



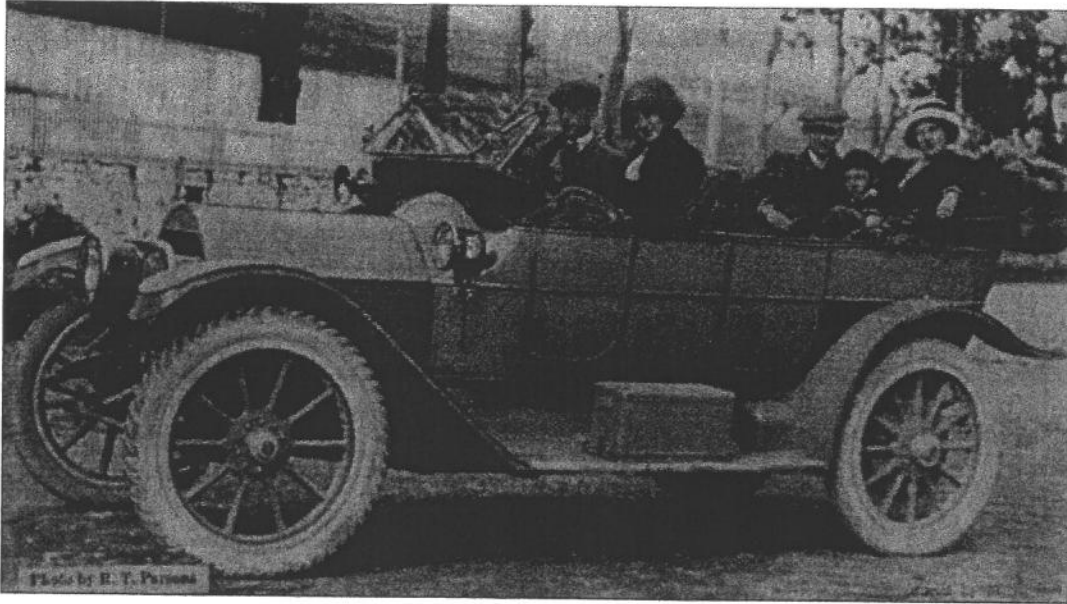
# Memories Of The Harbour Grace Regatta 1862-2000



## Table of Contents

The Early Years .....	1
Whaleboats, Gigs, Dories and Racing Shells .....	3
The First Harbour Grace Regatta, 1862 .....	7
The Regatta of 1864 .....	9
25 <sup>th</sup> Anniversary of the Harbour Grace Regatta .....	11
50 <sup>th</sup> Harbour Grace Regatta .....	13
1913 Regatta .....	15
75 <sup>th</sup> Harbour Grace Regatta August 12, 1937 .....	17
The Regattas From 1896 - 1910 .....	21
1946-2000 .....	22
Matthew Visit Regatta On The Harbour (1997) .....	78
Peter Easton Days Regatta On The Harbour (1998) .....	79
Women Make Their Mark .....	80
Memorable Women Of The Regatta .....	81
Sunrise Construction Women's Final (1989). .....	82
Interview With Gord Pike .....	84
The Chafe Family .....	89
The Champions Of Them All (The Williams Brothers) .....	95
The Taylor's Of Bristol's Hope .....	102
Eugene Pike .....	104
Joe Martin Was Still Not Ready To Quit .....	106
Humourous Stories .....	108
Humourous Rowing Definitions .....	109
Trivia Questions .....	111
Trivia Answers .....	113
Photo Gallery .....	114

## INTRODUCTION



### Going To The Races

*The long tradition of going to the races is well illustrated by this historic photo of a family on their way to the Regatta sometime during the roaring 20's. (R.T. Parsons photo).*

This book would not have been possible without the funding of a Youth Service Canada (YSC) grant from Human Resources Development Canada. YSC is a program run throughout Canada to mobilize community-based organizations to develop job opportunities for youth through service. This youth's initiative was developed to enable young people between the ages of 15 and 30, who are having difficulty entering the labour market as a result of either lack of skills or opportunity, to obtain a renewed sense of hope and accomplishment. The program aims to not only give youth a hands-on community service experience and relevant work experience, but to also build better and stronger communities by enabling young people to address issues of local concern.

Harbour Grace Tourism was successful in December of 2000 in obtaining a Youth Service Canada grant. Eight participants were hired and under the direction of the Coordinator, Daphne Mercer; Assistant Coordinator, Doug Taylor (left program after four weeks to take a full time position) and Assistant Coordinator, Maureen Snow (who replaced Doug Taylor), the group researched and compiled the history of the Harbour Grace Regatta.

