necessary for a successful Regatta, money is undoubtedly one of the others and the Club is glad to be able to report that Heineken Ireland Ltd. very generously agreed to sponsor this years Regatta. News of this sponsorship, coming as it did about two months before the Regatta, was a great confidence booster and it enabled the committee to revamp the Regatta entirely and bring it back to its former splendid state. The Pembroke Enclosure was completely fenced again this year and was provided with a large marquee from which drinks and tea could be purchased. This marquee also doubled as a venue for parties on two evenings of the Regatta.

Special commemorative medals were struck in bronze for the winners in all events except the University Grand Challenge Cup, the winners of which received solid silver medals. Better changing and showering facilities were provided for visiting crews and the slipway was also extended to enable all crews to launch and disembark quickly. The course itself was greatly improved with a lot of clearance of overhanging

trees and dredging of a large section of the south bank to facilitate the passage of crews to the start while racing was in progress.

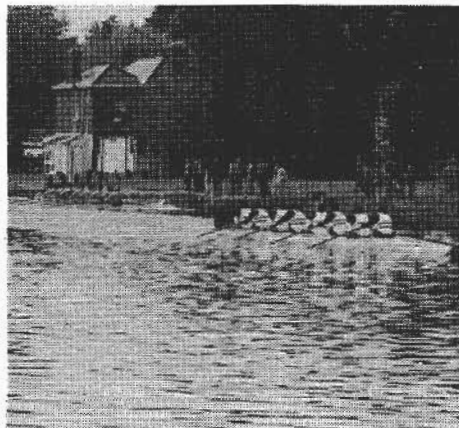
Racing itself was of a high standard, with many close finishes being fought out in front of the enclosure. Particular interest was shown in the visiting Cambridge crew who were our guests for the Regatta. They were beaten by a strong Garda crew in the final after Garda had disposed of Neptune in the semi-final by $\frac{1}{4}$ length. The Arthur Ball V111's event for non-active oarsmen attracted a large entry including four Lizzie crews. This resulted in the final being an all-Lizzie affair which excited a large degree of interest from all the visiting Lizzie men left on the bank!

The 1986 Trinity Regatta was certainly an event to remember and, hopefully, in years to come, it will be seen as the first in a series of great Regattas. It is hoped that Heineken will continue to sponsor the event and hopefully also a strong contingent of past members from overseas, whose presence helped to enhance the flavour of this years Regatta, will make it a permanent slot in their diaries.

RAYMOND BLAKE.



Donagh Mc Donagh (Regatta Secretary), Rien De Groot (Heineken), Bill Millar (Pres. D.U.B.C.).



Garda winning the Elite V111's from Cambridge.



The Captain, Nick Mahony, presents Albert Eakins with a Cheque, Tankard and Commemorative Oar to mark his retirement last year after 17 years with D.U.B.C.



The good work put in by Gerry Macken (far right) bore fruit when C.U.B.C. arrived to compete for the first time at Trinity Regatta. To mark the occasion the Club presented them with a suitably inscribed oar. Shown is John Pritchard (Pres. C.U.B.C.) accepting the oar from Bill Millar.

DUBC



NEWS

23 TRINITY COLLEGE DUBLIN

JULY 1986

SESQUICENTENARY FUND APPEAL

Contributions have been coming in well to this years special appeal. Over £2,000 has already been received and the fund has been used, as planned to help the crew at Henley.

Our grateful thanks to all who have already contributed so generously. For anyone who may not as yet have subscribed, the fund is still open. Contributions should be sent to any of the trustees listed on the appeal, or, direct to the Captain, D.U.B.C., at 23 T.C.D., made out to "D.U.B.C. APPEAL FUND".

ALBERT RETIRES BERNARD MOVES IN.

After seventeen years service to the Club, Albert Eakins retired in September of last year. Albert and Mrs Eakins, not forgetting Wanda the Alsatian, have moved to Blanchardstown.

