

ELITE FOUR VICTORY and Eights Report

The D.U.B.C. Four of (Stk. to Bow), Donal Hanrahan, Brian Gilmore, Peter Pelz, Ben Hurley and Cox Tatiana Convery surprised everyone outside of Trinity College by winning the National Championships Fours event at Blessington on July 20th.

The four had done well throughout the year and were knocked out at Henley only through lack of experience in steering. But also at Henley the UCG Four had won the Britannia Cup with the Cork-Cappoquin Composite in the final with them. D.U.B.C. were known for their strong eight, not the four. But in a rented UCC Front-loading Four (with the help of coach Martin Breen). Having seen the four rowing up to the start, spectators had remarked it seemed to be going very well, how right they were!

Trinity powered off the start, and by the 500m mark they were clearly ahead of the chasing pack when they continued this form past the 1,000 mark, there was an air of hope amongst the D.U.B.C. men on the bridge. As they came closer, a huge roar developed. They then held the lead all the way to the finishing line in a huge upset over Cork-Cappoquin who finished second and UCG who came in third. It was undoubtedly Trinity's finest win of the year and one that this spectator will savour for many years.

Eights

July 21st heralded both the elite eights and the novice eights, both of which the club hoped to win. The superb elite fours win spurred on the eight, and the novices had been happy with the previous days racing too.

The elite eight, in a I.A.R.U. Janousek eight borrowed some weeks before-hand due to an accident at Blessington, looked excellent on the day. There was a strong tailwind which favoured Neptune as the lighter and more experienced crew, but Trinity were hopeful.

The crews were level off the start, remaining so at 500m and 1,000m marks. Approaching the bridge, Neptune were slightly ahead despite pushes by Trinity all the way, finishing only one third of length behind Neptune in a great race. The eight, of (Stk. to bow) Donal Hanrahan, Ben Hurley, Edward Davis, Brian Gilmore, Peter Pelz, Marcel Jaspars, James Tarpey and Eddy Spratt and Cox Tatiana Convery were disappointed to have come so close but happy to have rowed so well.

E.C.

Henley Royal Regatta 1990

The rules changed slightly this year with the Ladies reverting back to being a universities event and a new event, the Henley Prize, being introduced for "individual colleges of universities." Although DUBC to those close to us, we are Trinity College Dublin, Ireland to Henley and so entered this competition. Seven of the previous years crew were competing again and given the successes of 1989, spirits were high. We arrived at the Dudeney's on the Monday prior to the regatta and settled in for a dose of hospitality (and food!) for the week.

We had entered a four in the visitors as well as the 8, but our first outing was in the 8 against, of all people, UCD. We expected to do well against them, and our coach advised us that by "stuffing" them we would "do them a favour!" In dreadful conditions we duly did this by 5 lengths. The four were very unfortunate to be beaten by a Cambridge four with two blues on board, after some steering problems, but were to show their true colours back on Irish waters 2 weeks later.

Our next round in the 8, on Friday was against Orange Coast College of the USA, and the improvements we had made over the preceding week were starting to show. We led them from the start, extending the lead down the course to win by 2 lengths. Into the semi-final for the 2nd year running, here we met Downing College Cambridge, with 5 goldie members on board and the blue

coach following in the launch. This was definitely our toughest test to date, and one of the closest races the crew had ever had. We led from the start by a quarter length; but kept having to respond to challenges from the Cambridge boat down the course, we finally held them off at the finish after a tremendous push into the enclosure, the verdict being a half length.

So there we were, in the final of Henley for the first time in 13 years. Here again, hopes were high, as we had watched our opponents Imperial College London, have a rather torrid time against Oxford Polytechnic in their semi. It transpired that one of their crew was unwell and was replaced for the final and we took some hope from this. "It's almost a different world" sitting on the stakeboat in a Henley final, knowing the size of the task before you and the possible prize at the end of it. We certainly didn't lack confidence or belief, and started quite aggressively. By the barrier we led by a canvas, but Imperial were a very accomplished crew and overhauled us quickly after that, going on to win by 1 and a quarter lengths.

