

1946 - 1952

056_1946_23/03/46_Call for volunteers

057_1946_23/03/46_Officials Letter

058_1946_23/03/46_Official race report

059_1946_23/03/46_Instructions for Officials and Crews

060_1946_23/03/46_Entry Form

061_1946_23/03/46_Pre race Press

062_1946_23/03/46_Boating order

063_1946_23/03/46_Programme

064_1947_: 15/03/47_Announcement Letter

065_1947_: 15/03/47_Entry Form

066_1947_: 15/03/47_Pre race reports

067_1947_: 15/03/47_Programme

068_1947_: 15/03/47_Tatler Advert

069_1947_: 15/03/47_Race reports

070_1947_: 15/03/47_Instruction to Officials & Crews

071_1948_:13/03/1948_Officials invite Letter

072_1948_:13/03/1948_Race Entry Form

073_1948_:13/03/1948_Instructions to Officials and crews and Thanks Letter

074_1948_:13/03/1948_Press reports

074.5_1949_ 19/03/1949_ Press Reports

074.6_1949_ 19/03/1949_ Pengwern, Leeds Uni, RCRC II third

075_1949_1: 19/03/1949_Tom Bigland (RCRC) talking to AB Stobart (Cambridge UBC) and Hugh Irvine umpire (Leander club).

076_1949_9: 19/03/1949_K Barry oils the oars with G Coogan, University College Dublin BC.

077_1949_7: 19/03/1949_Molly Sims & Evan Cameron (London RC)

077.1_1949_13:_19/03/1949_Mr GR Wace, bow Lady Margaret BC checking pla of the course.

078_1949_8: 19/03/1949_JV Smith (Leeds University)

079_1949_15:_19/03/1949_Major & Mrs Done looking at their programme at the start.

080_1949_4: 19/03/1949_Pengwern RC Boating going out.

080.5_1949_18:_19/03/1949_Mr Longley (Liverpool Uni BC) snaps a picture of his crew
at the start.

081_1949_6: 19/03/1949_Coxes meeting at the RCRC boathouse by CY Dawbarn (Mersey RC).

082_1949_2: 19/03/1949_ Boats coming up to Eccleston.

083_1949_10:_19/03/1949_Liverpool University 1st VIII Boating

084_1949_3A:_19/03/1949_Agecroft BC

085_1949_11:_19/03/1949_Royal Shrewsbury School.

086_1949_ 19/03/1949_13_ D Woodward, Northwich RC recieves Clinker Pennant from
Lt_General Sir Frank EW Simpson (GOC Western Command).

087_1949: 19/03/1949_14_ Winners London Rowing Club_ Major FHM Rushmore and FP Martin
with The Henry Williams Challenge Cup presented by Lt_General Sir Frank EW
Simpson (GOC Western Command).

088_1949_3: 19/03/1949_ Wallasey Grammer School BC

089_1949_17: 19/03/1949_First two crews finishing, London RC and Shrewsbury School.

090_1951_10 March 1951_Entry Form

091_1951_10 March 1951_Instructions for crews

092_1951_10 March 1951_Officials

093_1951_10 March 1951_Results

094_1951_10 March 1951_Race Programme

095_1951_10 March 1951_Press Reports, and tideway

095.1_1951_10 March 1951_RCRC II Outside the Club.

096_1952_RCRC I_Head winners

ENTRY



Dear Sir,

Royal Chester Rowing Club,

Chester.

2. Feb. 1946.

The Royal Chester Rowing Club is organizing the first post-war North of England Head of the River Race on Saturday, March 23rd. 1946. Entry forms, which give full particulars, are attached.

It is felt that, in spite of the difficulties which confront the restarting of Provincial Rowing, a race should be held, and the Sub-Committee hope, therefore, that Clubs will support the event even if this year only a scratch crew can be produced.

A large number of officials are necessary for the organizing of the race, and offers of assistance from any experienced oarsmen would be greatly appreciated. Perhaps you would be good enough to send details of any such offers to the Hon. Secretary of the Executive Sub-Committee, at 4 Eversley Park, Chester.

It is hoped to be able to hold an official dinner after the race. If this can be done, you will be notified of the details later. Admission would be by ticket only, and these would be reserved by application on No. 2 Entry Form. The tickets would then be issued, against cash, on the day of the race.

Yours faithfully,

W. J. C. TODD

For the Head of the River Race Sub-Committee,

D. BAILEY. T.S.BIGLAND. R.G.HARRIS.

D.P.RUSSELL. W.J.C.TODD. P.S.WILSON.



Royal Chester Rowing Club,
Chester.

Dear

The North of England Head of the River Race will be rowed over the usual course from Eccleston Ferry to the Royal Chester Rowing Club on Saturday 23rd March 1946.

The race will not be up to the pre-war standard but the object of this year's race is to encourage the re-starting of rowing. The Committee are confident of about 12 entries - the same number as for the first race organised by the Club in 1935 - and this will make a good race.

A considerable number of officials are necessary to ensure the smooth running of the race and I hope that you will be able to assist as either an Umpire or Marshal. This will entail being at the R.C.R.C. by 2 p.m. on the day of the race for a "briefing". The last Marshal at Chester will have completed his duties by about 4.45 p.m.

Please let me know by Tuesday 25th February 1946 if you will be able to help and state whether you have any preference as to what you do. Please also state whether you will have a car with sufficient petrol to go to Eccleston Ferry or some point on the course if necessary.

There may be a dinner in Chester in the evening. Please inform me if you require a ticket to be reserved for you. The enclosed copy of the programme for 1939 may interest you.

Yours sincerely,

2, Exchange Street East,
Liverpool.

'Phone. Liverpool Central 5295.

NORTH OF ENGLAND HEAD OF THE RIVER RACE

CHESTER, 23rd MARCH 1946.

This is the sixth occasion on which this race will have been rowed, the last race being in March 1939. It was instituted by the Royal Chester Rowing Club in 1935 to offer Provincial crews an objective for their winter rowing as well as a trial for those crews who race the following week at Putney over the Boat Race Course.

The organisers were fully aware of the difficulties facing both themselves and competitors in reviving this event so soon after the cessation of hostilities. However it was felt that a start must be made and that the race should assist greatly in the revival and re-building of Provincial rowing. This it has done. The interest which the race has aroused has been very marked and the entry of twelve, the same as in the first year, 1935, will make a good race. This entry involves 108 competitors and some 40 officials. There can be few sporting events nowadays in which participants and those assisting total almost 150.

The entries themselves are interesting. Six of the crews, R.C.R.C. Liverpool Victoria, Agecroft (Manchester), Liverpool University, Hollingworth Lake (Rochdale) and Grosvenor took part in the 1939 race and start in finishing order of 1939. These crews have all been practicing at Chester during recent week-ends. With the exception of Liverpool University they depend very largely upon such of their pre-war oarsmen as have been released from the services. It will be interesting to see how these crews compare with the younger and more fully trained entries from Shrewsbury School, Reading University and the Cambridge College entries who have just been rowing in the Lent Races in which they all did well.

The old entries should provide keen racing, Royal Chester, Liverpool Victoria and Agecroft, rowing in shell boats, start first second and third and are old rivals. Of those rowing in clinker, or heavier boats, Grosvenor are a powerful crew, who have trained hard and may reverse their 1939 defeat by Hollingworth Lake. Liverpool University are a very young crew who should gain considerable experience by rowing in this race.

The new entries are of a high standard. Shrewsbury School, with Eton and Radley, are always to the forefront of school rowing at Henley. Lady Margaret the Boat Club of St. Johns College Cambridge have always been one of the leading Cambridge Clubs. It is of interest that whereas Royal Chester celebrated their centenary in 1938 and claim to be the oldest Provincial rowing club, Lady Margaret, whose centenary was in 1925, claim to be the oldest College Club and the oldest rowing club in the country. Pembroke College need no introduction to oarsmen, and Downing College are one of the leaders of the smaller college boat clubs. Reading University B.C. was before the war entering good crews at Henley.

All crews are individually timed over the $3\frac{3}{4}$ mile course from Eccleston Ferry to the Royal Chester Club house. The only prizes are two Pennants, one being given to the fastest crew, and the other to the fastest crew rowing in a clinker-built boat.

Crews leave Chester between 2.30 P.M. and 3.10 P.M. and start racing from Eccleston Ferry between 4 P.M. and 4.10 P.M. The first crew should reach the finishing point at about 4.17 P.M. and the last crew at about 4.25 P.M.

A good view of the marshalling of the crews and of the start can be obtained at Eccleston Ferry. The official Car Park on the meadows, entered from Queens Park, provides an excellent view of the last $\frac{3}{4}$ mile stretch of this gruelling course.

The Right Reverend The Lord Bishop of Chester will present the Pennants to the winning crews at the Chester Boat Company at approximately 4.45 P.M.



Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE 1946.

INSTRUCTIONS AND RULES FOR CAPTAINS AND COXSWAINS.

CREW NUMBER

A representative and the Cox of your crew must attend a meeting at The Royal Chester Rowing Club at 2 P.M. on the day of the race. Your numbers will be given to you at this meeting, and must be returned to the enquiry office after the race.

A paper strip with the name of your crew will be pasted on the saxboard of your boat unless you inform the Secretary before Friday the 10th that you do not wish this to be done.

Your crew will change at outside which your name will be posted. Your boat will be housed at You will go out from Pontoon No..... You must be ready to go out at and must have left the Pontoon by

Punctuality for the meeting and leaving pontoons is essential as a commentary of the race is being broadcast by the B.B.C.

The instructions of the Marshals should be carefully followed because, owing to the small number of Pontoons available, a crew not ready to go out at the appointed time is liable to disqualification.

Crews then proceed to Eccleston and must pass the start in the following order in two lines on opposite sides of the river. To assist Marshals crews are asked to get into their correct positions on the way up. The minimum time has been allowed to avoid long waits at the start, therefore all, and particularly the last to leave Chester, are asked to proceed with all reasonable speed.

<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
----- <u>TO FINISH.</u> -----			----- <u>TO START.</u> -----		
<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>

On passing the Ferry crews will be under the control of the Marshals.

Crews Nos. 7 to 12 must keep well into the bank until crews Nos. 1 to 6 have turned.

As soon as crew Number 1 is in position above the start a gun will be fired, on which signal crews 1 to 6 will turn, take off their sweaters and come down to the start still under the control of the Marshals, and as close together as possible.

When crews Nos. 1 to 6 are clear a second gun will be fired, on which crews Nos. 7 to 12 will turn take off their sweaters and also proceed down to the start under the control of the Marshals, and also as close together as possible.

During the race it must be remembered that boats being overtaken must give way to the overtaking boats so that the latter have a clear course, but the overtaking boats must not cross over into the other crews' water unless there is at least one length of clear water between the boats. Any delay on the part of a Coxswain in obeying this rule, and thereby forcing another crew out of its course, whether or not a clash takes place, will render his crew liable to disqualification and he must obey the orders of any of the Umpires stationed along the banks.

WHATEVER HAPPENS ALL CREWS MUST RACE ON.

After the finish of the race the instructions of the Marshals on the bank must be followed as to getting clear, turning and landing at the Pontoons. Please carry out the above as rapidly as possible to avoid congestion.

The success of this race can only be assured if competing crews co-operate in carrying out these instructions and arrangements, and a copy of the instructions to Officials is enclosed to enable you to understand the detailed arrangements.

No cars will be allowed in the Chester Boat Coy's yard on the day of the race and all cars should be taken to the Car Park, in Queens Park on the opposite side of the river. A free ferry will be provided to the Boat Coy.



Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE.

CHESTER - 23rd MARCH 1946.

Dear

I am very grateful to you for your offer to help with this race and I have appointed you A complete list of Officials is attached.

Armbands and badges should be collected from the Information Bureau, Chester Boat Co. Yard, on the day of the race, and returned there after the race.

All officials are requested to help by selling programmes, the proceeds from which are the main income to meet the costs of organising this race. Programmes should be collected from G.T.A. Clemence at the Information Bureau as early as possible and cash returned to him.

INSTRUCTIONS TO OFFICIALS.

All officials must be at the R.C.R.C. at 2 P.M. 23rd March for a "briefing".

UMPIRES.

Umpires are divided into two parties, as on the list attached. Mr. Blackledge's party will be responsible for the river from the start to 200 yards below "Heron Bridge" and Mr. Harrison's from this point to the finish.

Duties are, to have every part of the course under observation during the race and IF NECESSARY to instruct any crew being overtaken to give way, and, in case of bad obstruction or a foul, to report the crew to the Steward at the R.C.R.C. after the race. Whatever happens all crews must be instructed to row on. The attention of Umpires is drawn to the laws of Boat Racing, (a copy of which will be available for each party at the Information Bureau), and also to the following regulations for this race :-

- (1) A crew which is being overtaken must give way to the crew overtaking it. BUT
- (2) The overtaking crew must not cross over into the overtaken crew's water unless there is at least one length of clear water between the boats.

MARSHALS. AT CHESTER.

Must get the crews away from their pontoon at the correct time. Only 10 minutes is allowed for each crew and it will therefore be necessary to contact the crews in good time beforehand to ensure that they are ready with boat and oars. Any delay, or likely delay, must be reported immediately to the Information Bureau.

To get the crews clear at the finish, turned and disembarked as quickly as possible, remembering that the river must be kept clear for other crews finishing.

MARSHALS AT ECCLESTON.

To be at Eccleston Ferry at 3 P.M. for a conference with the starter.

To take STRICT control of the crews as soon as they have passed the Ferry, take them up-river as far as necessary and when the gun is fired turn the crews and bring them back to the starter as close together as possible.

STARTER.

C. Y. Dawbarn.

To be at Eccleston Ferry at 3 P.M.

To pass the crews up-river in their correct, i.e. reverse order.

To keep in touch with the Marshals.

To start each crew as it is sent to the start by the Marshals.

TIMEKEEPERS.

To meet Mr. T.G. Russell and Mr. A.B. Thomas immediately after the "briefing" at 2 P.M. at the R.C.R.C.

It is essential that Officials should be at their places at the times given as the crews will be going out from Chester from 2.30 onwards.

I hope that all Officials will be able to provide themselves with megaphones - even if these are only made of paper or cardboard, fastened with paper fasteners.

Any announcement can be broadcast at Chester on application to the Steward.

There will be a boat-man at Eccleston Ferry with Boat-repair equipment and spare oars.

The Chester Boat Coy and Eccleston Ferry will be connected by 'phone from 3.40 p.m. to 4.20 p.m.

I enclose copy of instructions to crews for your information.

Yours sincerely,

2, Exchange Street East,
LIVERPOOL.

Telephone: CENTral 5295/6

or Hadlow Wood Cottage,
Willaston-in-Wirral,

Willaston.117.

OFFICIALS.

STEWARD. R. T. Bigland.

EXECUTIVE COMMITTEE.

D. Bailey.	R.G. Harris
T.S. Bigland, D.S.O., M.B.E.,	W.J.C. Todd.
A.S.D. Graesser, D.S.O., M.C.	P. S. Wilson.

D. Bailey. Loudspeaker and Commentary.
P.S. Wilson. Information Bureau.
A.S.D. Graesser. Marshal at R.C.R.C. and Assistant to B.B.C.

STARTER. C.Y. Dawbarn.

<u>UMPIRES.</u> Glynn Blackledge, M.C.	P. J. Harrison
R.G. Barker, M.C.	Dennis P. Elphic.
Harman Taylor.	Col. T.W.R. Haycroft, R.E.
D.E. Tinne.	Col. C.E.P. Sankey, D.S.O., R.E.
E. Norman Wood, D.S.C.	A. C. Tarbuck

MARSHALS.

Chester. A. Cain (at Chester Boat Co.); N.C. Jackson and B. Feldbrow
(at Grosvenor R.C.)

<u>Eccleston.</u>	<u>Village Bank</u>	<u>Ferry Bank</u>
	W.B. Allenby	C.A. Legget
	F.A. Chadwick	R. Bennett
	E. Craven	A.M. Miln
	C.A. Legget will fire the gun.	F.W. Whitehead

TIMEKEEPING.