Albert took over from Christy Byrne in the early 1970's and has seen a lot of successful crews in his time with D.U.B.C., especially in 1977 when on his first trip to Henley the Senior crew won the Ladies Plate.

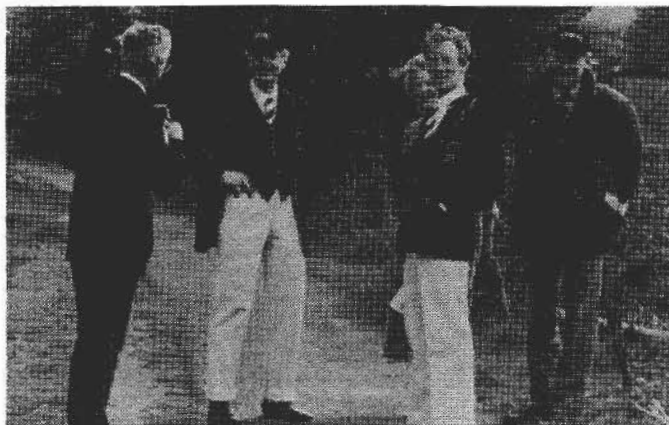
A lengthy process was then begun with a view to finding a replacement boatman.

In the intervening time, the Senior squad stayed in the boathouse for a week and got in some badly needed small boats work, after this John Tamplin, (Robin's son) took over. He did a remarkable job of cleaning the boathouse, repairing the bow of Maurice and refurbishing oars. John's work on an oar to commemorate the 1977 Ladies Plate victory is now on permanent display in the Long Room.

Finally, this January, after a lengthy search, thanks mainly to the efforts of Terry McCauly (the Sports Officer in College) and David Browne (the Captain of L.E.B.C.), Bernard Murphy and his wife Geraldine moved in. Bernard has begun his new job with great enthusiasm, not only in the Boathouse, but he has also repaired the Rowing Tank. We hope their stay with us will be a long and happy one.

The Buildings Office in College, after redecorating the interior of the Boathouse, set about renovating the Boatman's flat, and more recently have installed a new set of gates.

The next step will be to acquire a suitably vicious Alsatian which, apart from keeping undesirables at bay, might prevent any soft types from getting past the doors of the Boathouse!



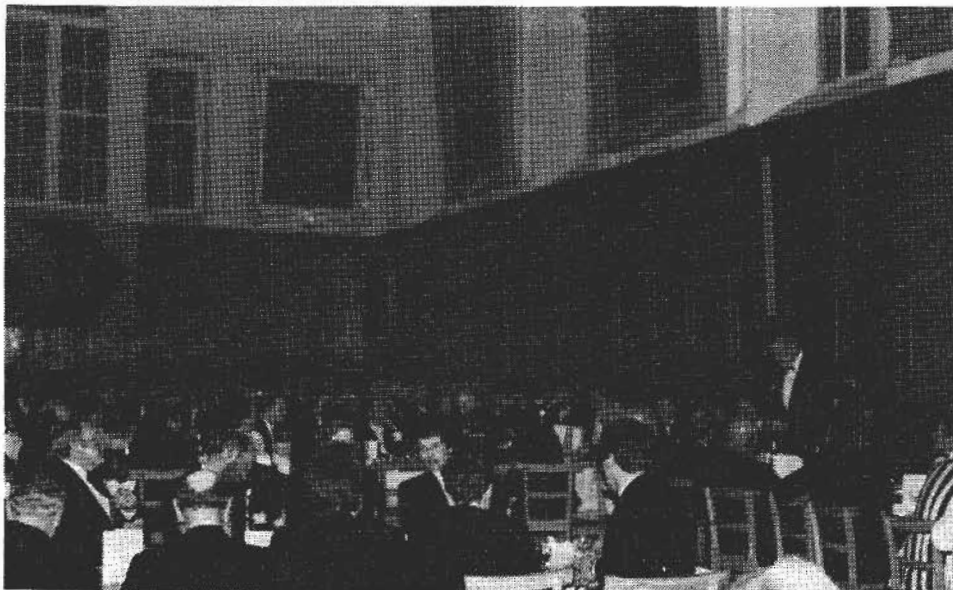
Gaby Costello arrives with his sandwiches, Tony Wilson, Rob Van Mesdag, Hazel and Robin Tamplin and John Pearson settle a few races, Trevor West contemplates, Derry and Cinnia McCaffrey dressed to kill, whilst Rob Van Mesdag and Mary Smiley discuss photographic refinements.