We returned, to the Stewards for some soothing beverages, proud to have done so well, but bitterly disappointed not to have succeeded at the last.

Ah well! Next year maybe

J.T.

DUBC



NEWS

23 TRINITY COLLEGE DUBLIN

MAY 1991

Captains Report

The year began as always with the havoc that is Freshers week, although all boded well for the year ahead with a record number of new recruits. Organisation this year was always going to be a little easier than last year as 23:01 was back in Boat Club possession with the Quatercentenary committee having to make do with one room.

The AGM in October was another serious affair with the treasurers report causing more headaches, but the good news is that even as I write the clubs accounts have finally been put in order.

On the rowing front, things looked like being just as difficult with the loss of most of last years senior eight, however under the guidance of Andy Hogan and Mark Pattison the eight has gone from strength to strength recording good results at St. Michaels and Lagan heads where we beat UCD and Queens quite convincingly. This years progress will also be aided by a new Janousek eight which the club is due to take possession of in early March, just before Galway Head. To help the Seniors eights chances at the head and with our minds firmly fixed on the Gannon on Easter Saturday the club has arranged a training week in Galway just before the head to get used to the new boat.

After the resignation of the boatman Bernard Murphy last year the club was left with a serious problem as regards the upkeep of the boats and equipment, but with the help of DUCAC the college decided to hire John Homan who comes to us via Commercial R.C. we hope that he settles in and continues in the great tradition of Trinity Boatmen.

NOVICE REPORT

Coached by Michael Burgess, Enda Cahill and Luke Johnston, the season looked promising with two full eights including representatives from Germany, Spain and the USA. The head season featured unprecedented bad luck and much structural damage, the "Widow" being almost written-off at Galway Head. Dublin Head too saw the first crew crashing, through no fault of their own.

The Gannon Cup saw a technically better UCD crew beat the 1st novice crew but the 2nd novice crew stroked by Bill Bond surprised everyone by beating UCD's crew by 5 lengths. The 1st novice eight came 2nd behind Queens University at Neptune Regatta, a good result against a strong field.

But the weekend at Castlewellsan was where all hoped to break status. The 3rd place in the University Championships was disappointing, but Queens Regatta saw UCD and was neck and neck all the way, thanks to Guy McDonnell at stroke, and although we crossed the finishing line first we were disqualified for moving out of our lane. It was a bitter disappointment.

Trinity Regatta brought another disappointment but a victory too. The 1st eight was narrowly beaten by the Garda Siochana in the 1st round, the eventual winners, but a novice four of two Germans on American and an Italian coxed by a Brit beat UCD to win.

Metro Regatta saw the eight return after little training during the exams to be beaten by a commercial crew, and Athlone saw similar results.

It was the last Regatta entered, Cork, where we finally broke status, with a rearranged crew winning novice eights, Senior "C" eights and novice fours. We had finally brought home some pots.

Training twice a day followed, with tempers fraying from living together in the boathouse and little sleep, long outings in Blessington consolidated the crew, and a weekend in Tullow with Micky Burgess also helped, thanks to huge amounts of food and some croquet. Aidan McMahon and Ceallach Levins also coached, sometimes at 6.00 am.

Friday the 21st brought the National Championships, and two fours, neither of which had trained together before, and one of which had no fin (fins are for fish), did well, the 1st four coming third overall. But Saturday brought a windy day resulting in a flying start with Queens edging ahead from halfway to win by 3 lengths. The crew, although disappointed, were satisfied as Queens were in their 3rd year of rowing. It had been a good year.

E.C.

Head Report 1989 - 1990

A disappointing start to the season began with the cancellation of St. Michael's Head due to fog. Two Senior IV+'s performed below standard at Newry head considering their later achievements.

Just as things were looking up, the Erne head came along. This was the first club outing to a head race. The Senior VIII after a very strong start encountered a pole, breaking four stroke side blades. The ladies boatclub not to be outdone dropped one VIII off their trailer and split another trying to fit through a bridge sideways. This left the way for the intermediate VI to record the fastest Trinity time of the day - the novices performing below par.