	<u>Official system.</u>	<u>Reserve System.</u>
<u>Eccleston.</u>	T. G. Russell	A. B. Thomas
	H. Tongue	
<u>Chester.</u>	J.C. MacGregor	H. L. Birch
	G. Eric Peers.	W. Rose.

PROGRAMMES. G. T. A. Clemence.



ROYAL CHESTER ROWING CLUB

NORTH OF ENGLAND HEAD OF THE RIVER RACE, 1946

(Rowed under the Rules of the A.R.A.)

ENTRY FORM

The race will be rowed on SATURDAY, MARCH 23rd, at 4 p.m., over a downstream course from Eccleston Ferry to the Club Boat House, a distance of $3\frac{3}{4}$ miles. The race is a timed one, crews starting at approximately 15 secs. intervals. Each crew is individually timed.

The race will be open to any eight-oared crew of amateur oarsmen, British or Foreign, rowing in "Shell" or "Clinker" Boats. A Pennant is awarded to the fastest crew, and to the fastest clinker crew.

Any amateur oarsman may take part irrespective of his class (e.g. Senior, Junior, etc.) and no change of status is involved in the result.

Crews will start in the order of finishing in the previous race in 1939, the order of starting of the new entries being decided by lot. Of the new entries, shell boats will start before clinker boats.

To avoid the disadvantage of having to overtake a number of slower crews, the first crew of the new entries will start 5 minutes after the slowest boat of the previous race.

Arrangements have been made with Messrs. Salters of Oxford for the supply of boats to Chester; these may be hired at a cost of £8 each (which includes housing, insurance, etc.), but if the number of boats required does not correspond with complete lorry loads, there may be a small extra charge.

The Committee will make arrangements for the housing of visiting boats and the provision of changing accommodation at the following rates:—On SATURDAY, MARCH 23rd, for boat or changing accommodation, 10/- per crew; on any other day, 5/- per crew.

Any crews wishing to hire boats or requiring accommodation for boats must fill in the spaces provided overleaf on Entry Form No. 1.

Form No. 1 attached is to be in the hands of the Hon. Secretary at the address given in that form by 6.30 p.m. on MONDAY, MARCH 4th, accompanied by the Entry Fee.

Form No. 2 attached must be delivered to the address given in that form by NOON on MONDAY, MARCH 18th, and unless received by then the names of the oarsmen cannot be included in the Programme.

It may be possible for the Committee to make a refund on the entry fee when a crew has to withdraw, if timely notice of withdrawal is given.

(Signed) W. J. C. TODD,

Hon. Secretary,

4 Eversley Park, Chester.

For urgent enquiries apply to the Hon. Secretary,
Telephone No. Chester 315 (House) or Chester 1914 (Office)

Y FORM No. 1.

To W. J. C. TODD, Esq., 4 Eversley Park, Chester.

Please enter the following crews for the North of England Head of the River Race. The crews to be numbered in order of speed.

No. 1..... No. 3..... No. 5.....

No. 2..... No. 4..... No. 6.....

State opposite number whether Shell or Clinker.

I enclose entry fee for crews at 15/- per crew.

We will require accommodation for boats for the following dates:

We wish to hire from you

..... Shell boats with fixed pins Shell boats with swivels

..... Clinker boats with fixed pins Clinker boats with swivels

(NOTE—Crews must supply their own Oars.)

..... Captain/Secretary.

..... Club

..... Club Colours

Name, Address and Telephone No. for communications

Cheques to be made payable to the Hon. Secretary—W. J. C. Todd, Esq.

To be received with entry fee by the Hon. Secretary by 6.30 p.m. on MONDAY, MARCH 4th.

ENTRY FORM No. 2.

To T. S. BIGLAND, Esq., Messrs. James McLaren & Bigland,
2 Exchange Street E., Liverpool 2. Tel.: Central 5295

The following are the names of the Crews corresponding to the numbers entered in Form No. 1. (Delete Shell or Clinker as appropriate). If more than 3 crews, please give names overleaf.

	No. 1 Shell/Clinker	No. 2 Shell/Clinker	No. 3 Shell/Clinker
Bow			
2			
3			
4			
5			
6			
7			
Stroke			
Cox			
Reserves			

Please reserve.....tickets for the Official Dinner.

..... Club

..... Club Colours

..... Captain/Secretary.

Address at Chester

To be received by the above by NOON on MONDAY, MARCH 18th.

ROWING

HEAD OF RIVER RACE

TWELVE ENTRIES INCLUDE UNIVERSITY CREWS

The following entries have been received for the North of England Head of the River Race on the Dee at Chester on March 23rd: Royal Chester R.C., Lady Margaret B.C. (Cambridge), Pembroke College (Cambridge), Downing College (Cambridge), Shrewsbury School, Reading University, Liverpool University, Liverpool Victoria R.C., Grosvenor R.C., Agecroft R.C. (Manchester), Hollingworth Lake R.C. (Rochdale). As Lady Margaret B.C. are entering two crews, this makes an entry of 12. Whereas Royal Chester R.C., formed in 1838, is the oldest provincial rowing club, Lady Margaret (the Boat Club of St. John's College, Cambridge) was formed in 1825 and claims to be the oldest Boat Club in the country. Their scarlet jacket is said to be the origin of the word "blazer." The present captain of Royal Chester (Mr. W. J. C. Todd) rowed in the Lady Margaret VIII when at Cambridge.

One of the Dublin University crews had hoped to enter, but appear to have been prevented by travel-permit difficulties.

The entries from Cambridge represent a fair cross-section of Cambridge rowing. Shrewsbury School for some years has been firmly established as a foremost rowing school. The size and quality of the entries is encouraging.

On Saturday, the Royal Chester VIII was out in the following order: Bow, R. G. Harris, 2, M. F. Odling, 3, A. G. Hellicar, 4, D. Bailey, 5, W. J. C. Todd, 6, T. S. Bigland, 7, E. F. Bigland, str., C. P. J. Engelbach, cox, Brian Lewis.

HEAD OF RIVER RACE

Although Royal Chester R.C. started and finished first in the North of England Head of the River race on the Dee, at Chester, on Saturday, they had to be content with fifth place, since the race was on a time basis. Only two and two-fifths seconds separated the winning and second crews and until the official times were announced it was thought that Shrewsbury School, who were second, had won. The winners, Downing College B.C., Cambridge, deservedly took both awards, the pennants for Head of the River and for fastest clinker. It was a fine performance in view of the fact that six of the competing crews were racing in the lighter shell boats.

Results.—1, Downing College B.C., Cambridge, 18 mins. 27 1-5 secs.; 2, Shrewsbury School B.C., 18 mins. 29 3-5 secs.; 3, Lady Margaret B.C., Cambridge (I), 19 mins. 1 sec.; 4, Pembroke College B.C., Cambridge (II), 19 mins. 7 secs.; 5, Royal Chester R.C., 19 mins. 12 secs.; 6, Grosvenor R.C., 19 mins. 18 4-5 secs.; 7, Agecroft R.C., 19 mins. 29 2-5 secs.; 8, Reading University, 19 mins. 31 secs.; 9, Lady Margaret B.C., Cambridge (II), 19 mins. 32 2-5 secs.; 10, Liverpool Victoria R.C., 19 mins. 52 3-5 secs.; 11, Liverpool University B.C., 19 mins. 54 4-5 secs.; 12, Hollingworth Lake A.R.C., 19 mins. 18 4-5 secs.

Chester Boat Co. Limited

(Incorporating the Dee Boating Co.
and Cooke and Arthur)

The Dee Steam
& Motor Boat
Co. Limited

The Groves, Chester

LAUNCH, YACHT AND BOAT BUILDERS

Pleasure Boats, Skiffs, Canoes, etc.
for Hire

River Trips on Large and Small Motor Launches
Launches Reserved for Private Parties

Private Boats Housed
Repairs and Varnishing

Licensed to sell Ales, Minerals and Tobacco
Free Garage for Customers' Cars Phone Chester 18

NORTH OF ENGLAND

Head of the River Race

Rowed under the Rules of the Amateur Rowing Association



Saturday, March 15th, 1947

START—ECCLESTON FERRY, 4 p.m. at 15 second intervals
FINISH — THE GROVES, CHESTER

Organised by
The Royal Chester Rowing Club

Executive Committee:

T. S. BIGLAND, D.S.O., M.B.E.	R. G. HARRIS
J. F. F. LOWE	G. I. ROBB W. J. C. TODD

Official Programme - Price Sixpence

S. G. MASON (Chester) LTD., PRINTERS, CHESTER.

OFFICIALS

Steward:

R. T. Bigland, Leander Club.

Starter:

C. V. Dawbarn, Mersey R.C.

Announcer:

D. Bailey, Royal Chester R.C.

Umpires:

Glynn Blackledge, M.C., Mersey R.C.

R. G. Barker, M.C., Eton Vikings.

Dennis P. Elphick, Royal Chester R.C.

J. Blundell, Mersey R.C.

M. Curtis, Mersey R.C.

F. M. Grant, Liverpool Victoria R.C.

A. W. E. Fletcher, Mersey R.C.

Col. C. E. P. Sankey, D.S.O., R.E., Royal Chester R.C.

D. Simpson, Mersey R.C.

A. C. Tarbuck, Liverpool Victoria R.C.

Harman Taylor, Mersey R.C.

E. Norman Wood, D.S.C., Sabrina Club.

Marshalls:

W. B. Allenby, Liverpool Victoria R.C.

R. Bennett, Grosvenor R.C.

D. H. Bettenson, Liverpool Victoria R.C.

A. Cain, Liverpool Victoria R.C.

E. V. Clayton, Liverpool Victoria R.C.

T. H. Clemence, Royal Chester R.C.

E. Craven, Liverpool Victoria R.C.

B. Feltbower, Grosvenor R.C.

J. B. Freebairn, Royal Chester R.C.

D. I. Heys, Mersey R.C.

N. C. Jackson, Grosvenor R.C.

C. A. Leggett, Mersey R.C.

G. E. Peers.

J. S. Stephens, Chester College R.C.

H. Tongue, Mersey R.C.

E. B. Watson-Smyth, Royal Chester R.C.

Timekeeper:

T. G. Russell (Messrs. Russells, Ltd., Liverpool).

Assistant Timekeepers:

H. L. Birch, Royal Chester R.C.

J. C. MacGregor, Royal Chester R.C.

H. C. Mounsey, Mersey R.C.

W. Rose.

A. B. Thomas, Royal Chester R.C.

G. R. Tolliday, King's School R.C.

W. E. Corbett, Mersey R.C.

North of England Head of the River Race, 1947

This year the North of England Head of the River Race will be rowed for the seventh time on the Dee above Chester, the last occasion being in 1946. The Race was instituted in 1935 by the Royal Chester Rowing Club to offer Provincial crews an objective for their Winter rowing and to provide a trial for those crews who also race the following week at Putney over the Boat Race Course.

The race is run on a time basis and the crews are started in two divisions:—

DIVISION I.—Crews who rowed in this event in 1946, who now start in the order in which they then finished.

DIVISION II.—Newcomers to the Race whose starting order is decided by ballot, shell boats, however, starting before clinker boats.

Prior to the start the boats are marshalled above the starting line and drift down to the line in the correct order. The starter gives the word "Go" to each crew in turn, and simultaneously the time is taken by the timekeepers. The first crew of the first division will leave Eccleston Ferry at 4 p.m., followed by the remaining crews of this division at intervals of about 15 seconds; after the last crew of the first division has left, there will be an interval of about five minutes. The first crew of the second division will then start, followed similarly by the remaining crews of the second division. Comparison of times at the end of the Race reveals the winner of:—

(a) The Challenge Cup and The Head of the River Pennant for the fastest crew.

(b) The Pennant for the fastest crew rowing in a clinker boat.

The inscription on the Challenge Cup reads as follows:—

"North of England Head of the River Race. Head of the River. Presented to the Royal Chester Rowing Club for this race in memory of Henry Williams, Esq., Mersey R.C." 1876—1934.

This is being presented for the first time this year.

The shell boats being the lighter, are more difficult to control, but usually return a faster time than the heavier and more easily controlled clinker boats, although it by no means follows that a good crew in a clinker boat will not return a better time than a mediocre crew in a shell boat—in fact this is frequently the case.

The standard of rowing has been very high in the past as will be seen from the appended list of previous winners. It will be interesting to see how the old rivals in Division I fare and how they compare with the newcomers in Division II.

1935—Head of River Pennant—Thames R.C.—Time: 18.35.

Clinker Pennant—Royal Chester R.C.—Time 20.57.

11 crews raced.

1936—Head of River Pennant—Clare College, Cambridge—Time: 17.17.

Clinker Pennant—Lonsbury R.C.—Time 17.47.

21 crews raced.

1937—Head of River Pennant—Clare College, Cambridge—Time: 14.59.

Clinker Pennant—Trinity College, Dublin II.—Time: 15.41.

20 crews raced.

1938—Head of River Pennant—Jesus College, Cambridge I.—Time: 17.28.

Clinker Pennant—Jesus College, Cambridge II.—Time: 18.3.

27 crews raced.

1939—Head of River Pennant—University College, Dublin I.—Time 16.55.

Clinker Pennant—University College, Dublin II.—Time 17.55

20 crews raced.

1946—Head of River Pennant—Downing College, Cambridge

—Time: 18.27 1/5.

Clinker Pennant—Downing College, Cambridge—Time: 18.27 1/5.

12 crews raced.

CREWS

in Order of Starting

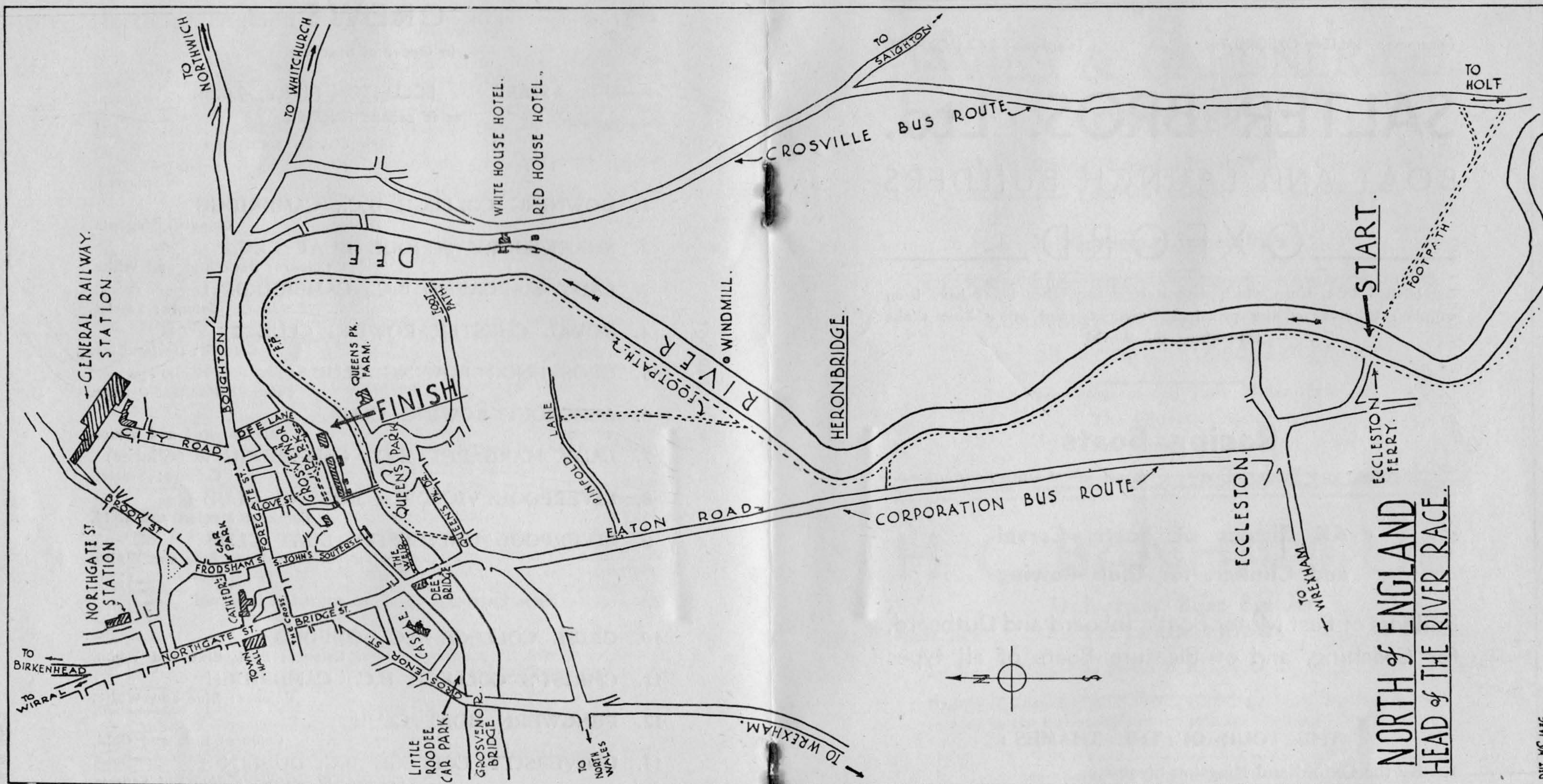
START — ECCLESTON FERRY, 4 p.m.
at 15 second intervals

1. DOWNING COLLEGE B.C., CAMBRIDGE
Colours: Magenta.
2. SHREWSBURY SCHOOL BOAT CLUB
Colours: Dark Blue and White.
3. LADY MARGARET B.C., CAMBRIDGE 1
Colours: Scarlet.
4. ROYAL CHESTER ROWING CLUB 1
Colours: Garter Blue.
5. GROSVENOR ROWING CLUB 1
Colours: Blue and Orange.
6. AGECROFT ROWING CLUB
Colours: Red and White.
7. LADY MARGARET B.C., CAMBRIDGE 2 (Clinker)
Colours: Scarlet.
8. LIVERPOOL VICTORIA ROWING CLUB
Colours: Maroon and Gold.
9. LIVERPOOL UNIVERSITY BOAT CLUB
Colours: Royal Blue, Navy Blue and White.