CELEBRATORY DINNER

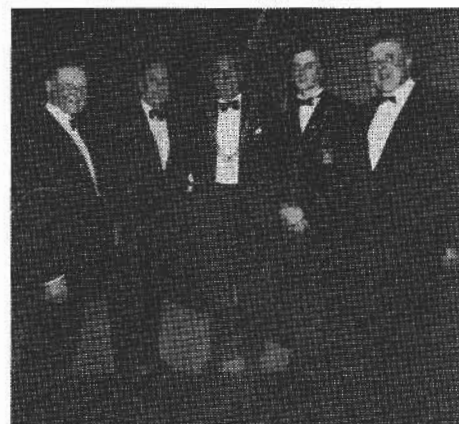
After many months of preparation, which began in June 1985, the night of January 24th 1986 finally arrived and all were agreed that the effort had been worthwhile and was well rewarded by the success of the evening. A total of 140 members, friends and guests sat down for dinner and, looking around, one could not help feeling a tremendous sense of pride in the Club. The Dining Hall itself looked marvellous — fabulously restored and beautifully decorated for the occasion with the Club Silver, flag and a selection of oars. In the speeches afterwards, the provost proposed the health of the Club and payed tribute to the great contribution that we have made to the College down through the years. Professor Alan Browne replied on behalf of the Club and then the Captain proposed the health of the guests, which toast was replied to by R.B. McDowell whose witty, historical speech was well received.

Afterwards, the gathering retired to the Pavillion Bar where the Guinness flowed freely alongside the anecdotes and stories which became even more exaggerated as the evening progressed. Such was the stamina of some that a barrel was procured and consumed in the homely, nostalgic surroundings of 23 Q1. It has even been suggested that some members extended the celebrations right through the weekend and were seen to be finally wending their way home in the early hours of Monday.

All in all, it was a marvellous function and a magnificent curtain-raiser to our "SESQUI" year.



Alan Browne replies to the Provost's Toast.



At the Dinner were, L — R:—
W.N.R. Millar (Pres. D.U.B.C.), Prof. W.A. Watts
(Provost), J. Tunney (Lord Mayor),
N.J. Nahony (Capt. D.U.B.C.), Prof. A.D.H.
Browne (Vice-Pres. D.U.B.C.).

ALAN BROWNE NEW VICE PRESIDENT

The Club is delighted to be able to announce that Professor Alan Browne has been elected a Vice-President of D.U.B.C., to replace the late Col. Bill Carter.

Alan came up to Trinity having already had a good rowing career with Shrewsbury. In Trinity, he was on the Senior V111 in 1946 which went to Henley, having won every major trophy in Irish rowing, only to lose very narrowly to Jesus College in the final of the Ladies Plate.

More recently he has been seen regularly at the main Irish Regattas, as well as at Henley, where he has followed the fortunes of the Senior V111 with particular interest — more often than not one of his sons, David or Philip, was in the crew.

H.L.S. HAMILTON

Regretfully, we were unable to include in our last Newsletter the sad news of the death of H.L.S. (Hans) Hamilton.

Hans was a member of D.U.B.C. between 1935 and 1939. Having stroked an unbeaten Maiden V111 he went on to stroke the Senior V111 in 1938, which did particularly well in the Putney Head of the river, coming 6th overall out of a field which included the Isis and Goldie crews.