At Galway the elite IV were narrowly beaten into second place by Belfast Rowing Club. In the VIII a second Trinity/L.E.B.C. VIII competed with the Senior VIII. The Seniors did not perform as well as expected, coming in well down the field and only beating the composite by 11 seconds. Meanwhile the Novices at last rowing well, moored their boat on a yacht stake. Not realising the bow had been torn apart and bow pair were preparing to abandon ship, the eager cox called the VIII to keep rowing until he saw the name plate "widow" floating by.

With 1 week to prepare for Dublin Head the senior VIII underwent restructuring. The first VIII now included Eddie Davis who had been sculling all year and Eddie Spratt (L.E.B.C.) who had been coaching the Junior squad.

The first VIII came 11 seconds behind a strong Neptune Crew, - a good performance considering the short time the crew had trained.

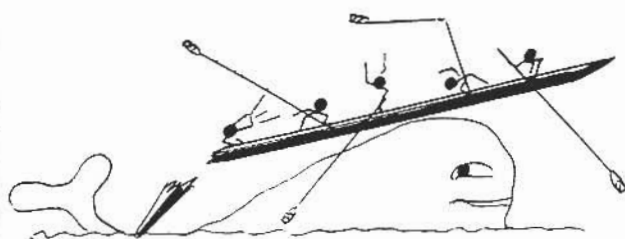
After some good outings during the week, the second VIII's inexperience showed in the rough conditions and finished 9 seconds behind U.C.D.'s 1st VIII.

The novice VIII again met with bad luck when they found a stationary Neptune crew in their path and lost two and a half minutes disentangling themselves.

Despite the misfortunes during the head season and the lack of pennants there was some good racing done, and after a hard winters training, the club was determined to show its strength in the coming regatta season.

C.T.L.

Down River Trips



Easy All.....!

LONDON LIZZIE Dinner Dance

In February last year an LEBC Dinner-dance was organised for members and their guests at Thames Rowing Club. Among the seventy people who attended were Rob van Mesdag from Brussels, Raymond Blake from Dublin, Mike and Liz Ryder from County Down, and Heide Stony from Fontainebleau, France. Particularly welcome among the guests were Pat and Erica Bradley. Pat coached Trinity crews at Putney and Henley in the late fifties and during the sixties. A topical cabaret was provided by TCD graduate Dillie Keane of Fascinating Aida fame. Gerry Blanchard organised the party; Caroline Clarke produced the flowers and menus; Simon Newman provided a luxury coach to deliver people from South West London to TRC at Putney (John Pearson provided the bubbly!) and more importantly to deposit them home again in the early hours of Sunday morning. And a cheque for £206 was sent to the DUBC Henley Fund as a result.

Trinity form Mainstay of Home International Victory

Having displayed the depth of skill and fitness at the 1990 Irish National Championships that arguably earned Trinity the title of the strongest club at elite level in the country (first place in the elite coxed fours and marginally second in the elite eights), it is little wonder that Trinity were to provide the basis of the senior men's elite eight for the Home Countries International Regatta, exactly one week later in Nottingham, England. However, it was not a foregone conclusion that such would be the case. For several months in advance of the National Championships, it was common knowledge that those seeking selection for the Home International eight should attend the scheduled selection camp on the day immediately following the National Championships. A strong, representative group of Ireland's elite presented themselves for selection on the designated day (some slightly the worse for wear following victory celebrations!), only to be kept on hold for some 2 hours while individuals responsible for organising the selection process indulged themselves in infantile political wrangling. Eventually, restive oarsmen decided that either something happened or we all went home.

It was a credit to the oarsmen involved that something did happen - it would have been all too easy to develop apathy towards the selection process on that cold and windy day. Instead, the selection process was swift, and given that the crew had only one week in which to prepare, speedy decision making was a necessity. That the selection process was valid was proven by the confidence of the oarsmen involved, that this eight was faster than either of the two eights which had finished within feet of one another at the National Championships on the previous day.