New Entries — Five minutes interval

10. ORIEL COLLEGE B.C., OXFORD
Colours: Dark Blue and White.
11. CHRIST'S COLLEGE B.C., CAMBRIDGE
Colours: Blue and White.
12. PENGWERN BOAT CLUB
Colours: Blue and Gold.
13. UNIVERSITY COLLEGE B.C. DUBLIN 1
Colours: St. Patrick's Blue and Saffron.
14. UNIVERSITY COLLEGE B.C., DUBLIN 2 (Clinker)
Colours: St. Patrick's Blue and Saffron.
15. ROYAL CHESTER ROWING CLUB 2 (Clinker)
Colours: Garter Blue.
16. CHESTER COLLEGE BOAT CLUB (Clinker)
Colours: Green and White.
17. ST. CATHERINE'S SOCIETY B.C., OXFORD (Clinker)
Colours: Magenta and French Grey.
18. GROSVENOR ROWING CLUB 2 (Clinker)
Colours: Blue and Orange.

GENERAL ARRANGEMENTS



Parking along The Groves is strictly prohibited by the Police.

CAR PARK, 2/-.

Queen's Park (Fishwick's Field) (Official Car Park, with excellent view of Finish). Free Ferry to the Royal Chester Rowing Club for crews and officials.

VANTAGE POINTS.

Eccleston Ferry (Start).
Heronbridge.
Red and White House Hotels.
Dee Fords.
The Meadows.
Official Car Park, Queen's Park (Finish).

BUS SERVICE.

Special Service from 3.30 p.m., between General Railway Station, Lower Bridge Street (Bridgegate) and Eccleston Ferry.

RESULT.

The time of each crew will be announced by loud-speakers as crews finish. The result of the race will be announced shortly after the last boat has finished.

E. G. Williams, Esq. has kindly consented to present the Challenge Cup and Pennants, soon after the Race, at the Royal Chester Rowing Club.

Loud Speaker by Messrs. Milton's Radio Service, Chester.

Telegrams: "SALTER, OXFORD."

Telephone: 3421 OXFORD

SALTER BROS. Ltd.

BOAT AND LAUNCH BUILDERS

OXFORD

Established 1858, since which date Racing and other Boats have been supplied to most of the principal University and other Boat Clubs throughout the World.

Racing Boats

Lightest and Fastest Boats, with all latest improvements

**All Classes of Boats, Carvel
and Clinker, for Club Rowing**

Builders of Fast Motor Boats, Inboard and Outboard,
for Coaching, and of Pleasure Boats of all types

THE TOUR OF THE THAMES:

1. By the Oxford and Kingston Steamers.
2. By Rowing Boat, Punt, or Canoe, with or without Camping Outfit.

Full particulars on application

**Cabin Cruisers of various sizes having Two, Four, and Six Berths
available for hire on the Thames and adjacent Canals**

Also Camping Punts, Skiffs, and Canoes

DAVIES & GARDNER Ltd.

CATERERS

Head Office, Swan Hotel Yard, Chester

Telephone: Chester 868

Catering Specialists

for Race Meetings — Shows — Gymkhanas
Carnivals — Fetes — Coursing
and all types of Public Gatherings

Proprietors of the Jolly Miller Cafe

The Groves, Chester

Re-opening at Easter

H. C. BANHAM Ltd.

University Boat Builder

Phone 3093

VICTORIA BRIDGE

Phone 3093

CAMBRIDGE

Builder of Racing Eights, Fours, Pairs, and Light Sculling Boats,
as used by the University and the principal Rowing Clubs throughout the Country.

**100 'Banham' Clinker Eights and Fours
are being used on the Cam.**

Those interested are cordially invited to
inspect them at any time or write their
requirements.

Recent Successes—

Head of River—Clinker Division, 1st, 2nd and 3rd, Putney, 1938
Forster—Fairbairn Pairs, 1946. Fairbairn Cup Race, 1946.
Clinker Fours, 1946. Magdalene Pairs, 1946.
Head of Lent Races, 1946.

ESTABLISHED 1859

E. AYLING AND SONS, LTD.

**THE OAR & SCULL
SPECIALISTS**

Riverside Works, Putney, S.W.15

Ayling's Oars and Sculls are still the best
obtainable

The following crews have withdrawn :—

SHREWSBURY SCHOOL BOAT CLUB.
CHRIST'S COLLEGE B.C., CAMBRIDGE.
PENGWERN BOAT CLUB.

Finishing Order

TIME
Mins. Secs.

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.
15.
16.
17.
18.



TATLER
CHESTER PHONE 2711

Continuous Weekdays 12-45 to 10-30 p.m.

Sundays 5 to 10 p.m.

MONDAY 17th MARCH 1947

For Seven Days

James CAGNEY :: Sylvia SIDNEY

in

Cert. 'A'

"BLOOD ON THE SUN"

12.45 :: 2.45 :: 4.45 :: 6.50 :: 8.50

Exclusive pictures of

★ THE HEAD OF THE RIVER RACE ★

(Weather Permitting)

"Monkey Business Men" - World News - "Tiny Wings"

(3 Stooges)

Sunday 16th March, 1947

From 5-15 to 10 p.m.

RITA HAYWORTH
VICTOR MATURE

"MY GAL SAL"

Cert. 'U'

Downing Defied Ice-Flows And Blizzard

Practised 'Varsity Crews At Head Of The River

(BY OUR ROWING CORRESPONDENT)

DOWNING COLLEGE B.C., Cambridge, on the River Dee at Chester on Saturday, won the North of England Head of the River Challenge Cup and Pennant by 2 3-5 secs., their time being 17 mins. 10 4-5 secs. over the 3½ mile course.

University College, Dublin I., came in second in 17 mins. 13 2-5 secs. **University College Dublin II.** coming in third, won the Clinker Pennant, returning a time of 17 mins. 33 3-5 secs.

IN MORTLAKE TO PUTNEY RACE.

The first R.C.R.C. VIII. will be competing in the London Head of the River Race over the Mortlake to Putney Course this Saturday. The crew will be:—Bow, J. E. A. Stuart; 2, R. G. Harris; 3, G. I. Robb; 4, R. Crofton; 5, W. J. C. Todd; 6, T. S. Bigland; 7, E. F. Bigland; Stroke, A. S. D. Graesser; Cox, K. H. Worden.

BLIZZARD CONDITIONS.

Weather and rowing conditions were most unsuitable for the seventh annual Head of the River Race on Saturday. There was a bitterly cold wind blowing which brought with it driving snow, and this eventually turned into a miniature blizzard.

A heavy stream was running, though not as heavy as expected; this took it out of the crews as they rowed up to the starting point, Eccleston Ferry. To add to this, minor ice floes were drifting down the river, causing great danger to the boats. Coming down from Eccleston Ferry, the crews encountered a stiff cross-wind from Heron Bridge to Dee Fords, which hindered them.

THE START.

The boats started off on time from Eccleston Ferry in the following order: 1st Division, Downing College B.C., Cambridge; Lady Margaret B.C., Cambridge I.; R.C.R.C. I., Grosvenor R.C. I., Azecroft Rowing Club, Lady Margaret B.C., Cambridge II., and Liverpool Victoria Rowing Club. These came in in the order in which they started, Downing coming in at 36, Lady Margaret I. and II. at 37 and the others at approximately 32.

After five minutes' interval Division II. started off and arrived in the following order: University College B.C., Dublin I. coming in at 33, and overtaking Oriol College, Oxford, who came in at 32, University College B.C., Dublin (clinker) came in at 34; St. Catherine's, Oxford (clinker) came in at 33, beating R.C.R.C. II. (clinker), who came in at 35 and Chester College B.C. (clinker), who came in at 29. The last to come in was Grosvenor R.C. II. (clinker), which had lost ground and came in at 30.

SHELL AND CLINKER.

The crews were individually timed over the 3½ miles course from Eccleston Ferry to the R.C.R.C. Boathouse. Before the start the boats were marshalled at Eccleston Ferry above the starting line and drifted down to the line in correct order. When the starter gave the word "Go," both the timekeepers simultaneously took the time. The crews left Eccleston at about 15 seconds' interval, with five minutes' interval between the two divisions.

Division I. consisted of the crews who had rowed in this event in 1946 and they started in the order in which they then finished.

NEWCOMERS.

Division II. consisted of the newcomers to the race, whose starting order was decided by ballot; shell boats, however, starting before clinker boats. Shell boats are the lighter of the two and consequently the more difficult to control, and they usually return a faster time than the heavier clinker boats—though a good crew in a clinker boat may often return a faster time than a mediocre crew in a shell boat.

The crew returning the fastest time in a shell boat is awarded the Head of the River Pennant and the Challenge Cup. This cup is being presented for the first time this year and is inscribed "North of England Head of the River Race, Head of the River, Presented to the Royal Chester Rowing Club for this race in memory of Henry Williams, Esq., Mersey R.C., 1876-1934."

CAUGHT A "CRAB."

Only one mishap occurred during the race and that was when Chester College B.C. (clinker) caught a "crab" near Eccleston Ferry, but they valiantly made up for lost time. The provincial crews were greatly benefited by the training and suffered

After the race the winning crews were presented with their prizes by Mr. E. G. Williams, son of the late Mr. Henry Williams, at the Royal Chester Rowing Club.

Mr. R. T. Bigland (Leander) said the Cup was presented in memory of Mr. Henry Williams, a great rowing man and sportsman.

Mr. E. G. Williams, replying, said he was sorry that at the first presentation the cup was leaving Deeside, but he did not grudge Downing their win, as he had played rugby and cricket against them and he knew they were thorough sportsmen.

"JOLLY GOOD SHOW"

The Cup and Pennants were then presented, and to the cries of "Speech," the Downing stroke, D. Rackham, said it was "a jolly good show" that Downing had won.

AT THE FINISH.

The final order was: Downing College B.C., Cambridge, 17min. 10 4-5secs.; University College, Dublin, 17min. 13 2-5secs.; University College, Dublin II. (clinker), 17min. 33 3-5secs.; L.M.B.C. I., 17min. 45 1-5secs.; Oriol College, Oxford, 17min. 46secs.; L.M.B.C. II. (clinker), 17min. 57 2-5secs.; R.C.R.C. I., 18min. 2 3-5secs.; Azecroft, 18min. 9 1-5secs.; Liverpool Victoria, 18min. 16 2-5secs.; St. Catherine's Soc. B.C., Oxford (clinker), 18min. 37 1-5secs.; Grosvenor I., 18min. 37 1-5secs.; Chester College (clinker), 19min. 23 secs.; R.C.R.C. II. (clinker), 19min. 32 4-5secs.; Grosvenor II. (clinker), 20min. 24 4-5secs.

Originally 18 crews entered, but owing to lack of practice the following withdrew: Shrewsbury School B.C., Liverpool University B.C., Christ's College B.C., Cambridge, and Pengwern B.C.

Downing College B.C., Cambridge: Bow, M. L. P. Rhodes; 2, W. R. Barbour; 3, J. H. Brown; 4, F. J. Edwards; 5, R. A. Dyer; 6, M. A. Liddle; 7, M. J. Winter; Stroke, D. Rackham; Cox, R. G. Little.

University College, Dublin II. (clinker): Bow, H. Fairley; 2, K. Kelly; 3, B. F. Milner; 4, G. Martin; 5, L. E. Dwyer; 6, F. G. Hughes; 7, J. Dowdall; Stroke, P. G. Doherty; Cox, B. Farrelly.

L'pool Daily Post

LDP

HEAD OF THE RIVER RACE

Rowed in snowstorm

Rowed in a snowstorm on a river approaching flood proportions, the Head of the River race on the Dee at Chester on Saturday resulted in Downing College, Cambridge, repeating their success of last year, with a time of 17 mins. 45.4-5 secs. Dublin University College crews, 1 and 2, were second and third respectively, with times of 17 mins. 13.2-5 secs., and 17 mins. 33.2-5 secs. Dublin 2 were first in the clinker class.

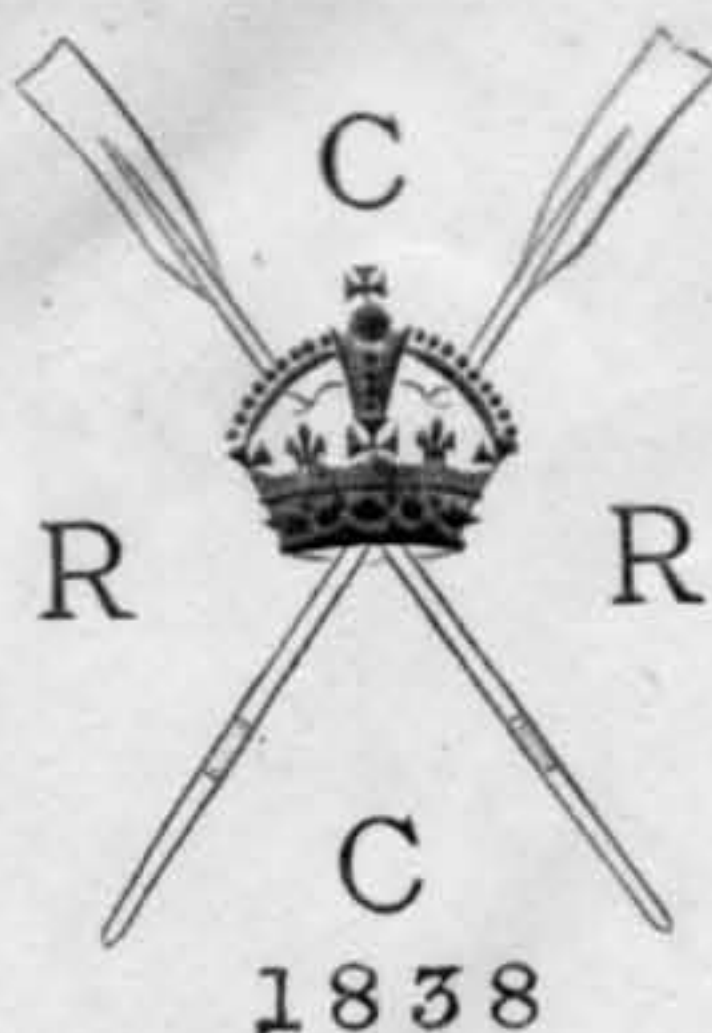
The placings of the remaining 11 crews were as follows: Lady Margaret B.C., Cambridge 1, 17 mins. 45.1-5 secs.; Oriel College B.C., Oxford, 17 mins. 46 secs.; Lady Margaret B.C. 2, 17 mins. 57.2-5 secs.; Royal Chester R.C. 1, 18 mins. 23-5 secs.; St. Catherine's Society B.C., Oxford (clinker), 18 mins. 37.1-5 secs.; Grosvenor R.C., Chester, 18 mins. 37.4-5 secs.; Chester College B.C. (clinker), 19 mins. 23 secs.; Royal Chester R.C. 2 (clinker), 19 mins. 32.4-5 secs.; Grosvenor R.C. 2, 20 mins. 34.4-5 secs.