We convey our deepest sympathy to his wife and family.

TRIAL V111's 1986.

In this special year of celebrations we thought we might include a picture of the Trial V111's supper. This is the first picture of this annual D.U.B.C. get-together to appear in the Newsletter.

This year our Vice-Presidents were well represented with Robin Tamplin and Alan Browne being present. Bill Millar, our President, succeeded in getting away early from previous engagements to sample yet another of the yearly batches of the Pembroke Punch.

Due to celebrations held earlier in the year and the College holidays, attendance was down slightly, however, the quality of the meal and the rousing singing more than made up for this.

Wondrous stories were being told late into the night, including, it is rumoured, a true one!

IRISH PAIR '85

Having decided to give up rowing to concentrate on my studies, the Spring weather proved too great a temptation and resulted in my joining Neptune R.C. with the prospect of becoming a fairweather oarsman. At the same time, Frank Moore joined Neptune from Garda, a great boost to Neptune as Frank is a legend in his own lifetime!, having won the Thames Cup in 1975 and represented Ireland at World Championships.

As it happened, we were both thrown together in a pair as the two new boys and, somewhat to everyone's surprise, the pair moved quite well as our styles blended. Neptune concentrated on their Elite V111 and thus, there was little time for the pair and it only became a serious prospect when it appeared that we could row in the Silver Goblets at Henley as the rest of the Neptune V111 were involved with Ltws. and in a Britannia IV.

At Henley, the first round was against a composite pair which was disposed of with some ease, much to our surprise. The second round was against Clift and Knight, hopefuls for the British squad V111 and who had built up a reputation in the pair. This proved to be a great race with both crews overlapping for most of the race. Eventually, our power rowing told when we rowed through them at the Stewards and we realised we were in with a chance. The third round was prospectively more daunting as the Lea pair of Scrivener and Hassan were known to be even faster than Clift and Knight. Again, we went out with some trepidation and the Lea pair moved out to a 2 length lead. However, at Remenham we opened up and again the lower rate power rowing proved our asset and we rowed them down at the General Enclosure where they stopped rowing.

So, much to our surprise, we had reached the final of The Goblets having expected to be supporting the Fawley Bar on Thursday afternoon! The final, unfortunately, was a disappointment where we came up against Pearson and Riches from Moseley, the previous years winners. However, our lack of experience and short time together told and our steering off the start was disastrous, ending in a collision with one of the buoys, missing 3-4 strokes. This gave Moseley the advantage which they pressed home and there was little we could do except fight on to the end with a 4 L verdict against I suppose we will always speculate as to what may have happened if our steering had been better - I like to think we would have given them a race.

After an easy victory at the Irish Championships and again at the Home Internationals in Nottingham, and with a successful time trial at Newry under our belts, the crew was selected to row in the World Championships.

In the first round we came second so everything was at stake in the second round. All crews were level at 1,000m and were still overlapping at 1,500m, where we in third place. However, at 1,600m there was a change of gear which we were not able to match, again my inexperience showing and we ended up last in the heat with a time of 6.59, one second faster than we were selected to do.

However, in the long run, lack of experience at international level proved our downfall.

PHILIP BROWNE.



WORLD CHAMPIONSHIP IV

The lightweight squad got off to a very good start last year with very successful Winter training sessions in Blessington and Galway. In Nottingham then, I got my first chance in a Lwt. four; the four went disastrously, finishing 4th both days in a very poor field myself rowing at 3 on the Sunday.

After Nottingham, a somewhat more dedicated combination came together for a race between the squad coxless fours at Metro Regatta.

Bow, Mick Reidy (Neptune and ex U.C.G.)

2, Neil Browne Q.U.B.B.C.

3, Donal McAuley (B.B.C. and ex-U.C.D.)

Stk. (Steersman) Nick Mahony D.U.B.C.