The crew, consisting of no less than five Trinity oarsmen (Stk. Donal Hanrahan, 7. Ben Hurley, 5. Brian Gilmore, 4. Eddie Davis and 2. James Tarpey), one Clonmel (3. Oisín McGrath), and two Neptune (6. Colm O'Rourke and Bow. John Kehily), was to be coached by

Martin Breen (also Trinity) and coxed by Derek Holland. Preparation began on the same day as the selection was made, and consisted of a daily visit to Blessington for an extended technical, blending and work outing (in the words of an ex-Trinity oarsman, a mixed grill outing). By the following Wednesday (3 days after selection and 1 before departure) the work pieces being executed by the crew were becoming quite coherent, the oarsmen having adapted to their fellow crew members and the yellow kevlar Empacher craft with astonishing rapidity. Therefore, preparations for departure for Nottingham were made.

On Friday morning following

comfortable though sparse surroundings. The plan included breakfast, then departure for the National Watersports Centre in order to rig the boat and embark on a preparatory paddle. Everything went like clockwork for the eight. The crew was in good form, the equipment presented no problems, and the weather was suitable. The paddle went well, clearing the remnants of travel from our systems. The crew came off the water confident that we could perform well in the forthcoming race at 17h00 that evening. All we could then do was wait, so we returned to our accommodation for a couple of hours to rest.

Eventually the time came to



The victorious Irish eight: Eddie, Donal, Martin (Coach), James, Colm, Ben, Brian, John, and Oisín (absent). Photograph courtesy of John Kehily.

the National Championships, all Irish Home International contestants gathered at the B+I ferryport, North Wall, Dublin. Here we boarded the ferry to Holyhead, Wales, at which point we were collected by a local coach company for the trip overland to Nottingham. Road works in north Wales forced us to take a more arduous route through the mountainous regions of central Wales, and the sunny weather compounded the discomfort of the seven hour coach journey by baking all passengers on board. We eventually arrived in Nottingham approximately twelve hours after departing from Dublin, in no fit state to attempt a preparatory paddle on the eve of the race.

Race day arrived, and we arose following a good rest in

race, and we gathered together in a quiet corner at the race-course. Martin delivered an inspiring pre-race summary of our situation, leaving nobody in any doubt that there was a job to be done, and that we were capable of doing it. People were having difficulty remembering when Ireland last won the Home International eights. We had to correct that failing.

We presented ourselves in adequate time at the start, and were informed that the order of the start would be "Attention, Set, Go". Conditions were tricky with a cross-head wind and lumpy water, presenting difficulties for the coxswain, whose hand was clearly raised in the not ready position. "Attention". "Not Ready". Pause. "Attention". "Not Ready". "Set". "NOT READY".

"Go". "NOT F*!@ING READY" roared the cox, but the unbelievable had happened, and the race started with Ireland a good half length behind. However, the umpire signalled an unfair start and the crews were recalled to the start. This time we were prepared for the inadequacies of the starter, who by rule should not proceed with the "Set" until all crews are fairly aligned. "Attention". Muscles tense. "Set". We were ready. "Go". In a controlled build, we opened the throttle to maximum, pushing the boat forward at increasing speed, rising to a rate of 45 strokes per minute. We were level with, if not ahead of Wales and Scotland, with England on our left having a slight advantage. We settled to a rate of 37, England now two seats ahead, Wales a seat behind and Scotland on our right a further seat behind again. All crews remained in contact during the strongly contested race. A push somewhere around 700 metres helped us pull away from Scotland and Wales, and regain marginally on England. Another push at 1200 metres brought us level with England, leaving Scotland and then Wales further behind. At around 1700 metres we cracked England, gaining two seats and pulling away, but the Scottish were rallying. However experience showed within the boat from the previous year's Home International (where Scotland had rallied in the last 250 metres to come through to a win by 2 feet) and thus the Irish eight responded, jacking up the rate, and powering away to cross the line first and take the honours. The race proved to be a fitting end to the most successful season that Trinity has had in recent years.