All the crews made a good start from Eccleston Ferry, except Chester College and they recovered to finish strongly.

FIVE SUCCESSES

The race was instituted in 1935, and it is interesting to notice that of the seven occasions it has been rowed, Cambridge colleges have been successful five times; Clare twice, Downing twice, and Jesus College once. Conditions could hardly have been worse than on Saturday, and large pieces of ice and parts of trees were seen to pass the finishing point in the Groves at Chester and the crews were fortunate to come down without mishap.

The event was organized by the Royal Chester Rowing Club.



Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE 1947
INSTRUCTIONS AND RULES FOR CAPTAINS & COXSWAINS.

CREW.....NUMBER.....

A representative and the Cox of your Crew must attend a meeting at The Royal Chester Rowing Club at 2 P.M. on the day of the race. Your numbers will be given to you at this meeting, and must be returned to the enquiry office after the race.

A paper strip with the name of your crew will be pasted on the saxboard of your boat unless you inform the Secretary before Friday the 14th that you do not wish this to be done.

Your crew will change at..... outside which your name will be posted. Your boat will be housed at You will go out from Pontoon No..... You must be ready to go out at..... and must have left the Pntoon by.....

Punctuality for the meeting at 2p.m. and for leaving pontoons is essential, and the instructions of the Marshals should be carefully followed because, owing to the small number of Pontoons available, a crew not ready to go out at the appointed time is liable to disqualification.

Crews then proceed to Eccleston and must pass the start in the following order in two lines on opposite sides of the river. To assist Marshals crews are asked to get into their correct positions on the way up. The minimum time has been allowed to avoid long waits at the start, therefore all, and particularly the last to leave Chester, are asked to proceed with all reasonable speed.

10 11 12 13 14 15 16 17 18

-----TO FINISH-----TO START-----

1 2 3 4 5 6 7 8 9

On passing the Ferry crews will be under the control of the Marshal.

Crews Nos. 16 to 18 must keep well into the bank until crews Nos. 1 to 9 have turned.

As soon as crew number 1 is in position above the start a gun or rocket will be fired, on which signal crews 1 to 9 will turn, take off their sweaters, and come down to the start still under the control of the Marshals, and as close together as possible.

When crews Nos. 1. to 9 are clear a second gun will be fired on which crews Nos. 10 to 18 will turn, take off their sweaters, and also proceed down to the start under the control of the Marshals, and also as close together as possible.

During the race it must be remembered that boats being overtaken must give way to the overtaking boats so that the latter have a clear course, but the overtaking boats must not cross over into the other crews' water unless there is at least one length of clear water between the boats. Any delay on the part of a Coxswain in obeying the rule, and thereby forcing another crew out of its course, whether or not a clash takes place, will render his crew liable to disqualification and he must obey the orders of any of the Umpires stationed along the banks.

WHATEVER HAPPENS ALL CREWS MUST RACE ON.

After the finish of the race the instructions of the Marshals on the bank must be followed as to getting clear, turning and landing at the pontoons. Please carry out the above as rapidly as possible to avoid congestion.

The success of this race can only be assured if competing crews co-operate in carrying out these instructions and arrangements, and a copy of the instructions to Officials is enclosed to enable you to understand the detailed arrangements.

No cars will be allowed in the Chester Boat Coy's yard on the day of the race and all cars should be taken to the Car Park, in Queens Park (entrance via lower Queen's Park Road - the route will be signed from the Welsh side of the old Dee Bridge) on the opposite side of the river. A free ferry will be provided to the Pontoons.

4, Eversley Park,
Chester.
3 March 1947.

(W.J.C. TODD.)
Captain. Royal Chester
R.C.



Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE.
CHESTER - 15th MARCH 1947

Dear

I am very grateful to you for your offer to help with this race and I have appointed you..... A complete list of officials is attached.

Armbands and badges should be collected from the Information Bureau, Chester Boat Co. Yard, on the day of the race, and returned there after the race.

All officials are requested to help by selling programmes, the proceeds from which are the main income to meet the costs of organising this race. Programmes should be collected from the Information Bureau as early as possible and cash returned to the person in charge after the race.

INSTRUCTIONS TO OFFICIALS

All officials must be at the R.C.R.C. at 2 P.M. 15th March for a "briefing".

UMPIRES.

Umpires are divided into two parties, as on list attached. Mr. Blackledge's party will be responsible for the river from the start to 200 yards below "Heron Bridge" and Mr. Harman Taylor's from this point to the finish.

Duties are, to have every part of the course under observation during the race and IF NECESSARY to instruct any crew being overtaken to give way, and, in case of bad obstruction or a foul, to report the crew to the Steward at the R.C.R.C. after the race. Whatever happens all crews must be instructed to row on. The attention of Umpires is drawn to the laws of Boat Racing, (a copy of which will be available for each party at the Information Bureau), and also to the following regulations for this race:-

- (1) A crew which is being overtaken must give way to the crew overtaking it, BUT
- (2) The overtaking crew must not cross over into the overtaken crew's water unless there is at least one length of clear water between the boats.

MARSHALS AT CHESTER.

Must get the crews away from their pontoon at the correct time. Only 10 minutes is allowed for each crew and it will therefore be necessary to contact the crews in good time beforehand to ensure that they are ready with boat and oars.



Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE.
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MARSHALS AT CHESTER.

Must get the crews away from their pontoon at the correct time. Only 10 minutes is allowed for each crew and it will therefore be necessary to contact the crews in good time beforehand to ensure that they are ready with boat and oars.

Any delay, or likely delay, must be reported immediately to the Information Bureau.

To get the crews clear at the finish, turned and disembarked as quickly as possible, remembering that the river must be kept clear for other crews finishing.

A Cont
1/2

MARSHALS AT ECCLESTON.

To be at Eccleston Ferry at 3 P.M. for a conference with the starter.

To take STRICT control of the crews as soon as they have passed the Ferry, take them up-river as far as necessary and when the gun is fired turn the crews and bring them back to the starter as close together as possible.

above
line

STARTER. C.Y. Dawbarn.

To be at Eccleston Ferry at 3 P.M.

To pass the crews up-river in their correct, i.e. reverse order.

To keep in touch with the Marshals.

To start each crew as it is sent to the start by the Marshals.

TIMEKEEPERS.

To meet Mr. T.G. Russell and Mr. A.B. Thomas immediately after the "briefing" at 2 P.M. at the R.C.R.C.

It is essential that Officials should be at their places at the times given as the crews will be going out from Chester from 2.30 onwards.

I hope that all Officials will be able to provide themselves with megaphones - even if these are only made of paper or cardboard, fastened with paper fasteners.

Any announcement ~~can~~ be broadcast at Chester on application to the Steward.

There will be a boat-man at Eccleston Ferry with Boat-repair equipment and spare cars.

The Chester Boat Coy. and Eccleston Ferry will be connected by 'phone from 3.40 p.m. to 4.20 p.m.

I enclose copy of instructions to crews for you information.

Yours sincerely
W.J.C. TODD.

Captain, Royal Chester, R.C.

c/o County Officer,
St. John's House,
Chester.
Tel. Chester 1914

or

4, Eversley Park,
Chester.
Chester 315.

1947

Officials.

Executive Committee.

P.H.P. Bennett
T.S. Bigland
R.G. Harris

J.F. Lowe.
G.I. Robb
W.J.C. Todd.

Steward
Starter
Announcer
Information Bureau

R.T. Bigland
C.Y. Dawbarn
D. Bailey
E.B. Watson-Smythe.

Umpires

Glynn Blackledge

R.G. Barker
J. Flundell
M. Curtis
D. Simpson
E.N. Wood

Harman Taylor

D.P. Elphick
F.M. Grant
A.W.E. Fletcher
C.E.P. Sankey
A.C. Tarbuck.

Marshalls.

Chester

R.C.R.C.

A. Cain
~~J.B. Freebairn~~
J.S. Stephens

Choster Boat Co.

T.H. Clemence
B. Feltbower

Grosvenor R.C.

H. Tongue

Eccleston

Village Bank

W.B. Allenby
E. Craven
R. Bennett
~~G.E. Peers~~

Ferry Bank

D.H. Betenson
E.V. Clayton
D.I. Heys
N.C. Jackson
~~C.A. Logget~~

Time-keeping

Official System

Reserve System

Eccleston

T.G. Russell
H.C. Mounsey

A.B. Thomas
H.L. Birch

Chester

J.C. McGregor
W.E. Corbett

G.R. Tolliday
~~W. Rose.~~

Programme

G.E. Peers



Royal Chester Rowing Club,
Chester.

4 Eversley Park
Chester

22 January 1948

Dear

NORTH OF ENGLAND HEAD OF THE RIVER RACE
SATURDAY 13 MARCH 1948.

I shall be glad to know whether you will be good enough to act as an Official in connection with this Race.

The success of this event depends upon the availability of an adequate number of competent Officials whose duties in the main are those of Marshal, Umpire or Timekeeper.

The Race will start at 4 p.m. over the usual course from Eccleston Ferry to the Royal Chester Clubhouse: crews will be going afloat from 2 p.m. onwards: "briefing" conferences at the Royal Chester Clubhouse will be held by the Chief Marshal (Chester) for his group of officials at 1.30 p.m., by the Chief Marshal (Eccleston) and the Starter for their group at 2 p.m., and by the Chief Umpire for his group at 2.30 p.m. The Timekeeping group will be rehearsed in their duties before the day.

Transport between the clubhouse and Eccleston Ferry will be arranged by the Committee.

I shall be grateful if I can have your reply before THURSDAY 5th FEB. and if when replying you will say what duty you would prefer, and at what time you can be certain of arriving at the Clubhouse.

Yours

Captain. Royal Chester R.C.
(W.J.C.TODD.)

*This letter sent
me to about 70
people*



ROYAL CHESTER ROWING CLUB

NORTH OF ENGLAND HEAD OF THE RIVER RACE, 1948

(Rowed under the Rules of the A.R.A.)

ENTRY FORM

The race will be rowed on SATURDAY, MARCH 13th, at 4 p.m., over a downstream course from Eccleston Ferry to the Club Boat House, a distance of $3\frac{3}{4}$ miles. The race is a timed one, crews starting at approximately 15 secs. intervals. Each crew is individually timed.

The race will be open to any eight-oared crew of amateur oarsmen, British or Foreign, rowing in "Shell" or "Clinker" Boats. A Pennant is awarded to the fastest crew, and to the fastest clinker crew. The Henry Williams Challenge Cup will also be awarded to the winning crew. This cup to be held for one year.

Any amateur oarsman may take part irrespective of his class (e.g. Senior, Junior, etc.) and no change of status is involved in the result.

Crews will start in the order of finishing in the previous race in 1947, the order of starting of the new entries being decided by lot. Of the new entries, shell boats will start before clinker boats.

To avoid the disadvantage of having to overtake a number of slower crews, the first crew of the new entries will start 5 minutes after the slowest boat of the previous race.

Messrs. Banham of Cambridge, Cain of Birkenhead, Ballard of Richmond (Surrey) and Salter of Oxford are prepared to transport crews own boats to Chester for the Race, and crews wishing to do this should communicate direct with the firm concerned.

The Committee have made arrangements with Messrs. Salter of Oxford to supply up to 5 boats for use of crews at Chester. These boats may be hired from the Committee at the cost of approximately £9 each (which includes insurance, housing, etc.). All communications regarding hire of these boats must be addressed to the Hon. Secretary, and NOT to Messrs. Salter.

The Committee will make all arrangements for the housing of visiting boats and the provision of changing accommodation for crews.

Any crews wishing to hire boats or requiring accommodation for boats must fill in the spaces provided overleaf on Entry Form No. 1.

Form No. 1 attached is to be in the hands of the Hon. Secretary at the address given in that form by 6.30 p.m. on MONDAY, FEBRUARY 23rd, accompanied by the Entry Fee.

Form No. 2 attached must be delivered to the address given in that form by NOON on MONDAY, MARCH 8th.

It may be possible for the Committee to make a refund on the entry fee when a crew has to withdraw, if timely notice of withdrawal is given.

(Signed) G. I. ROBB,

Hon. Secretary,

"Baskervyle,"

Gayton, Wirral,

Cheshire.

Tel.: Heswall 11.

For urgent enquiries apply to W. J. C. Todd, Esq. Telephone No. Chester 1914.

ENTRY FORM No. 1

To G. I. ROBB, Esq., "Baskervyle," Gayton, Wirral, Cheshire.

Please enter the following crews for the North of England Head of the River Race. The crews to be numbered in order of speed.

No. 1 No. 3 No. 5

No. 2 No. 4 No. 6

State opposite number whether Shell or Clinker.

I enclose entry fee for.....crews at 30/- per crew.

We shall require accommodation for.....boats for the following dates:

.....
.....

We wish to hire from you

.....Shell boats with fixed pins.....Shell boats with swivels.

.....Clinker boats with fixed pins.....Clinker boats with swivels.

(NOTE—Crews must supply their own Oars.)

.....Captain/Secretary.

.....Club

.....Club Colours

Name, Address and Telephone No. for communications

.....

Cheques to be made payable to the Hon. Secretary—G. I. Robb, Esq.

To be received with entry fee by the Hon. Secretary by 6.30 p.m. on MONDAY, FEBRUARY 23rd.

ENTRY FORM No. 2

To W. J. C. TODD, Esq., 4 Eversley Park, Chester.

The following are the names of the Crews corresponding to the numbers entered in Form No. 1. (Delete Shell or Clinker as appropriate). If more than 3 crews please give names overleaf.

	No. 1 Shell/Clinker	No. 2 Shell/Clinker	No. 3 Shell/Clinker
Bow			
2			
3			
4			
5			
6			
7			
Stroke			
Cox			
Reserves			

I hereby certify that the above names are Amateurs according to the A.R.A. Rules.

.....Club

.....Captain/Secretary.

Address at Chester

To be received by the above by NOON on MONDAY, March 8th.



Scrap book

Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE.

CHESTER - 13 March 1948

Dear

I am very grateful to you for your offer to help with the Race, and I have appointed you A complete list of Officials is attached.

I set out below the general Instructions for Officials - these will be amplified at the various "briefings" on the day. I enclose - in order that you may fully understand the procedure - a copy of the separate Instructions which have been issued to Crews.

If you should find it impossible to attend, PLEASE let me know at once - my address is below and on the day I shall be at R.C.R.C. between 10 a.m. and 12 noon (Tel. Chester 18).

Yours

4 Eversley Park
Chester
26. Feb 1948.

(W.J.C. Todd).
Captain, Royal Chester R.C.

INSTRUCTIONS TO OFFICIALS.