In Amsterdam we made the final twice and on the Sunday had our best row, finishing 4th.

Our next training period before the World Championships was fraught with difficulties and could not have been described as the best way to prepare for a World Championship. With one of the crew working we had to train on the Lagan, not the straightest of rivers for a coxless four. To add to my problems as steersman, the powers that be had decided to dredge the river which meant rowing around dirty great barges, in fact one morning at 6.45 a.m., we turned up at the boathouse to find no river (the river having been drained).

On the occasional weekend we would train in Blessington with the rest of the squad. But the weather had no intentions of letting us row. The last squad session at Blessington was very strange indeed, we calculated that there were only about 150 yards of rough, rowable water on the entire lake.

If one imagines what the Danish and Italian squads were doing at high altitudes in scorching weather, our preparations paled into insignificance - however, all was not lost.

In Hazewinkel, inexperience rather than rowing problems began to tell in the timing of burns in the races and pace over the third 500. It seemed every Irish crew would be 2nd or 1st at 1,000m and then be left behind. We felt that if the luck had been with us we could have achieved 7th or 8th place; in the end we had to settle for 10th place which was no satisfaction to us but was typical of the results of a weather-struck Irish Team at Hazewinkel.

NICK MAHONY.

Lizzie Afloat

The nostalgic anniversary dinner in January saw a determined effort by some Lizzie members to put her back on the rowing map.

The talent was obviously there, having won the Arthur Ball V111's at Trinity Regatta 1985 and narrowly losing to U.C.D. in the Michaelmas At-Home. (A hotly disputed and contested re-row resulted in U.C.D. reversing the decision of the first race). A 1V had also entered the St. Michaels H.O.R.

The next outing after the Dinner was to be the Carrick on Shannon H.O.R., also celebrating 150 years of something or other! The Lizzie V111 in jovial mood came 9th overall. Heartened by this performance, Galway H.O.R. was the next challenge. Equipment failure and difficulty of finding a late replacement (Steve Redgrave, Olympic Gold Medallist, Declining the offer!), resulted in the V111 being disqualified. Undaunted, the crew spun and raced over half the course between two rather fast crews - we were left with a feeling of what might have been.

The Regatta season began with an V111 being well beaten by U.C.D. at Neptune Regatta, despite the presence at 6 of the successful Cambridge stroke, John Pritchard.

Lizzie was slow in changing from H.O.R. to Regatta form.

Trinity Regatta saw four V111's, aptly named Sesqui, Thames, Liffey and Poddle entered. Three managed to take to the water, despite the similarity in some of the crew names, all recording victories, Thames beating Old Collegians, Liffey, Neptune and Sesqui, U.C.D. Thames were then beaten by a highly rated Garda crew. Saturday evening saw some reshuffling of the Thames and Liffey V111's, Sesqui remaining unchanged. Liffey were to race the Garda crew and despite the efforts of the 3 man, recorded a notable victory by one foot in the closest race of the day. Sesqui defeated Athlone easily. The stage was now set for an all Lizzie final. In their anxiety to reach the start (C. George the bowman being keen to continue his flying start as far as the airport!) Liffey ripped the keel of their V111. Despite this handicap, they managed to hold Sesqui to a two length verdict. L.E.B.C. thus retained their grip on the Arthur Ball Trophy.

ANDREW SIDES.



Great work was done this year by John Burgess and a group of helpers, on a slip extension which was completed in time for this years Regatta.

OUT AND ABOUT

Ace D.U.B.C. news reporter, B.R. Flake, has uncovered evidence that a meeting of the oh-so-exclusive organisation, Southern Hemisphere Lizzy, took place at Ian Hunter's farm in Marondera, Zimbabwe. The likely combatants would have been, Brian Persson, Richard Marriot and Nick Dunlop.