Trinity was furthermore represented in the Irish Home International squad by our elite four and eight coxswain, Tatiana Convery. Though ineligible for selection for men's crews due to FISA rules at international events, she was selected in her own right to cox the women's elite fours event. Largely due to her experience, the in-experienced four blended well during training, and put in a credible performance on race day, securing valuable points for the Irish team.

Good Improvement in DUBC Appeal

We are delighted to report that the DUBC Appeal last year produced an all time high, with IR£5,000 being the final total. So take a bow everyone, especially the "Team" of Rob van Mesdag, Bill Millar, David Browne, Henry Clark, Desmond Hill, David Sanfey, Alan Browne, Norman Furlong, and Robin Tamplin, who added personal notes to the letters as they went out, Robin doing the bit of co-ordination required. That seems to have been valuable in more ways than one, and in a number of cases opened up lines that had not been there for many years. So a well worthwhile exercise all around.

The small disappointment in all of this was that the total number of subscribers rose by just ten - from 72 to 82. So everyone's heart was obviously not touched. There is a message in there somewhere! The club is however sincerely grateful to all those who dug deeper than usual and of course to that small number who have come on board for the first time. Thank you everyone.

Bill and Robin have met with the outgoing and present Captains, John Caird and Aidan McMahon, and agreed an allocation between the Henley and Equipment needs. £1,500 was given to assist the crews feeding and accommodation at Henley; and the balance has been put towards a new Jannousek Fine VIII, with a reserve being held towards next years Henley fund and possible unseen eventualities.

A side benefit of the Appeal exercise carried out last year has been the updating of addresses of some old members, and the re-discovery of others. This is all being incorporated at the moment into a new updated members address list.

James Shillington - A Tribute

It is with the utmost regret that we have to record the death of James A. Shillington on 2nd November 1990 - one time captain and president of D.U.B.C.

James joined the club in 1930 and after little more than a year became a key member of the Senior VIII. He rowed in the first T.C.D. crew to be entered for the Head of the River Race at Putney and was elected as Captain in 1933. His years in the club were notable for two important developments - the change from the orthodox to the fairbairn style of rowing with its longer slides and swivel rowlocks instead of fixed pins - and the appointment of Dermot Gogarty as coach. These resulted in a dramatic rise in the standard of oarsmanship which brought in its train numerous and welcome successes in Regattas.

James saw service in the Second World War and some time later moved down from the north of Ireland to take up farming in Co. Meath. This was a tremendous gain for D.U.B.C. as he was able now to revive his already longstanding association with the club, further cemented when his son Kevin joined D.U.B.C. rowing in the senior eight in the "Mid Sixties", it should also be recorded that a further family connection already existed as James' brother Tommy Shillington rowed in the eight in 1934 and 1935 - another delightful personality who alas lost his life in the Second World War.

For some years James had been a vice president and he became president in 1978, a position which he held until 1983. As one might have expected his work for the club during these years was quite outstanding. Many will recall how he and his wife Jane used to travel all over the country to Regatta after Regatta, often at great personal discomfort. They never failed to appear at the important fixtures, bringing words of encouragement, building up confidence, and often marking successes in tangible form with crates of appropriate liquid restoratives. James indeed was one of those people who always seemed to appear at the right place and at the right time. Even as far away as Henley or Putney he would be there, radiating good-humour, calmness and confidence. As an upholder of the morale and traditions of the club he had no equal. He enjoyed his rowing to the full and also the social side of it all and he must have been in his element in those pre-war days at Henley when the eight used to stay occasionally at Cecil Harmsworth's House where a large staff plus a butler were on hand to cater for the needs of the Crew!

He died aged 80, after a long and happy life and to his wife Jane and to all his family we extend our sincere and heartfelt sympathy. With his passing the club has lost a most illustrious member and perhaps even more, a true friend. It is worth repeating a phrase he so often used "Don't forget we are the best club!"



Cruising down the River

David Browne (left), David Hickey and Raymond Blake (right) join Brian Williamson (at the Helm) in a 'nice and easy' run into the crew dinner at Henley last year.