1. GENERAL. (a) Armbands should be collected from the Information Bureau in the Chester Boat Co. Yard, on the day of the race, and returned there after the race.

(b) All Officials are requested to help by selling programmes, the proceeds from which are the main income to meet the costs of organising this race. Programmes should be collected from the Information Bureau as early as possible, and cash returned to the person in charge after the race.

(c) It is hoped that all Officials will provide themselves with megaphones even if these are only made of paper or cardboard, fastened with paper fasteners.

(d) The Chester Boat Coy. (Tel. Chester 18) and Eccleston Ferry (Tel. Eccleston 24) will be connected by 'phone from 3.35 p.m. to 4.25 p.m.

2. UMPIRES. To meet the Chief Umpire (G.G.Blackledge) at the Information Bureau at 2.15 p.m. for "briefing". Umpires detailed by him for Heron Bridge and above will be given transport on the private bus.

Duties are, to have every part of the course under observation during the race and IF NECESSARY to instruct any crew being overtaken to give way, and, in case of bad obstruction or a foul, to report the Crew to the Steward at the R.C.R.C. after the race.

WHATEVER HAPPENS, all crews must be instructed to row on. Attention is drawn to the laws of Boat Racing, (a copy of which will be available at the Information Bureau), and also to the following regulations for this race:-

(1) A crew which is being overtaken must give way to the crew overtaking it, BUT

(2) The overtaking crew must not cross over into the overtaken crew's water unless there is at least one length of clear water between the boats.

3. MARSHALS AT CHESTER. To meet the Chief Marshal (H.A A.Howell) at Royal Chester Boathouse at 1.30 p.m. for "briefing".

Duties are (1) To get crews away from their Pontoon at the correct time: only 10 minutes per crew is allowed, and Marshals must ensure that their next crew have brought their oars down to the Pontoon, and are standing by their boat waiting. Any delay must be reported at once to the Chief Marshal: any announcement can be broadcast on request to the Announcer.

(2) At the Finish, to get crews clear, turned, and disembarked as quickly as possible - remembering to keep the river clear for other crews finishing.

4. MARSHALS AT ECCLESTON. To meet the Chief Marshals (W.B.Allenby and C.A.Legget) at the Information Bureau at 2.15 p.m. for "briefing" and then to proceed in the private bus to Eccleston Ferry. Duties are to take strict control of crews as soon as they have passed the Ferry, take them up-river as far as necessary, and, when the appropriate rocket is fired, turn their crews, and bring them back to the Starter, as close together as possible.

NOTE: Chief Marshal (Village Bank) will collect rockets from Information Bureau and be responsible for firing them.

5. STARTER (C.Y.Dawbarn) To be at Royal Chester Boathouse at 2 p.m. to brief Crews' representative and then to join the Eccleston Marshals, travel with them to Eccleston, and hold a conference with them there. Duties are to pass crews past the start in their correct i.e. reverse, order. To keep in touch with the 2 Chief Marshals, to start each crew as it is sent to the Start by the Marshals.

6. TIMEKEEPERS. To meet the Chief Timekeeper (T.G.Russell) at Royal Chester Committee Room at 2 p.m. Duties are as detailed by the Chief Timekeeper.

7. JUDGES. To report to the Deputy Timekeeper (J.C.MacGregor) at Royal Chester Committee Room at 3 p.m. Duties are to note and record the order in which crews pass the Finish.



Royal Chester Rowing Club,
Chester.

NORTH OF ENGLAND HEAD OF THE RIVER RACE, 1948.

INSTRUCTIONS and RULES for CAPTAINS and COXWAINS.

CREW _____ NUMBER _____

(1) (a) The Cox and one representative of your crew must attend a Conference with the Starter at Royal Chester Boathouse at 2.00 p.m. on the day of the Race.

(b) Numbers to be worn by Cox and Bow will be available at the Information Bureau after this Meeting, and must be returned there after the Race. The Committee will arrange for paper strips, bearing the name of your Crew, to be pasted on to the saxboards of your boat.

(2) Your Crew will change at _____ outside which your name will be posted.

Your boat will be housed at _____

You will go afloat from the pontoon at _____

You must stand by your boat at _____ p.m. and you must have left the Pontoon by _____ p.m.

(3) Once afloat, crews proceed up-river to Eccleston, pass the starting point at the Ferry, and take up stations on opposite sides of the river, in the following order:-

9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

(New Entries)

1 2 3 4 5 to Finish 6 7 8 To Start

(Old Entries)

(4) On passing the Ferry, crews will be under control of the Marshals on the banks, and to assist them, Crews are asked to get into their correct positions on the way up.

(5) In order to avoid long waits at the Start, the minimum time has been allowed for getting afloat, and for going up to the Start. Accordingly, it is imperative that your Crew adheres rigidly to its timetable at Chester, and then proceeds upstream with all reasonable speed. There is no time to adjust stretchers at the Pontoon.

(6) As soon as Crew No. 1 is in position about 100 yards above the Start, a rocket will be fired. On this signal, Crews 1 to 8 will turn, take off sweaters, and come down to the Start under control of the Marshals and as close together as possible. (Crews 9 to 23 must keep well into their bank until Crews 1 to 8 have turned).

(7) As soon as Crews 1 to 8 are clear of Crews 9 to 23, a second rocket will be fired, whereupon Crews 9 to 23 will turn, take off sweaters, and come down to the start under control of the Marshals as close together as possible.

(8) During the Race, a boat being overtaken must give way to the overtaking boat, but the overtaking boat must not cross over into the other Crew's water until there is a length of clear water between the boats. Any delay on the part of a Cox in obeying this rule, and thereby forcing another Crew off its course (whether or not a clash takes place) will render his Crew liable to disqualification. Coxes must obey the orders of any of the Umpires, who will be stationed at intervals along the course. **WHATEVER HAPPENS ALL CREWS MUST RACE ON.**

(9) After passing the Finish, in order to avoid congestion, the instructions of the Marshals as to getting clear, turning, and landing, must be followed as rapidly as possible.

(10) The success of the Race can only be assured if competing Crews co-operate in carrying out these instructions.

(W.J.C.TOLI)
Captain, Royal Chester R.C.

26th February 1948.

NOTES. (1) There will be a boatman at Eccleston Ferry with boat-repair equipment and spare oars.
(2) Any announcement can be broadcast at Chester on application to the Steward.
(3) No cars will be allowed in the Chester Boat Company's yard on the day of the Race.
(4) Tea and Sandwiches etc. will be on sale for competitors and officials at the Boat Yard immediately after the Race.
(5) There will be a Head of the River Dance (with Buffet & Bar) at Clemence's Cafe, Northgate Street, after the Race, starting at 8 p.m. Tickets price 6/6d may be obtained from the Enquiry Office up to 5.30 p.m. and afterwards at the door.
(6) It is hoped that Members of your Crew will assist in any loading or unloading of your boat which may be necessary. Boats ordered from Messrs. Salter will arrive about 5.00 p.m. on the 12th March 1948.

(7) Please bring your own boat-tools and spares.

1948.

OFFICIALS.

Executive Committee

T. S. Bigland G. I. Robb
K. G. P. Clemence E. J. Slade
W. J. C. Todd.

Steward

R. T. Bigland

Announcer

D. Bailey

Starter

C. Y. Dawbarn

Information Bureau

P. S. Wilson

Programmes

G. R. Tolliday.

Umpires

G. G. Blackledge (Chief Umpire)	Harman Taylor (Deputy Chief Umpire)
R. G. Barker	C. E. P. Sankey
A. S. Irvine	E. Scadding
A. Rowan	R. S. Davies
J. R. P. Hayden	F. M. Grant

Marshals

Chester H. A. A. Howell (Chief Marshal)

R.C.R.C.
A.M. Fraser
D.L. Stoate

Chester Boat Co.
T.H.Clemence
P.J.Harrison

Grosvenor R.C.
A.Cain
N.W.Chavasse

Eccleston

Village Bank

Ferry Bank

W.B.Allenby (Chief Marshal)	C.A.Legget (Chief Marshal)
E.W.Greensmith	F.J.Behets
C.S.J.Barrington	N.C.Jackson
E.C.Craven	F.Whitehead
D.H.Betenson	A.B.Stobart
E.N.Wood	A.H.Inman
H.Tongue	A.C.Tarbuck.

Timekeepers

Official System

Reserve System

Eccleston

T.G. Russell
D.I. Heys.

S. H. Brown

Chester

J.C. McGregor
W.E. Corbett

A.P.Thomas
R.D.Graesser

Judges

L.F. Harvey
I. Carlisle.

Head Of The River Race Drew Crowd To Sunny Dee

LONDON CLUB PUT "CAP" ON CAMBRIDGE HAT-TRICK

In striking contrast to the snowstorm which marred last year's event, the North of England Head of the River race on the Dee at Chester on Saturday, was rowed in blazing spring sunshine, beneath which crowds of people along the embankment watched 21 crews (there were 14 last year) complete the 3½ miles course from Eccleston Ferry.

London Rowing Club were the winners in 18 min. 11 2/5 sec., only 2/5sec. faster than Royal Shrewsbury Boat Club 1st crew, who were placed second. Downing College Boat Club (Cambridge), winners for the past two years when they did the distance in 18 min. 27 1/5 sec. (1946) and 17 min. 10 4/5 sec. (1947), finished third in 18 min. 21 4/5 sec. Shrewsbury School II. crew were awarded the pennant for the fastest time (19min. 6 2/5 sec.) in a clinker boat. The record was set up in 1938 when 27 crews entered.

Mr. S. H. Johnson, chairman of the Provincial Committee of the Amateur Rowing Association, made the presentations. Throughout the race spectators were kept informed of the progress of the crews by the loud-speaker broadcast arranged by Milton's Radio Service.

Placings for the remainder of the crews were:—Thames Rowing Club, 18 min. 40 2/5 sec.; St. Edmund Hall B.C. (Oxford), and Liverpool Victoria R.C., 18 min. 44 2/5 sec.; Liverpool University B.C., 18 min. 45 sec.; Royal Chester

R.C., 18 min. 53 3/5 sec.; Agecroft R.C., 19 min. 4 2/5 sec.; Royal Shrewsbury School B.C. II. (clinker), 19 min. 6 2/5 sec.; Leeds University B.C. (clinker), 19 min. 20 3/5 sec.; Royal Chester R.C. II. (clinker), 19 min. 21 2/5 sec.; Hollingworth Lake R.C., 19 min. 21 3/5 sec.; Pengwern B.C., 19 min. 23 4/5 sec.; Grosvenor R.C. (clinker), 20 min. 13 sec.; Chester College B.C. (Oxford), 19 min. 45 4/5 sec.; Royal Chester R.C. III., 19 min. 55 4/5 sec.; St. Catherine's Society B.C., Oxford (clinker), 20 min. 9 1/5 sec.; Agecroft and Hollingworth Lake Rowing Clubs (clinker), 20 min. 13 sec.; Chester College B.C. (clinker), 20 min. 41 1/5 sec.; Mersey R.C., 21 min. 10 4/5 sec.

The event, as in the past, was excellently organised by the Royal Chester Rowing Club, with Messrs. T. Bigland (Royal Chester and Leander) and D. Bailey (Royal Chester) as steward and announcer respectively. Mr. C. Y. Dawbarn (Mersey R.C.) was the starter.

Rowing

THRILLING FINISH TO HEAD OF THE RIVER RACE

Winning Cox Gets A Ducking

Twenty-one crews took part in the North of England Head of the River Race from Eccleston Ferry to the Groves on Saturday, when London Rowing Club beat Royal Shrewsbury School Boat Club in a thrilling finish to win by two-fifths of a second. It was the first time that London had won the race and they celebrated by throwing their cox into the river. Shrewsbury School gained some compensation, for their second crew won the Clinker Pennant in just over 19mins. 6secs.

Conditions were in marked contrast to last year, when the race was rowed in a blizzard and on a swiftly flowing river. On Saturday conditions were summerlike, but because there was comparatively little water the times were slower. A large crowd at the finish enjoyed a running commentary on the race by Mr. George Milton. Rowing men sought other vantage points. Some were at Heron Bridge and the Red and White Houses afforded other good views.

SUPERB ORGANISATION

The race, which is organised by the Royal Chester Rowing Club, was first staged in 1935 with the object of encouraging winter rowing in the provinces. This year's race was extremely well organised and was an object lesson to some organisers of regattas. It was obvious that Saturday's winners would come from London, Shrewsbury, Downing College, Cambridge (who won the race on the last two occasions) and Thames Rowing Club crews. London appeared to finish with a faster rate of striking, but this Shrewsbury School crew are going to give a good account of themselves at Henley. Royal Chester were the first of the local clubs to finish—they occupied eighth place, having covered the course in 18mins. 53secs.

Mr. R. T. Bigland presided at the prize-giving, and Mr. S. H. Johnson (Chairman of the Provincial Committee of the Amateur Rowing Association) presented the cup and pennants. He recalled that it was 45 years since he had rowed on the Dee.

THE ORDER OF FINISHING

The order of finishing was as follows:—1. London Rowing Club, 18.11 2/5; 2. Royal Shrewsbury School Boat Club, 18.11 4/5; 3. Downing College R.C., Cambridge, 18.21 4/5; 4. Thames Rowing Club, 18.40 2/5; 5. Liverpool Victoria Rowing Club, 18.44 2/5; 6. St. Edmund Hall B.C., Oxford, 18.44 2/5; 7. Liverpool University Boat Club, 18.45; 8. Royal Chester Rowing Club, 18.53 3/5; 9. Agecroft Rowing Club, 19.4 2/5; 10. Royal Shrewsbury School Boat Club II., 19.6 2/5; 11. Leeds University Boat Club, 19.20 3/5; 12. Royal Chester Rowing Club II., 19.21 2/5; 13. Hollingworth Lake Rowing Club, 19.21 3/5; 14. Pengwern Boat Club, 19.23 4/5; 15. Grosvenor Rowing Club, 19.38 1/5; 16. Wadham College B.C., Oxford, 19.45 4/5; 17. Royal Chester Rowing Club III., 21.10 4/5; 18. St. Catherine's Society B.C., Oxford, 20.9 1/5; 19. Agecroft and Hollingworth Lake Rowing Clubs, 20.13; 20. Chester College Boat Club, 18.11 4/5; 21. Mersey Rowing Club, 21.10 4/5.

A Craftsman Of The Dee



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General Sir Frank Simpson chats to Walter Timms, the boatman, after the General had presented the prizes at the North of England Head of the River Race.

(Special Article by "June")

THERE is an air of quiet about the Chester Dee side at this time of the year. A white seagull wheels through the empty band stand, yesterday's news-

paper flaps disconsolately on the side walk, and in the Groves an old man sits and smokes a pipe on one of the deserted benches under the fretwork trees.

Only the dipping oars of an occasional sculling boat, out on practice in the grey afternoon, sequester the water's sheen under the latticed span of the Suspension Bridge.

CRAFTSMAN.

But inside the long sheds and buildings facing the river the hum of the hammer, the saw and the lathe ripples the silence, where the boat-makers and repairers are at work with preparations for the approaching season. One of the busiest is 74-year-old Mr. Walter Arthur Timms, known throughout the length of the Dee as "Old Timmie."

Mr. Timms, who has been a boat-builder with the Chester Boat Co., Ltd., for over 40 years, is a Londoner by birth and received his training as an apprentice at Oxford.

"When they ask me," he asserts, "I always say 'born in London and passed through Oxford'"—and adds with a wrinkled grin—"in one college gate and out through the other, with the boat bills!"

Although he served in the Sudan, the South African and the First World Wars in all parts of the world,

Mr. Timms always came back to Chester and his boat-building.

Concentrating on the building of racing boats, or "shells," Mr. Timms is probably the most experienced craftsman in the North in this particular branch of work, which is executed by sheer skill and a keen eye for details, without any designs whatsoever.

UNFINISHED.

Up in the workshop where most of the building is done, looking out over the river, the smooth rounded cedarwood sides of unfinished boats gleam in the low-roofed gloom, and ivory shavings lie thick on the planked floor.