Thanks to the participants:

Roger Fewer, Christopher Hearn, John Mesh, Jillian Pynn, Glenn Sheppard, Wendy Snow, Michelle Thistle and Darryl Whelan for their hard work and dedication in making this project a very successful one.

## Acknowledgments

The participants of the Youth Services Canada Program and Harbour Grace Tourism would like to express their appreciation for two men who went out of their way to assist in the gathering of information for this book. They were always glad to provide whatever photographs, newspaper clippings and stories of the Regattas gone past which they could obtain.



*This picture of Bud was taken during one of his many visits to our group.*

For his assistance, the entire group would like to thank Albert (Bud) Chafe Sr. for his never-ending patience and research. The many phone calls and surprise visits made to unexpected helpers on our behalf to help obtain pictures, information and set up interviews have helped make this book such a valuable piece of history. His rich sense of humour and dedication to the Town of Harbour Grace has not gone unnoticed and we thank him for his involvement in this booklet.

Bud was more than actively involved and never once hesitated to come in when we would call and say, "Bud can you come down for a few minutes, we need to ask you something?" Of course Bud enjoyed each and every visit and it was a great pleasure listening to all of the stories that Bud reminisced with us.

We would also like to express our gratitude to Gordon Pike. If not for the articles written by him and published in "The Compass" some of the history of our town would be lost forever. He gave us easy access to whatever information he had available to him and was always there to help whenever needed. He also made various phone calls and tracked down what was thought to be impossible information.

We appreciate their assistance in completing this book.



## **In Memoriam**

Edward Oke, born in 1825, grew up in Harbour Grace and later became a qualified pilot and followed in his father's footsteps to become the lighthouse keeper at Harbour Grace Island.

In 1859, Mr. Edward Oke became the founding father of the Harbour Grace Regatta. It was started when he issued a challenge race in Harbour Grace to Captain Walsh and his crew. In whaleboats, the two crews rowed a three-mile course from Point of Beach to Riverhead. This challenge was won by the team assembled by Mr. Oke, consisting of William C. Snow, William J. Snow, Thomas Snow, and Charles Ash. They received \$25 to be shared among the team.

Unfortunately, Mr. Edward Oke never got to see the first official Regatta. On February 23<sup>rd</sup>, 1862, Mr. Oke lost his life when he fell through the ice in the area near Salvage Rock in Harbour Grace harbour as he was returning to the lighthouse. His assistant, Mr. Sheppard, was with him at the time and suffered the same fate.

When Mr. Oke died at the age of 37 he left four young children, two daughters and two sons, along with his widow, Frances. Descendants of this family still reside in Harbour Grace today.

The late W. A. Munn said, "Mr. Oke must get the greatest credit that our people still keep up this tradition regularly." (*Quoted in 1937*).

## Recognition

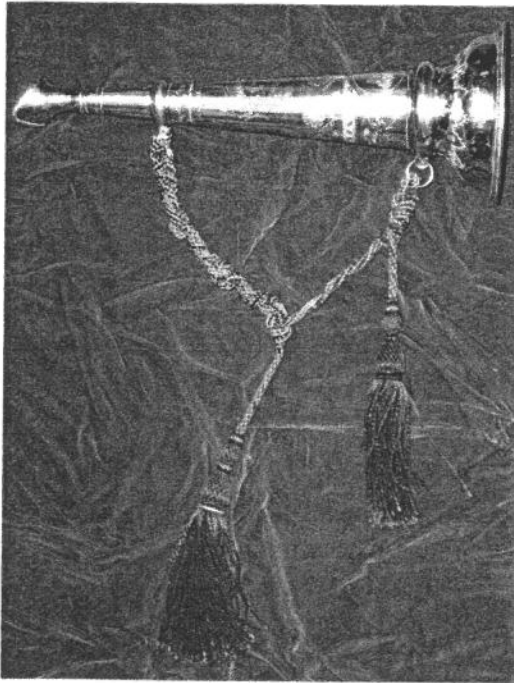
On behalf of Harbour Grace Tourism/Youth Service Canada Program, we would like to extend our appreciation to the many people who helped us create this book by donating their time, facilities and/or materials. The following people, in no particular order, have been instrumental in the completion of this book:

Peter Lane - HRDC  
Human Resources Development Canada  
Nina Garland  
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Willis Regular  
Louise Archibald  
Nelson Taylor  
Bill Shute  
CHVO  
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Kathy Tetford  
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Dave Murphy  
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Dave Regular  
Town Of Harbour Grace

Mrs. Ron Thomey  
Donna Osbourne  
Joyce Shute  
Ed Pike  
Bonnie Hickey  
Anita Morgan  
Mrs. Hal Pynn  
Dave Peddle  
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Linda Sheppard  
Gordon G. Pike  
Yvonne Sheppard  
Mildred Chafe  
Riverside Mini Mart  
Kay's Restaurant  
Sports Hall of Fame  
Paul Ash  
Olive Abbott

Without their cooperation, this book would not have been possible. If there is any person or any business that we have overlooked, we apologize and extend our sincere gratitude and appreciation.

## THE SILVER TRUMPET



In the early Regattas the 'Silver Trumpet' was used on Regatta Day as a microphone would be used today. Until this trumpet came onto the scene the Regatta organizers did not have any means of contacting crews other than by yelling and gesturing from the lakeside. The trumpet enabled the races to run much more smoothly and professionally.

The Silver Trumpet was donated around 1890 to Joseph Godden by Edward Phelan of Vancouver. Mr. Phelan was a cooper by trade, who had formerly lived and worked with Garland's Ltd., one of the larger firms in Harbour Grace at that time. Mr. Phelan later moved to Vancouver where he retired and sent the trumpet to the Harbour Grace Volunteer Fire Company for their use.

Through the years, the Silver Trumpet was the subject of many interesting stories. After reviewing the minutes of the Harbour Grace Fire Brigade it was noted that due to fiscal restraints in the early 1900's the membership decided to gain money for their organization by melting the trumpet and selling the silver. Luckily, for unknown reasons this action was not carried out and this part of our heritage remains intact. Another section of the Fire Brigade's minutes indicates that the trumpet was misplaced for a number of years and had been packaged for shipping to parts unknown. The membership at that time requested that the trumpet be returned and it now remains the property of the present Fire Brigade.

Today the trumpet is used at the annual general meeting of the Harbour Grace Volunteer Fire Brigade. At this meeting there is an election of officers and as a symbolic gesture the silver trumpet is passed from the outgoing fire chief to the newly elected chief. Although the trumpet is not used at the Regattas of today it has been an important part of the early years and has a history of its own.

## **The Early Years**

What an eventful day July 22, 1862, must have been in Harbour Grace when members of the Harbour Grace Volunteer Fire Company came out in their blue uniforms and, headed by a band, formed the procession and marched carrying boats on their backs to Lady Lake, or Lady Pond as is it better known to the older folk, to hold the town's first Regatta.

A description reads: "it was a red Garibaldi shirt with green velvet facings pants with red stripes down the side and a cap like that worn by the solders of the Federal Army during the Civil War. Each officer had his own insignia, for instance the Treasurer wore the Keys, and Secretary, quills, etc. It was a picturesque and splendid uniform that was used for special occasions."

It must have been a colorful sight for those spectators who lined the route to the lake or followed the procession all the way to the waters of beautiful Lady Lake, where the grounds and numerous tents were decorated with gay buntings and flags that fluttered in the summer breeze.

The late Mrs. L.C. Davis wrote in 1968, "Horse drawn vehicles, long carts, baby carriages, shanks mare or any means of transportation available brought the townspeople to the lakeside in the early years. Harbour Grace was almost a 'deserted town'. The day at the races meant family gatherings in the country, where picnic spots were chosen, fires lit, baskets unpacked, and pots made ready for the 'boil-up' which was an inevitable part of the days outing.

While the woman folk busied themselves in preparing for the meal, which was to follow, men and children gathered at the shore to watch the progress of the boats that covered the course and to lay bets on the favorites of the day.

Fine old bands were there to play familiar tunes and with the firing of the gun to break forth into that long-time favorite "The Banks of Newfoundland" as the winning crew pulled into shore. Such men as Will Kennedy, Lote Whitemen, Bob Brazil, and Bill Freeman provided the old music.

There were tents where refreshments were bought and children spent their pennies for the goodies of the day.



Further along the way stood the house of well-known Johnny Walker and his good wife. His house was situated on the property now owned by the Martin family, where meals were served and (it has been said) refreshments of a liquid and slightly more potent nature were dispensed. For those whose thirst needed quenching after the heat and exertions of the day, and, if foot steps sometimes were uncertain after a journey up the hill, one could complain of the rocky surface after all, it was the day of the races and must be fittingly celebrated”.