1950 RE-UNION

(From one who was there ...)

Henry Clark, most ably supported by his wife Penelope, hosted a great get together of DUBC 1950 (his year as Captain) at Henley last year. Almost everyone was there, with the exception of crew members Tony Kilroy (2), and Mike Murray-Alston (6), who for various reasons were unable to get in from San Francisco and Victoria, Australia, respectively. Not a bad turn out, forty years on, and the numbers added to by UCD stalwarts of the same era, Dennis Sugrue and his wife, and Colm Malone. There were other wives too, and Hugh Wilson's son and daughter, and his well remembered brother John. Also soaking up the scene, and endeavouring to sift fact from pure fiction, our historian Raymond Blake.

Everyone looked very much like their old selves, and reasonably fit, though grey hair did predominate. Not everyone could fit into their 1950 blazers. Who cared anyway as the lunch and Champagne slipped easily down!

JG has a bristling moustache, two daughters and a third hip replacement, he's the only one who still lives at his original address; Willy Orr FRCS has retired and is rebuilding a stately home in Cumbria; Hugh Wilson in Texas is determined to bring in one more gushing oil well before retirement; Hugh Strain has retired, sails and lives outside Belfast; Rob has just returned to live in London from Brussels and is a multi-national journalist, rows as a veteran, and sings Barbers Shop harmony in addition to being President DUBC; Eddy Ward is out of the RAF and a Medical Officer of Health in Buckinghamshire; Robin Tamplin has retired from Guinness and is more actively involved in DUBC affairs than any past Vice President. Everyone except Rob is married, and there's still hope for him I'm told.

By happy chance, the Stewards had arranged that Trinity was racing at 3-20 that afternoon. We all walked over to the Enclosure after lunch and saw the old black and white stripes win in very convincing style.

Ahhh the memories! A stirring moment for us all.

VETERAN SUCCESS

Multo Graci, Italia 90

Congratulations to the combined Lady Elizabeth/Old Collegians veterans. Rowing will never be the same again!

The jingle of Irish veteran oarsman as they returned medal laden from the Veteran World Rowing Championships near Pisa in Italy last year had to be heard to be believed. All conquering in three events, at least, the A Category VIII's, the Coxless IV's, and the mixed VIII's, the combined Lady Lizzie/OC squad had a real field day before returning home in triumph, and, whisper it, poorish shape! The team consisted of Pat Mc. Bride, Jim Skelly, Jay Renehan, Jo Hogan and Mick Cusack of Old Collegians, and Kieran Mulcahy, Donagh Mc. Donagh, James Murnane, Sean Tunney, David Hickey, and Kevin Towey of Lady Elizabeth.

We had pizza washed down with the tincture of Chianti Classico for lunch. Everyone was getting in the right frame of mind for our first race; The A Category 8's, which all agreed was the premier event. We selected the crews that evening!

At the start, the aligner was heard shouting AVANTI, PREGO, QUATRO, UNO and then there was completed silence. The starter had the flag up and away we went. We had a length at 250, 2 lengths at 750 and then Kevin Towey let us know where we were. People got over enthusiastic and we slid back. The rowing disimproved, but we were still the first crew home. We had won. It was over.

Later a mixed 8 with Sons of the Thames Ladies yielded another win. This was orchestrated by Donagh McDonagh and there was plenty of rhythm and much more besides. The following day it was very choppy. Racing was suspended on a few occasions. Then it was time for the last event we were to race, in the coxless 4's.

We all heard the AVANTI UNO, were in lane 1 and we were aligned. It began, a super start and the black Empacher was steaming along and running smoothly. We were at 500 and in rough water. We worked on the finishes as we surfed over the waves. The boat was taking a lot of water. We were at 750, only 250 to go, but would we make the line before being swamped? The other crews were closing, this time it was the water on board that was slowing us down. We held on. We were over the line.

A long pause. We waited. Then came the announcement, we had won. We docked and emptied the water out of the boat and then rowed over to the winners potoon to collect the medals. Multo graci, Italia 90. In all we collected 16 medals, 8 to OC and 8 to LEBG.