Mr. Timms pushes his ancient naval cap to the back of his head, peers nostalgically at the yellow fading photographs of former Dee boats on the walls, and sighs. "It's all repair work now. We just can't get the timber—launches, clinkers, rowing boats and racing craft, it's all the same," he repeats.

"The younger generation don't go in for boat-building," he continues. "They won't have work these days, and I suppose the money's not good enough. I had to start at 2s. 6d. a week." He pauses and sniffs the familiar smell of paint and sawdust with appreciation.

"But I shouldn't give it up for any-
thi
Royal
18. St. Catherine's
the Thames

23 Crews Enter For Head Of The River

ENTRIES for the North of England Head of the River Race, to be rowed on the River Dee at Chester on Saturday, March 13th at 4 p.m., are as follows: London Rowing Club, 1; Leeds University Boat Club, 1; Old Collegians Boat Club, Dublin, 1; Downing College Boat Club, Cambridge, 1; Liverpool University Boat Club, 1 and 2; Royal Chester Rowing Club, 1, 2, and 3; Grosvenor Rowing Club, Chester 1; St. Edmund Hall Boat Club, Oxford, 1; Liverpool Victoria Rowing Club, 1; St. Catherine's Society Boat Club, Oxford, 1; Mersey Rowing Club, 1; Pengwern Boat Club, Shrewsbury, 1; Hollingworth Lake Rowing Club, 1; Chester College Boat Club, 1; Thames Rowing Club, 1; Royal Shrewsbury School Boat Club, 1 and 2; Wadham College Boat Club, Oxford, 1; Agecroft Rowing Club, Manchester, 1; Combined crew Agecroft - Hollingworth Lake Rowing Clubs, 1.

This entry of 23 crews has been exceeded only once, in 1938, when 27 crews raced. Last year's winners, Downing College, Cambridge, have again entered, and it is particularly gratifying to see that the two largest Tideway Clubs, namely London and Thames Rowing Clubs, have also entered crews.

Crews will leave Chester between 2.20 and 3.20 p.m., the race starting from Eccleston Ferry between 4 and 4.15 p.m. The first crew should reach the finish about 4.17 p.m., and the last about 4.35 p.m., and there is every possibility of a very good afternoon's racing.

Crews from Zurich, Namur and Amsterdam were invited, but found it impossible to compete. In the First Division, Downing College, Cambridge, winners in 1946 and 1947, start first followed by Royal Chester I. New entrants are grouped in the Second Division, in which Thames start first, followed by Shrewsbury School I.

WHERE TO WATCH

The best vantage points are Eccleston Ferry, where the race starts, Heron Bridge, White House, Grosvenor Park and Dee Lane. Loudspeakers near the Royal Chester Clubhouse will give running commentaries.

ROYAL CHESTER'S CREWS

Royal Chester will have three crews in the race, as follows:—

1st crew: Bow, E. H. O. Wigg; 2, C. P. G. Engelbach; 3, G. I. Robb; 4, D. Martinson; 5, W. J. C. Todd; 6, T. S. Bigland; 7, E. F. Bigland; stroke, A. S. D. Graesser; cox, K. H. Worden.

2nd Crew: Bow, J. E. Slade; 2,

R. Bennett; 3, J. C. Chicken; 4, J. F. Lowe; 5, P. H. P. Bennett, 6, A. G. Hellicar; 7, J. E. A. Stuart; stroke, K. G. P. Clemence; cox, B. M. Thomas.

3rd Crew from G. E. Tregoning, R. A. O'Connor, M. F. Odling, A. F. Odling, A. R. Bigland, I. Carlisle, G. P. Vincent, J. L. Brooke, E. Lloyd, E. Thomas; cox, D. C. Williams.

The first and second crews will go to London on March 20th for the Head of the River Race over the Mortlake-Putney course. The Chester race forms a very useful preliminary to the longer tideway course. Later in the year Royal Chester will compete in the Olympic Trials at Henley on May 8th to decide who will represent Gt. Britain in the coxed fours event.

MAY GO TO HOLLAND

The Club have been invited to go to Holland early in June to compete at the Centenary Regatta of the Royal Amsterdam Rowing Club. At the end of June the Club are expected to send an eight, and perhaps a four as well, to compete at Henley Royal Regatta.

HEAD OF THE RIVER RACE

Organised by the Royal Chester Rowing Club, the North of England Head of the River race, over a distance of 3½ miles, will be rowed on the Dee this Saturday. The start will be at Eccleston Ferry at 4 p.m. Lt.-General Sir Frank Simpson, G.O.C.-in-C., Western Command, will present the prizes at the Royal Chester Club House at about 4.45 p.m.

There were originally 24 entries, but Royal College of Surgeons' B.C., Dublin, have withdrawn. Last year's winners were London R.C., while the clubber pennant, in 1948 went to Royal Shrewsbury School B.C. Both clubs are again represented this year.

ROWING

200 Oarsmen In To-morrow's Head Of The River Race

All 23 entries for the Head of the River race to-morrow (Saturday) have been confirmed. Many of the crews were seen practising on the Dee last week-end; in fact, twelve "eights" are either local, or else able to practise here. There can be few rivers in England on which there is such activity.

The Dee has now very little water in it and it would seem that times will be slow, unless there is considerable rain in the next day or so. The race may be won in between 18 and 19 minutes, and the winners may well be found among the following crews: Downing College, Cambridge (the holders), Shrewsbury School, London, or Thames.

BOATS WILL BE MARKED

So as to add to the interest for spectators, all boats will bear the names of their crews on easily legible name-strips, and the bow and cox in each crew will wear numbers. The magnitude of the race can be gauged

from the fact that there will be over 200 in the competing crews and nearly 50 engaged in various official capacities. There can be few sporting events nowadays on such a scale.

ARRANGEMENTS FOR THE RACE

Crews will leave the Groves from 2.20 until 3.20 p.m., and will proceed upstream to Eccleston Ferry, where the race will start at 4 p.m. The crews will leave, one after the other, at about 15 second intervals. The leading crews should arrive at the finish (Royal Chester Pontoon) between 4.15 and 4.20 p.m.

The best viewpoints are Eccleston Ferry, Heron Bridge Corner, White House, Meadows, Dee Lane and Grosvenor Park. There will be a loudspeaker commentary from the Royal Chester Clubhouse, and this should be audible for 300 to 400 yards away.

The challenge cup and pennants will be presented to the winners by the Chairman of the Provincial Committee of Amateur Rowing Association (Mr. S. H. Johnson) at about 5 p.m.

Daily Telegraph
3rd March 1948.

N. OF ENGLAND ROWING

Entries for the North of England Head of the River Race, to be rowed at Chester on Saturday, March 13, are as follows:

London R.C., Leeds University B.C., Old Collegians B.C., Dublin, Downing College B.C., Cambridge, Liverpool University B.C. 1 and 2, R. Chester R.C. 1, 2 and 3, Grosvenor R.C., Chester, St. Edmund Hall B.C., Oxford, Liverpool Victoria R.C., St. Catherine's Society B.C., Oxford, Mersey R.C., Pengwern B.C., Shrewsbury, Hollingworth Lake R.C., Chester College B.C., Thames R.C., Royal Shrewsbury School B.C. 1 and 2, Wadham College B.C., Oxford, Agecroft R.C., Manchester, combined crew, Agecroft-Hollingworth Lake R.C.

The entry of 23 crews has only been exceeded once, in 1938, when 27 crews raced. Last year's winners, Downing College, Cambridge, have again entered, and the two largest Tideway Clubs, namely London and Thames Rowing Clubs, have entered crews.

Crews will leave Chester between 2.20 and 3.20 p.m., the race starting from Eccleston Ferry between 4.0 and 4.15 p.m.

Head Of The River Race To-Morrow

23 Crews In Three And Three-Quarter Miles Challenge

(BY THE SPORTS EDITOR)

TWENTY-THREE CREWS will compete in the North of England Head of the River race, to be rowed over a distance of $3\frac{3}{4}$ miles on the Dee to-morrow (Saturday).

The race is rowed on a time basis from Eccleston Ferry to the top end of the Groves.

Beginning at 4 o'clock, the crews are started in order at intervals of about 15 seconds, with a break of between two and five minutes between the first and second divisions.

Crews taking part will be: London R.C., Royal School I, Thames R.C., Liverpool Victoria R.C., Liverpool University, Royal Chester R.C. I, Agecroft R.C., Royal Shrewsbury School II (Clinker), Leeds University (Clinker), Royal Chester II, Hollingworth Lake R.C., Pengwern, Grosvenor R.C., Royal Chester III, Agecroft and Hollingworth Lake R.C.s (Clinker), Chester College (Clinker), Lady Margaret, Cambridge (Clinker), University College, Dublin I (Clinker), Liverpool University II (Clinker), Wallasey Grammar School (Clinker), University College, Dublin II (Clinker), Royal Chester IV (Clinker), Northwich R.C. (Clinker).

Lieut.-General Sir Frank Simpson will present the Challenge Cup and pennants to the winning crews.

London crew head of the river

Repeating their success of last year London Rowing Club won the challenge cup and pennant for the fastest time in the North of England Head of the River race on a three-and-three-quarter miles course on the Dee at Chester, on Saturday.

Twenty-two crews took part in what is regarded as one of the most important rowing events in the provinces and excellent arrangements were made by Royal Chester Rowing Club, the organisers. All the crews got off to an excellent start from Eccleston Ferry and there was some keen racing.

Winners:—
Fastest time: 1. London R.C. (19mins. 13.5 secs.); 2. Royal Shrewsbury School B.C. (19mins. 51.5secs); 3. Thames R.C. (19mins. 24.3secs).

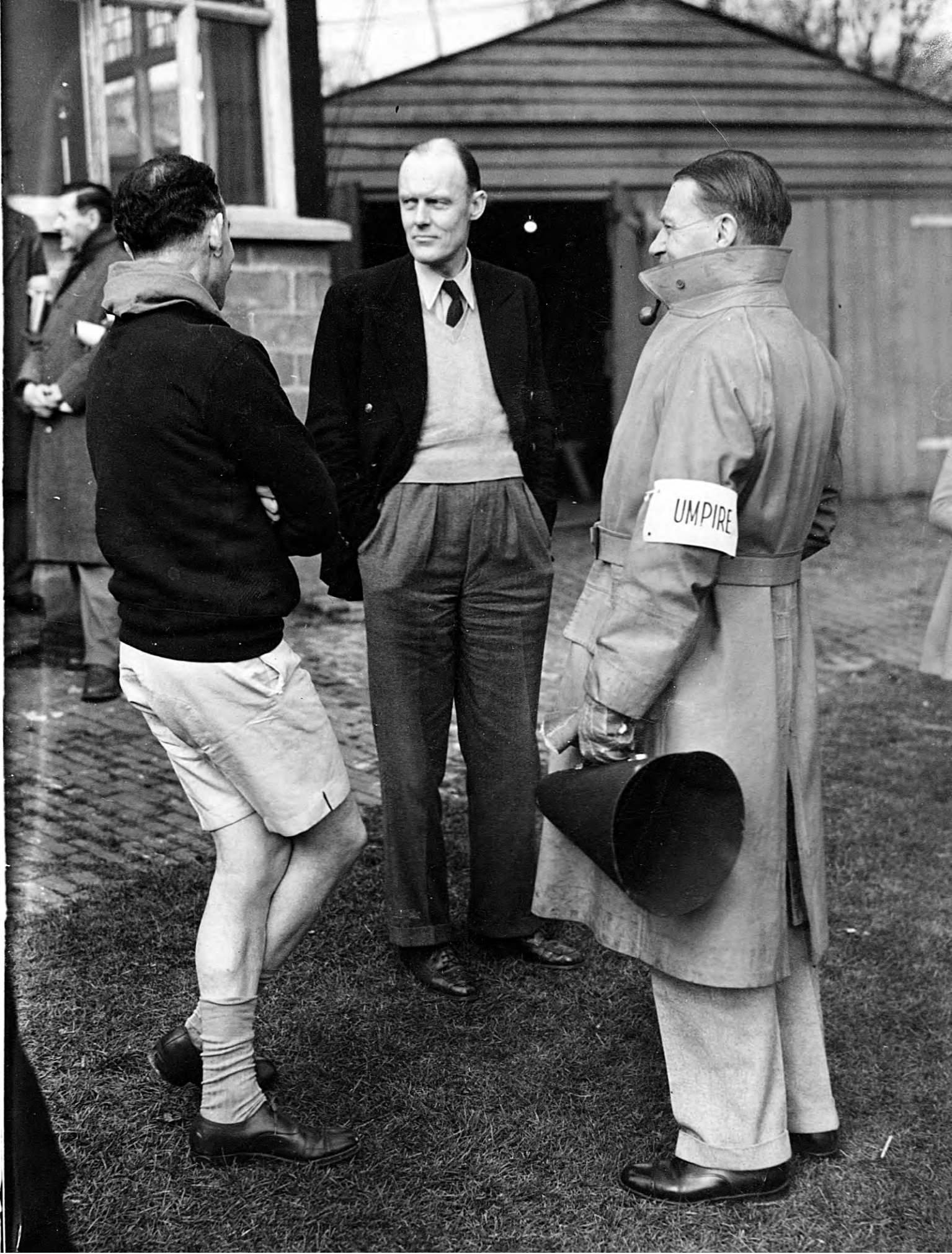
Northwich R.C. put up a fine performance by being first in the Clinker class and fourth in the open class with a time of 19mins. 25.1.5secs.) Second in the Clinker class was Lady Margaret B.C. Cambridge (19mins. 56.1.5secs) and third, the only Irish crew in the race, University College B.C. Dublin I (19mins. 58.3.5secs.), these crews being fifth and sixth respectively in the open class.
Other times were: Royal Chester R.C. I. (19mins. 40secs.), Royal Shrewsbury School B.C. II (Clinker) (19mins. 43secs.), Wallasey Grammar School B.C. (Clinker) (19mins. 46secs.), Pengwern B.C. (19mins. 55.2.5secs.), Liverpool Victoria R.C. (19mins. 56.1.5secs.), Agecroft R.C. (19mins. 56.1.5secs.), Liverpool University B.C. I (19mins. 57.5.5secs.), Royal Chester R.C. II (20mins. 2.2.5secs.), Royal Chester R.C. III (20mins. 8secs.), Leeds University B.C. (Clinker) (20mins. 28.2.5secs.), Grosvenor R.C. (20mins. 39.1.5secs.), Hollingworth Lake R.C. (20mins. 41.2.5secs.), Liverpool University B.C. II (Clinker) (20mins. 50.2.5secs.), Royal Chester R.C. IV (Clinker) (20mins. 51.2.5secs.), Chester College B.C. (Clinker) (20mins. 52.2.5secs.), Agecroft and Hollingworth Lake B.C. V (Clinker) (23mins. 34.7secs.).
Sir Frank Simpson, G.O.C.-in-C. who was accompanied by Mr. E. T. Sigland, presented the cup.

HEAD OF THE RIVER RACE



Some of the twenty-four crews which competed in the North of England Head of the River race on the Dee, on Saturday, paddling in the start at Eccleston Ferry.































ROYAL CHESTER ROWING CLUB.

NORTH OF ENGLAND
HEAD OF THE RIVER RACE, 1951

(Rowed under the Rules of the A.R.A.)

The race will be rowed on SATURDAY, 10th MARCH, at 4 p.m., over a downstream course from Eccleston Ferry to the Club Boat House, a distance of $3\frac{3}{4}$ miles. The race is a timed one, crews starting at approximately 15 secs. intervals. Each crew is individually timed.

The race will be open to any eight-oared crew of amateur oarsmen, British or Foreign, rowing in "Shell" or "Clinker" Boats. A Pennant is awarded to the fastest crew, and to the fastest clinker crew. The Henry Williams Challenge Cup will also be awarded to the winning crew. This cup to be held for one year.

Any amateur oarsman may take part irrespective of his class (e.g., Senior, Junior, etc.) and no change of status is involved in the result.