Mr. H.F. Shortis, a member of the Regatta Committee, wrote in 1923, “It was a pleasure to see the interest that was taken by the veterans of these days in the respective boats. William Tapp, Michael Hartery, George Barnes, Stephan Breaker (blacksmith) would spend days in overhauling, jointing, and blackleading the boats so that they would be in their peak condition. Very often the paint would get thick, so all the hands had to go to Mrs. Farrell’s to procure sufficient spirits to thin it.

It was a pretty sight to view the lakeside in those days when from 25 to 30 tents were erected, and all kinds of edibles and especially drinkables were to be poured at cheap rates. Generally, two kinds of music were present. Mrs. Ebenezer Parsons generally supervised the committee tent, and all persons were welcomed provided they paid for what they called for. The merchants, such as Ridley, Munn, Donnelly, Rutherford, Paterson, Ross, Devereaux, Longwill & Taylor, Jarvis, Neyle, and Gordon Godden etc., as well as the leading citizens, Robert Walsh, Thomas Higgans, H.T. Moore, W.H. Thompson, Bulger J.C. Toussaint, Councilor Hayward (afterwards Judge), in fact all the citizens, as well as the visitors from far and near, took an active part in the great day and, for that day at least all hands, lay and cleric, met on an equality, and became one happy family. If a race was disputed, a challenge would be immediately issued by the supposed loser, who would back his words, by \$10 or \$20 an oar. An important coloring to the picture was a great number of volumes of smoke issuing from the camps in all directions. Also, the appetizing odour from the great pots and kettles which were hung over the fire, turnip and carrot, parsnip etc. all from their own gardens and farms; and then what a sweet morsel was the crubeens (pickled pigs feet), well washed down,(not by ginger pop); and how hospitable were the good ladies, especially in their invitation to visitors and passersby, to come over and take pot luck.

The tradition of the ‘Day at the Races’ remains and with continued civic pride, the historic values of the Harbour Grace Regatta will be preserved for the future generations.

## **Whaleboats, Gigs, Dorries and Racing Shells**

In the first years of the Regatta, the races were rowed in whaleboats or "gashers" owned by several of the citizens, the Harbour Grace Volunteer Fire Company, Societies and Regatta Committee. The boats taking part in the first Regatta of 1862 were the whaleboats named Medlock, Weasel, Hawk, Test and a gig named Nelly.

The gig "Nelly" was owned by Mr. George Makinson. He was the manager of the Newfoundland Steam Packet Company in Harbour Grace, which provided a steamer service every week day from Harbour Grace, Carbonear and Brigus to Portugal Cove, returning to Harbour Grace each evening. The name gig is derived from its build (a ship's four-oared gig). The "Test" was owned by the late R.W. Squarey. She later became the property of the late W.F. Tapp. The "Medlock" was owned by the Harbour Grace Volunteer Fire Company. Her name came from the Medlock fire engine which was used in the early 1860's and which was looked upon at the time as the last word in fire fighting equipment. It is said the gig out-classed the other boats on the water. This is due to the fact that the gig was lighter than the whaleboats.

The Test had three first place finishes, one second place and one third place. The Weasel had one first place finish, three third place finishes and one fourth place finish. The Hawk had one first place finish and three second-place finishes. The "Medlock" placed fourth in her one and only race and the Nelly placed first in her only race.

In 1863, three race gigs - the Albert, Weasel and Minnie Clyde - were purchased by the Harbour Grace Volunteer Fire Company. In the following years, these boats, built by Mr. D. Loveys, produced some very close races. It is said that the Weasel was the favorite boat and she won the majority of her races during her career. It is also said that the Albert won a good many races, especially if she was stroked by Bill Hatcher who was a watchmen at the Riddleys premises who was described as one of the finest oarsmen in the country. The Minnie Clyde won very few races. In fact, she may have come first only once in her career, and that was with Bill Hatcher on the stroke oar. Oarsmen and coxswains at the time said she was too wide and flat.

The Regatta of 1886 featured the whaleboats Medlock, Primrose, Myrtle, Home Ruler, Vivian, Hettie and two scull boats named the Mary and the Lizzie S. The Primerose had the best time of the day, 17:15 in a challenge between the fire brigades of Harbour Grace and Carbonear. This race was won by the Carbonear firemen.