The entire party are grateful to DUBC who allowed us the use of their road trailer and a coxless pair for this event; and to Robin Tamplin our coach for helping us lift those medals.

Many thanks too, to our sponsors and all our friends and supporters.

J.M.

Editorial

The editor of the newsletter is possibly the most thankless job in the club. Articles have to be extracted from some individuals with a vice-grips, others simply refusing. This is why it is invariably late. Thanks to Lizzie members, however, in particular Robin Tamplin, and much hard work a newsletter has emerged. Looking over the articles I realise it is all worth it, particularly reading of the success of last year's crew both nationally and internationally. I know the former D.U.B.C. men round would appreciate this and I see the club maintaining the highest round standards. This year's senior eight, although Intermediate, is competing strongly at Elite events already, thanks to Andy Hogan and Mark Pattison on the bank. The novices are also strong contenders for a championship pot. There is even activity at the small boat level. This newsletter hopes to reflect the strength of D.U.B.C. at every level.

EOIN CANNON

"Trinity Link"
LONDON 986 9176

Not just for Lonely Hearts -

Although we do our best for them too - but for any D.U.B.C. man or woman adrift in England or stranded on the bank there is help on the end of a phone.

Whether you want to get on to a crew or to put one together, or to do some coaching or to lend your bike; if you want to find a mate or make a date, to cadge a quid or scrounge a lift to Henley, to tract down a chum or trace your father, remember to try "Trinity Link".

We maintain an up-to-date list of the names and addresses of more than 3,000 TCD graduates in the Thames Valley area and also a directory of every TCD graduate group in Britain to help to put you in touch. And every term "Trinity Link" produces a list of events arranged by TCD and kindred social groups. For a copy simply send a stamped self-addressed envelope to "Trinity Link" at 2 Saint Quintin Avenue, London W10.

T.T.E.M.

Out & About

We hear that Nick Mahony continues to row with Tideway Scullers, and Kevin Lynch with Lea R.C. Hopefully we'll see them at Henley, building yet again on some of their former glory.

Re-unions seem to be all the go. Vice-President Desmond Hill was seen rediscovering some of his lost youth in September last when he teamed up with his CAI eight of 1965 to recapture some of the glory moments of that outstanding schoolboy crew. Looking not quite as svelt 25 years on, the crew are nonetheless reported to have slipped immediately into their customary graceful, effortless style, and are already looking forward to a repeat performance in 2015.

Word has it that the Old Collegians/Lady Elizabeth (Lady Elizabeth this year) Islandbridge Veteran squad have plans to defend their titles at the 1991 Veteran Championships in Miami on 31st August and 1st September next. Week-end outings and Head-of-the-River races are part of the current diet as the long haul to this top world event begins.

Ben Hurley, who rowed in the 1990 winning Elite Four, has married Tatiana Convery, cox of the same four. Oarsmen were present in great numbers at both the stag night and the wedding itself. The club wishes to congratulate both of them on their wedding and their new son, who has recently been born.

The novice blazers mentioned in last years newsletter have appeared at both Christmas Commons and Trial Eights, on the persons of Clive Lee and Daniel Sims. Both of them looked simply splendid.



Sean Drea and John Payne - July 1990 who met at Philadelphia and went out in a double scull on the Schuylkill river.

STOP PRESS ● STOP PRESS ●

Boat Club History

The publicity leaflet and order form for the history should just have reached you. All is on course for publication on November 23rd. Reports on the content are extremely good. We are all about to learn a lot about our famous club.

Remember to get your order for the subscriber edition, a beautiful book, in to Trinity Trust **before** July 31st.

At the 1950 Re-Union, and ready to pull an oar at a moments notice:



Left to Right:

Hugh Wilson (Bow)
Henry Clark (3)
John G. Leather (4)
Willie McNorr (5)
Hugh Strain (7)
Robin Tamplin (5th)
Eddie Ward (Con)
Rob van Mesdag
(Diamonds)