Crews will start in the order of finishing in the previous race in 1950, the order of starting of the new entries being decided by lot. Of the new entries, shell boats will start before clinker boats.

To avoid the disadvantage of having to overtake a number of slower crews, the first crew of the new entries will start 5 minutes after the last boat of the previous race.

Messrs. Banham of Cambridge, Cain of Birkenhead, R.H.E., 52, London Road, Brentford, (Middx.) and Salter of Oxford are prepared to transport crew's own boats to Chester for the Race, and crews wishing to do this should communicate direct with the firm concerned.

The Committee have made arrangements with Messrs. Salter of Oxford to supply up to five boats for use of crews at Chester. These boats may be hired from the Committee at the cost of approximately £10 each (which includes insurance, housing, etc.). All communications regarding hire of these boats must be addressed to the Hon. Secretary, and NOT to Messrs. Salter.

The Committee will make all arrangements for the storage, at owners' risk, of visiting boats and the provision of changing accommodation for crews.

Any crew wishing to hire boats or requiring accommodation for boats must fill in the spaces provided on Entry Form No. 1. These boats will be available at approximately 4-30 p.m. on the day before the race.

The enclosed Entry Form No. 1 is to be in the hands of the Hon. Secretary at the address given in that form by 6-30 p.m. on MONDAY, 26th February, accompanied by the Entry Fee.

Entry Form No. 2 must be delivered to the address given in that form by NOON on MONDAY, 5th MARCH.

It may be possible for the Committee to make a refund on the entry fee when a crew has to withdraw, if timely notice of withdrawal is given.

(Signed) JOHN C. CHICKEN, Hon. Secretary,

31, Saughall Road,

Chester.

For urgent enquiries apply to R. E. Buckley, Esq., Tel. No. Liverpool Royal 6060, Extension 238, during normal office hours.



ROYAL CHESTER ROWING CLUB
CHESTER

NORTH OF ENGLAND HEAD OF THE RIVER RACE, 1951
INSTRUCTIONS AND RULES FOR CAPTAINS AND COXWAINS

CREW _____ NUMBER _____

(1) (a) The Cox and one representative of your Crew must attend a Conference with the Starter at Royal Chester Boathouse at 2.00 p.m. on the day of the Race.

(b) Numbers to be worn by Cox and Bow will be available at the Information Bureau from 1 a.m. onwards and must be returned there after the Race. The Committee will arrange for paper strips, bearing the name of your Crew, to be pasted on to the saxboards of your boat.

(2) Your Crew will change at _____ outside which your name will be posted.

Your boat will be housed at _____

You must stand by your boat at _____ p.m. and you must have left the Pontoon by _____ p.m.

(3) Once afloat, Crews proceed up-river to Eccleston, pass the starting point at the Ferry, and take up stations on opposite sides of the river, in the following order:-

_____ (New Entries) Ferry Bank

1,2,3,4,5,6,7,8,9, 10,11,12, _____ (Old Entries) Village Bank

(4) On passing the Ferry, Crews will be under control of the Marshals on the banks, and to assist them, Crews are asked to get into their correct positions on the way up.

(5) It is possible to embark 4 Crews simultaneously; in order to avoid long waits at the Start, the minimum time ($7\frac{1}{2}$ minutes) has been allowed to each Crew for getting afloat, and embarkations have been timed to start as late as possible. Accordingly, it is imperative that your Crew adheres rigidly to its time-table at Chester, and then proceeds upstream with all reasonable speed. There is no time to adjust stretchers at the Pontoon.

(6) As soon as Crew No.1 is in position about 100 yards above the Start, a maroon will be fired. On this signal, Crews 1 to _____ will turn, take off sweaters, and come down to the Start under control of the Marshals and as close together as possible. Crews should in fact overlap by $\frac{1}{2}$ length. (Crews _____ to _____ must keep well into their bank until Crews 1 to _____ have turned).

(7) As soon as Crews 1 to are clear of Crews to a second maroon will be fired, whereupon Crews to will turn, take off sweaters, and come down to the start under control of the Marshals and as close together as possible.

(8) During the Race, a boat being overtaken must give way to the overtaking boat, but the overtaking boat must not cross over into the other Crew's water until there is a length of clear water between the boats. Any delay on the part of a Cox in obeying this rule, and thereby forcing another Crew off its course (whether or not a clash takes place) will render his Crew liable to disqualification. Coxes must obey the orders of any of the Umpires, who will be stationed at intervals along the course. **WHATEVER HAPPENS ALL CREWS MUST RACE ON.**

(9) After passing the Finish, in order to avoid congestion, the instructions of the Marshals as to getting clear, turning, and landing, must be followed as rapidly as possible.

(10) The success of the Race can only be assured if competing Crews co-operate in carrying out these instructions, this particularly applies to the overtaking rule.

R. E. Buckley

24th February 1951.

(R. E. BUCKLEY)

Captain, Royal Chester R.C.

NOTES (1) There will be a boatman at Eccleston Ferry with boat-repair equipment and spare oars.

(2) Any announcement can be broadcast at Chester on application to the Announcer.

(3) No cars will be allowed in the Chester Boat Company's yard on the day of the Race. The Police object to parking in the Groves.

(4) Tea and Sandwiches etc. will be on sale at the Boat Yard from 10 a.m. onwards. In addition there will be tea and sandwiches available for crews only at Royal Chester Rowing Club after the race.

(5) Arrangements have been made for photographs to be taken of crews finishing. Enquiries should be made at the Information Bureau.

(6) It is hoped that Members of your Crew will assist in any loading or unloading of your boat which may be necessary. Boats ordered from Messrs. Salter will arrive at 5.00 p.m. on Friday, 9th March, 1951.

(7) Please bring your own grease, boat-tools, and spares.

ENTRY FORM No. 1

To: JOHN C. CHICKEN, Esq., 31, Saughall Road, Chester.

Please enter the following crews for the North of England Head of the River Race. The crews to be numbered in order of speed.

No. 1 No. 3 No. 5
No. 2 No. 4 No. 6.....

State opposite number whether Shell or Clinker.

I enclose entry fee for crews at 40/- per crew.

We shall require accommodation for boats for the following dates:

We wish to hire from you

.....Shell boats with fixed pinsShell boats with swivels.

.....Clinker boats with fixed pinsClinker boats with swivels.

(NOTE—Crews must supply their own Oars).

.....Captain/Secretary.

.....Club

.....Club Colours

Name, Address and Telephone No. for communications

Cheques to be made payable to the Hon. Secretary—John C. Chicken, Esq.

To be received with entry fee by the Hon. Secretary by 6-30 p.m. on MONDAY, 26th FEBRUARY.

ENTRY FORM No. 2

To: JOHN C. CHICKEN, Esq., 31, Saughall Road, Chester.

The following are the names of the Crews corresponding to the numbers entered in Form No. 1 (Delete Shell or Clinker as appropriate). If more than 3 crews please give names overleaf.

No. 1
Shell/Clinker

No. 2
Shell/Clinker

No. 3
Shell/Clinker

Bow

2

3

4

5

6

7

Stroke

Cox

Reserves

I hereby certify that the above names are Amateurs according to the A.R.A. Rules.

.....Club.

.....Captain/Secretary.

Address at Chester from a.m./p.m.

To be received by the above by NOON on MONDAY, 5th March.

Executive Committee:-

H. Aldred
T. S. Bigland
R. E. Buckley
J. C. Chicken

A. M. Fraser
T. D. Harvey
E. J. Slade
W. J. C. Todd

Steward and Judge:-

R. T. Bigland

Starter:-

C. Y. Dawbarn

Umpires:-

L. C. Irvine (Chief Umpire)

F. M. Grant
A. S. Irvine
C. E. P. Sankey
R. A. O'Connor
G. R. Ellis

H. Tongue
H. A. A. Howell
J. B. Freebairn
H. R. R. Jones

S. Gaskell
A. Rowan
R. V. H. Burne

Marshalls:-CHESTER

A. S. D. Graesser (Chief Marshall)

R. C. R. C.Chester Boat Co.Grosvenor R. C.

G. E. Tregoning
E. E. Griffiths

T. H. Clemence
A. G. Hellicar

C. M. Rothwell
J. Dorman
C. N. Ribbeck

ECCLESTONVillage BankFerry Bank

W. B. Allanby (Chief Marshall)
D. H. Betenson
E. Craven
A. E. Inman
P. Bird
R. Dingwall
A. S. Callagan
D. I. Heys

C. A. Legget
A. C. Tarbuck
A. W. E. Fletcher
F. J. Behets

Announcers:-

D. Bailey
A. V. S. Glass

Timekeepers:-Official SystemReserve SystemECCLESTON

G. B. Hodson
H. Aldred
W. N. Graesser

S. H. Brown

CHESTER

H. M. Hutton
(Chief Timekeeper)
J. C. McGregor
(Deputy Timekeeper)
F. Hiscocks

A. B. Thomas
W. E. Corbett

Information Bureau:-

V. A. Cain
J. L. Williams

W. N. Pointer
M. P. Carter

Programmes:-

P. Beaumont
G. R. Tolliday
Miss H. M. Lloyd

This list will be supplemented by representatives of visiting crews at the discretion of the Committee

NORTH OF ENGLAND
HEAD of the RIVER RACE.

R E S U L T.

CHESTER,
10th March, 1951.

1.	NORTHWICH R. C. 1.	17 min	46 sec.	
2.	Royal Chester R. C. 1.	17	56	
3.	Royal Shrewsbury B.C.1.	18	05	
4.	Leeds University B.C.1.	18	12	
5.	Liverpool University 1.	18	15	
6.	Royal Chester 2	18	40	(CLINKER)
7.	Pengwern B.C. 1.	18	41	
8.	Northwich B.C. 2.	18	42	
9.	Queens University B.C.	18	44	(CLINKER)
10.	Royal Shrewsbury B.C.2.	18	48	
11.	Liverpool Victoria B.C.	18	53	
12.	(Willesley Grammar School	18	57	(CLINKER)
	(Agecroft B.C.	18	57	
14.	University College of North Wales B.C.	19	11	(CLINKER)
15.	Leeds University 2.	19	17	(CLINKER)
16.	Grosvenor B.C.	19	37	
17.	Royal Chester B.C. 3.	19	43	
18.	Pengwern B.C. 2.	20	00	
19.	Chester College B.C.	20	27	(CLINKER)
20.	Mersey B.C.	20.	34	



NORTH OF ENGLAND

Head of the River RACE

(Rowed under the Rules of the A.R.A.)

SATURDAY, 10th MARCH, 1951

AN EIGHT-OARED RACE OVER ABOUT $3\frac{1}{4}$ MILES
ORGANISED BY THE ROYAL CHESTER ROWING CLUB

Start - Eccleston Ferry 4 p.m.

Finish - - The Groves, Chester

Executive Committee :

H. ALDRED	A. M. FRASER
T. S. BIGLAND, D.S.O., M.B.E.	T. D. HARVEY
R. E. BUCKLEY	E. J. SLADE
J. C. CHICKEN	W. J. C. TODD

Official Programme - Ninepence

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Teas with
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OFFICIALS

Starter: C. Y. DAWBARN, Mersey R.C.

Chief Timekeeper: H. M. HUTTON (Autocycle Union Official Timekeeper,
Nat. Grade and R.A.C. Official Timekeeper)

Steward and Judge: R. T. BIGLAND, Leander Club.

Chief Umpire: H. C. IRVINE, Leander Club.

Chief Marshalls: { W. B. ALLANBY, Liverpool Victoria R.C.
A. S. D. GRAESSER, Leander Club.

Announcers: { D. BAILEY, Royal Chester R.C.
J. V. GLASS, Royal Chester R.C.

Programmes: G. R. TOLLIDAY, Royal Chester R.C.
P. BEAUMONT, Miss H. M. LLOYD, Dee R.C.

Information Bureau:

V. A. CAIN, Liverpool Victoria R.C.
M. P. CARTER, Dee R.C.

W. N. Pointer, Royal Chester R.C.
J. L. WILLIAMS, Dee R.C.

Timekeepers:

H. ALDRED, Royal Chester R.C.
S. H. BROWN, New College B.C.,
Oxford.
W. E. CORBETT, Mersey R.C.
R. N. GRAESSER

F. HISCOCKS
G. B. HODSON
J. C. MCGREGOR,
Royal Chester R.C.
A. B. THOMAS, Leander Club.

Marshalls:

F. J. BEHETS,
Liverpool Victoria R.C.
D. H. BETENSON,
Liverpool Victoria R.C.
P. BIRD, Liverpool Victoria R.C.
A. S. CALLAGHAN, Agecroft R.C.
T. H. CLEMENCE,
Royal Chester R.C.
E. CRAVEN,
Liverpool Victoria R.C.
R. DINGWALL, Mersey R.C.
J. DORMAN, Grosvenor R.C.
A. W. E. FLETCHER, Mersey R.C.

E. E. GRIFFITHS, Mersey R.C.
A. G. HELLICAR,
Royal Chester R.C.
D. I. HEYS, Mersey R.C.
A. H. INMAN
Liverpool Victoria R.C.
C. A. LEGGET, Mersey R.C.
C. N. RIBBECK
C. M. ROTHWELL, Agecroft R.C.
A. C. TARBUCK,
Liverpool Victoria R.C.
G. E. TREGONING,
Royal Chester R.C.

Umpires:

Ven. Archdeacon R. V. H. BURNE,
Kemble College B.C., Oxford
G. R. ELLIS, Sabrina Club.
J. B. FREEBAIRN, Thames R.C.
S. GASKELL, Royal Chester R.C.
F. M. GRANT, Liverpool Victoria
R.C.
Lt.-Col. H. A. A. HOWELL, M.B.E.,
Royal Chester R.C.
A. S. IRVINE, Leander Club

H. R. R. JONES, Hereford R.C.
R. A. O'CONNOR,
Royal Chester R.C.
Sq.-Ldr. A. ROWAN, F.R.G.S.,
Corpus Christi College B.C.,
Cambridge
Col. C. E. P. SANKEY, D.S.O.,
Royal Chester R.C.
H. TONGUE, Mersey R.C.

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LTD.

FOREGATE STREET
CHESTER

NORTH OF ENGLAND HEAD OF THE RIVER RACE

The object of this race, as with the Thames Head of the River to be rowed on the following Saturday over the University Boat Race Course, is to provide a competitive event at the end of the winter rowing season.

It draws crews from the Tideway, the Universities and from Ireland, as well as from most local provincial rowing clubs, and has been rowed each year except for the war years since first instituted by the Royal Chester Rowing Club in 1935.

The race is rowed in two divisions on a time basis over a course about $3\frac{1}{2}$ miles long from Eccleston Ferry to the Royal Chester Rowing Club which is situated at the end of the Groves, about 200 yards upstream from the Suspension Bridge.

Boats begin leaving the Groves soon after 2.30 p.m., and on arrival at Eccleston Ferry are marshalled above the start in their respective divisions along each bank of the river. At 4.0 p.m. a maroon is fired, which is the signal for first division crews to turn into the stream and come down to the starting line in their correct order. The starter gives the word "Go" to each crew in turn at intervals of about 15 seconds, and the timekeeper records the starting time of each crew.

After the last crew of the first division has started, a second maroon is fired, and the second division is started in the same way.

Each crew is timed individually over the course so that the starting interval and starting position have no effect on the result. The crew completing the course in the shortest time is the winner and is awarded the Henry Williams Challenge Cup and the Head of the River Pennant. The Clinker Pennant is awarded to the fastest crew rowing in a Clinker Boat.

A rocket is fired at the Groves to indicate that the race has begun. The result of the race is announced shortly after the last crew has finished.

The divisions are arranged as follows to facilitate organization:—

DIVISION I. Crews who competed in last year's race, starting in the order in which they then finished.

DIVISION II. All other crews, in order decided by ballot, except that shell boats precede clinker boats.