Indeed, they can only be heartened by the news that John and Joan Burgess, who were recently married, have moved to Australia which they hope to have annexed for S.H.L.E.B.C. within the year. We wish them the best of luck in their new life. Speaking of Burgesses, this year saw a third Burgess brother, Michael, claim a seat in the Senior V111 only to find his brother Edward was rowing in the U.C.D. Senior V111! This saw Mr. and Mrs. Burgess, always great followers of their sons rowing careers, in strangely silent poses at many of this years Regattas.

Success seems to follow those ex D.U.B.C. oarsmen who continue to ply the strong oar after their College days. Sean Tunney was a member of the victorious Irish V111 at the Home International Championships in Nottingham last year. Philip Browne, Alan Thomas, and Gerry Macken all rowed in the Neptune V111 which won the Senior pot in '85; Gerry Macken also rowed in the Irish Lightweight V111 which won gold medals at Amsterdam International Regatta where they broke the course record! Alan Thomas won the Senior 1V's Championship, and of course these three were in the Neptune crew which had that marvellous win in the Ladies Plate this year.

Meanwhile, Lizzie men of a more mature vintage were to be seen in action this year when Cedric Sheppard and Rob Van Mesdag, with cox Roger Rolph, rowed in a quadruple scull in Voga Langa with such distinguished company as the American Ambassador to the Common Market who diplomatically stroked this crack crew which also included that most ubiquitous of oarsmen A.N. Other esq. That other bunch of successful Lizzie men, the 1977 Ladies Plate winning crew, are planning a reunion, ten years on, in 1987.

One of that bunch, Rory Reilly, has been busy coaching the first crew at the Kings School, Wimbledon, which he took to the special race for schools at Henley this year.

In this crew, following in his fathers footsteps, was Guy Blanchard whose proud parent Gerry, informs us that L.E.B.C. biannual Dinner takes place in Thames R.C. on the 25th of October. However, this arrangement is provisional, so if interested, check with Gerry Blanchard.

Congratulations to Donagh and Nancy McDonagh on the birth of a daughter, as yet un-named, but Donagh is confident that a name will be found within a realistic time scale, so it will.

Congratulations also go to Derek Gordon whose engagement to Fionnuala Leddy was announced.



L.E.B.C. 'Sesqui' cross the line to win the Arthur Ball.

BOATHOUSE REVISITED

She has undoubtedly seen more races than any of us and has no problem differentiating a good crew from a bad one Annie Byrne (83), wife of Christy Byrne, who for 35 years was boatman to D.U.B.C. Christy ended his term of office in the early 1970's when he and Annie left their apartment in the clubhouse and moved to a modern block of flats built on the spot where the "Widow's" used to be. From there, the Byrnes continued to follow closely events at Islandbridge and, in 1977, when Trinity won the Ladies' Plate they were delighted to be invited to a party given by the then Provost, the late Dr. and Mrs. F.S.L. Lyons. Christy died a few years later, making it more difficult for Annie to keep in touch with life on the Liffey. But an event such as the 150th anniversary could never escape her and on the Sunday of Trinity Regatta she was back where she belonged: in the Long Room she knows so well, among friends she loves so much. Just prior to having tea, she watched the crowds and crews from the Clubhouse Balcony and observed with the power of experience: "There's only one Regatta in the world isn't there?"



Annie Byrne pictured at this years Regatta.

ANYONE FOR TEA?

Heavy breathing, biceps bulging, fat sweating and mascara running as the tracksuit mob flake up and down the river. The tiny limbs pound as the body rushes, races, up the slide for its rest. YES LADIES, rowing still exists, on the river, and off

Well, off's a slightly different story. "Hands on the kettle get your mugs . . ." are the screams. The members leave their tiny, cramped, but ideal little portacabin, located somewhere outside the boathouse and conglomerate in the Ladies Loo and in the hall outside, where they sit and talk and drink all afternoon. In their solitude, they can reflect on the mornings trip, the row-over they have in next weeks final, tactics in the race and God knows what else young Blades perhaps?