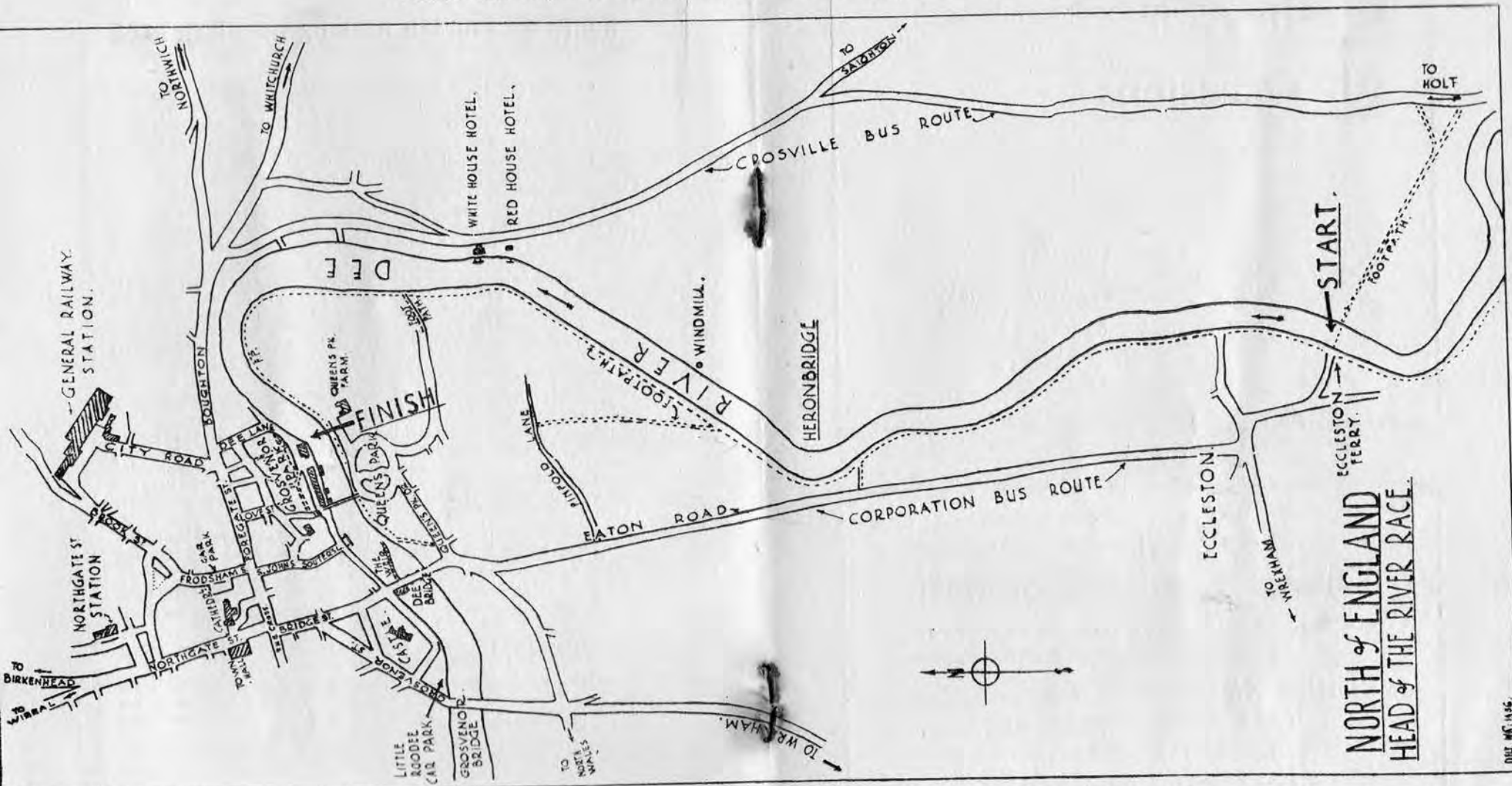
Shell boats being of lighter construction than clinker boats are normally faster when skilfully handled. Depending however on the quality of crews, it is not unusual for clinker boats to record fast times, and in 1946 a crew rowing in a clinker boat won the event.

PRESENTATION OF PRIZES.

The Sheriff of Chester, Alderman H. C. Wickham, has kindly consented to present the Challenge Cup and Pennants to the Winning Crews. The presentation will take place at the Royal Chester Rowing Club at about 4.45 p.m., as soon as the final results are available.

GENERAL ARRANGEMENTS

FERRY SERVICES TO THE MEADOWS from DEE LANE and DEE FORDS



**NORTH of ENGLAND
HEAD of the RIVER RACE.**

DATE MAY 1956.

VANTAGE POINTS.

Eccleston Ferry	...	The Start
Heronbridge	...	An exciting corner
Red and White House Hotels	...	Good long distance view point
Dee Fords	...	A long straight
The Meadows	...	Final bend and the Finish
Grosvenor Park	...	Good view of the Finish
Dee Lane	...	Good view of the Finish

RESULT.

The result of the race will be announced shortly after the last crew has finished.

CAR PARK.

Queens Park Farm, near The Meadows.
Cars must not be parked in the Groves.

A rocket will be fired at the Clubhouse when the first Crew starts the Course.

NOTE.—The finish is at The Royal Chester Rowing Club Boathouse—about 200 yards upstream from the Suspension Bridge.

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"OLD CHESTER" ALE
EXTRA STOUT

On Draught—

BITTER AND MILD ALES

CREWS—In order of Starting

START—ECCLESTON FERRY, 4 p.m.
at fifteen second intervals.

Crew	Colours
1. ROYAL SHREWSBURY SCHOOL BOAT CLUB I ...	Dark Blue and White
2. NORTHWICH ROWING CLUB I ...	Green and Gold
3. ROYAL CHESTER ROWING CLUB I ...	Garter Blue
4. LIVERPOOL UNIVERSITY BOAT CLUB ...	Navy Blue, Royal Blue and White
5. LEEDS UNIVERSITY BOAT CLUB I ...	Maroon, Green and White
6. TRINITY COLLEGE BOAT CLUB, DUBLIN ...	Black and White, Blue Shield
7. QUEEN'S UNIVERSITY BOAT CLUB, BELFAST (Clinker) ...	Royal Blue, Green and Black
8. PENGWERN BOAT CLUB I ...	Blue and Gold
9. ROYAL CHESTER ROWING CLUB II (Clinker) ...	Garter Blue
10. AGECROFT ROWING CLUB ...	Red, Blue and White
11. WALLASEY GRAMMAR SCHOOL BOAT CLUB (Clinker) ...	Navy and Orange
12. GROSVENOR ROWING CLUB ...	Dark Blue and Orange
13. LIVERPOOL VICTORIA ROWING CLUB ...	Claret and Gold
14. ROYAL CHESTER ROWING CLUB III ...	Garter Blue
15. LEEDS UNIVERSITY BOAT CLUB II (Clinker) ...	Maroon, Green and White
16. PENGWERN BOAT CLUB II ...	Blue and Gold
17. ROYAL SHREWSBURY SCHOOL BOAT CLUB II ...	Dark Blue and White
18. ROYAL CHESTER ROWING CLUB IV (Clinker) ...	Garter Blue

NEW ENTRIES—Interval of between two and five minutes.

19. NORTHWICH ROWING CLUB II ...	Green and Gold
20. MERSEY ROWING CLUB ...	Black and White
21. UNIVERSITY COLLEGE OF NORTH WALES BOAT CLUB (Clinker) ...	Yellow and Green
22. CHESTER COLLEGE BOAT CLUB (Clinker) ...	Green and Silver

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	Time.
1935—Head of River Pennant—Thames R.C. - - -	18.35
Clinker Pennant—Royal Chester R.C. - - -	20.57
11 crews raced.	
1936—Head of River Pennant—Clare College, Cambridge -	17.17
Clinker Pennant—Lensbury R.C. - - -	17.47
21 crews raced.	
1937—Head of River Pennant—Clare College, Cambridge -	14.59
Clinker Pennant—Trinity College, Dublin II. - -	15.41
20 crews raced.	
1938—Head of River Pennant—Jesus College, Cambridge I. -	17.28
Clinker Pennant—Jesus College, Cambridge II. -	18.3
27 crews raced.	
1939—Head of River Pennant—University College, Dublin I.	16.55
Clinker Pennant—University College, Dublin II. - -	17.55
20 crews raced.	
1946—Head of River Pennant—Downing College, Cambridge	18.27 1/5
Clinker Pennant—Downing College, Cambridge - -	18.27 1/5
12 crews raced.	
1947—Head of River Pennant and Challenge Cup— Downing College, Cambridge	17.10 4/5
Clinker Pennant—University College, Dublin II. -	17.33 3/5
14 crews raced.	
1948—Head of River Pennant and Challenge Cup— London R.C.	18.11 2/5
Clinker Pennant—Royal Shrewsbury School B.C. II.	19.06 2/5
21 crews raced.	
1949—Head of River Pennant and Challenge Cup— London R.C.	19.01 3/5
Clinker Pennant—Northwich R.C. - - -	19.25 1/5
23 crews raced.	
1950—Head of River Pennant and Challenge Cup— Downing College, Cambridge -	17.00
Clinker Pennant—Trinity College, Dublin - - -	17.42
23 crews raced.	

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ROWING

HEAD OF THE RIVER

FROM OUR SPECIAL CORRESPONDENT

Conditions were quite good, though not particularly fast, for the tideway Head of the River Race on Saturday, and it speaks well for the general standard of rowing that the five leading crews all broke 19 minutes. Jesus, Cambridge, were the winners in the excellent time of 18min. 41sec.

Generally, and in a typical Jesus manner, they kept up a higher rate of striking than most of the other crews in the same class and it undoubtedly paid them over the first half of the course. Very soon they caught Lady Margaret, who had started in front of them, and at Hammersmith they were pressing London R.C. pretty hard, too. From the Mile Post to the finish London raised their rate of striking and got back some of the seconds which they had lost in the earlier part of the race, but Jesus had built up too big an advantage to lose it.

If Jesus raced well, so, too, did Thames, and their performance was possibly even more praiseworthy. Even a day or two before the race they had to make changes in their crew, but the eight just fell together at the right moment, and it was only by one second that they were beaten into second place. Without in any way disparaging a fine performance by Jesus, one may say that Thames deserved to have had a little more luck than a defeat by one second. London, who had been expected to win again, were disappointing and could only take third place in 18min. 45sec.

An outstanding feature of the race was the high performance by Cambridge colleges, who filled eight of the first 12 places. Apart from Jesus, the next best effort was by Clare, who were hardly expected to race into fourth place.

Tying with Pembroke, Cambridge, in 19min. 7sec., and beating such crews as First and Third Trinity, Emmanuel, and Peterhouse, were St. Paul's School, who went up three places to finish eighth—an excellent performance which promises well for them at Henley this year.

Queen's University, Belfast, were the best of the five Irish crews. Their time was 19min. 14sec, which was 23 seconds better than University College and exactly half a minute faster than Trinity College. For a crew with little experience of difficult tideway conditions to take thirteenth place out of 213 crews means clever steering as well as good rowing.

Once again one saw that there is still a big gap between the standards of rowing on the tideway and in the North Country. The best of the Northern crews was Royal Chester, who covered the course in 19min. 33sec., which was one second faster than Northwich who, a week ago, had fairly easily beaten Royal Chester in the North of England championship. Durham University came next in 19min. 46sec. followed by Liverpool University with 20min.

The times of the leading crews were:—

Jesus (Cambridge) I, 18min. 41sec.; Thames R.C. I 18min., 42sec.; London R.C. I, 18min. 45sec.; Clare (Cambridge), 18min. 50sec.; New College (Oxford), 18min. 54sec.; Trinity Hall (Cambridge) I, 19min. 5sec.; Lady Margaret B.C. (Cambridge), 19min. 6sec.; St. Paul's School I and Pembroke (Cambridge), 19min. 7sec.; Emmanuel (Cambridge) I, 19min. 8sec.; First and Third Trinity (Cambridge) I, 19min. 9sec.; Peterhouse (Cambridge) I, 19min. 10sec.; Queen's University (Belfast), 19min. 14sec.

Northwich Win Head Of River Race

Improved Form By Cheshire Rowing Clubs

Royal Chester II Capture Clinker Pennant

Just before the crews moved off at the start of the North of England head of the river race, rowed at Chester on Saturday, an official of the Royal Chester Rowing Club told an "Observer" reporter that during the past twelve months there had been a good deal of improvement in local crews, and he particularly mentioned progress made by the Northwich Rowing Club.

The results of the race vindicated this view, for the Head of River Pennant and Challenge Cup were won by Northwich Rowing Club I, with a time of 17 minutes, 46 seconds, while Royal Chester Rowing Club II won the clinker pennant with a time of 18 minutes 40 seconds.

Original entries for the race totalled 22, but ill-health compelled two crews—Trinity College Boat Club Dublin (last year's clinker pennant winners) and Royal Chester Rowing Club IV (clinker) to withdraw.

Crews from Cambridge University, who featured prominently in past years did not compete this year, and the prohibitive cost of transporting boats and tackle had seriously affected the entries from distant towns. New entries included Mersey Rowing Club, the University College of North Wales, Bangor, the Northwich Rowing Club II, and Chester College Boat Club.

Conditions were ideal from a spectator's point of view, and both banks of the Dee were lined with people as the first boat crossed the finishing line at the Groves, Chester. For the crews, conditions were on the fast side, and the tide had turned about two hours before the start. A slight head wind ruled out the possibility of record times being registered.

Six clinkers and 14 shell boats entered the race. The course, which extended from Eccleston Ferry to the Rowing Club headquarters, was almost four miles in length.

In the Head of the River Race Royal Chester Rowing Club I were second (17.56) with Royal Shrewsbury School Boat Club I (s) third (18.05).

OTHER PLACINGS

Other placings were: 4, Leeds University B.C. I (shell, 18.12); 5, Liverpool University B.C. I (s. 18.15); 6, Royal Chester Rowing Club II (clinker, 18.40); 7, Pengwern B.C. I (s. 18.41); 8, Northwich R.C. II (s. 18.42); 9, Queen's University B.C., Belfast (c. 18.44); 10, Royal Shrewsbury B.C. II (s. 18.48); 11, Liverpool Victoria R.C. (s. 18.53); 12, Agecroft R.C. (s. 18.57) and Wallasey Gram-

mar School B.C. (c. 18.57) equal; 13, U.C.N.W. (c. 19.11); 14, Leeds University B.C. II (c. 19.17); 15, Grosvenor R.C. (s. 19.37); 16, Royal Chester R.C. III (s. 19.43); 17, Pengwern B.C. II (s. 20.6); 18, Chester College B.C. (c. 20.27); 19, Mersey R.C. (s. 20.34).

The challenge cup and pennants were presented to the winning crews by the Sheriff of Chester, Ald. H. G. Wickham.

The executive committee were: Messrs. H. Aldred, T. S. Bigland, D.S.O., M.B.E., R. E. Buckley, J. C. Chicken, A. M. Fraser, T. D. Harvey, E. J. Slade, and W. J. C. Todd.

The officials included: starter, Mr. C. Y. Dawbarn (Mersey R.C.); chief timekeeper, Mr. H. M. Hutton (A.C.U.); steward and judge, Mr. R. T. Bigland (Leander Club); chief umpire (Mr. H. C. Irvine, Leander Club.)

A ROWING BROADCAST

A commentary on the progress of the North of England Head of the River race, which will be held on the Dee, at Chester, on Saturday, March 19, will be given over loud-speaker. Twenty-two entries have been received, among them crews from London R.C. (winners in 1948), Thames R.C., Lady Margaret B.C., Royal College of Surgeons B.C., Dublin, Royal Shrewsbury School B.C. (two crews), Leeds University B.C. and Pengwern R.C. (Shrewsbury).

Royal Chester R.C. have entered four crews and Liverpool University B.C. will have two crews. Other local entries include Liverpool Victoria R.C., Chester College, Wallasey Grammar School, Hollingworth Lake, Agecroft, Northwich, and Grosvenor R.C.s.