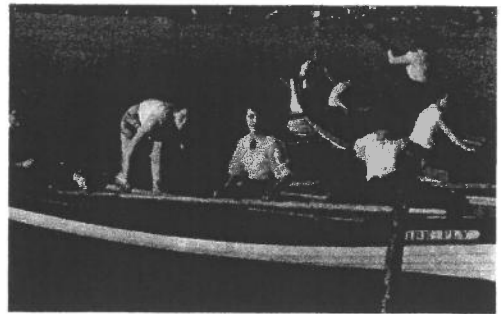
In the Regatta held on Thursday, August 19, 1897, six dories were used instead of the usual whaleboats. This was due, no doubt, to the whaleboats being in poor condition. The need of new whaleboats was stressed at this Regatta and the opinion expressed was that "no properly arranged programme can be carried out with the dories as the only boats."

Only two whaleboats contested the Regatta held on July 26, 1898 the Edith and the Myrtle. The Hettie was to be rowed, but owing to a ruling by the committee for some reason, she was withdrawn. The best time of the day was made by a crew from Bryants Cove in the Fishermen's Race, 10 minutes 45 seconds. In the dory races which were also held, the R. Grant won the three regular races against Merrimac and Grab-all and the Myrtle. The Myrtle was owned by a Mr. Taylor (formerly owned by Thomas Wollery) and the Hettie owned by Mr. John Tapp, a member of the Regatta Committee.

In 1910, to celebrate the Guy Ter-Centenary Celebrations, six whale boats were featured in most of the races. They were the Maggie, Edith, Myrtle, C.D.L.A., Mary and Volunteer. In the Regatta of Wednesday, August 6<sup>th</sup> 1919, four boats entered, the Bessie, Edith, Prince Albert and Maggie. Of the eight races, the Bessie won seven first places and the Maggie won one. The Prince Albert, Bessie, Maggie, and Winnie were used in the 1920 Regatta. The Winnie replaced Edith. The Bessie had the quickest time of the day, 13 minutes 14 seconds in the All Comers Race.

In the fall of 1948, the services of Mr. Arthur Earle of Carbonear were procured to build three new boats. The boats used at the Regattas in the previous years were in poor condition and for a number of years the committee was building up a fund to produce new ones.

The boats built by Mr. Earle were whaleboat style, clinker-built of cedar with oak timbers and fastened with brass screws and copper nails. They were of much lighter construction than the former ones in use. They were 28'8" overall in length and 5'7" greatest width. They were named the Minnie Clyde, Firefly and Weasel, names that were known at Regattas many years before. The name Weasel dates back to the first Harbour Grace Regatta and the Minnie Clyde to 1863. The boats were used for the first time in the 1949 Regatta and replaced the Bessie, Winnie, and Maggie, which were built by a Mr. James Warren. The Bessie and Winnie were sold to interested parties at



Argentina, while the Maggie was retained as a practice boat. The first local coxswains of the new boats used in 1949 were Basil Martin, W.H. Hunt and Eugene Pike. In 1955 a fourth boat was provided by Mr. Mark Gosse named the Wasp.

The traditional whaleboats were rowed for the last time on Lady Lake at the 1970 Regatta. The last four-oared champions were Taylors Wholesale of Harbour Grace. The well practiced, superbly conditioned and smooth-rowing Taylors crew of Dave Pike, stroke, Bud Chafe, Alex Parsons, Dave Downing and cox Eugene Pike dethroned the perennial winners, the Williams brothers, in the championship race in a time of 10:29. The Weasel, Firefly and Minnie Clyde which were 22 years old, were later sold to the Regatta committee of Labrador City and renamed Miss Ashuanipi, Lady Granville and Miss Union Centre. The boats were officially christened and took their first spin on Dudley Lake in July 1973.



In 1971, the Regatta Committee purchased three six-oared racing shells from the St. John's Regatta committee, and were named the Firefly, Weasel and Minnie Clyde. The switch to shells certainly didn't affect the defending champs, Taylors Wholesale. They became the first six-oared champions by covering the mile and one-fifth course in the fastest time of the day, 9:08. The Taylor crew were Dave Pike, stroke, Derek Pike, Bud Chafe, Terry Pike, Lorne Pike, Dave Downing, and coxswain Eugene Pike.

In 1973, a fourth shell was purchased from the Power Brothers in Placentia, and named the Wasp. These racing shells bear the colours red and white (Firefly), green and white (Weasel), blue and white (Wasp), yellow and white (Minnie Clyde). These four shells were believed to be over 50 years old and should have been replaced. The Minnie Clyde in the worst condition of the shells used for the past fifteen years, was dismantled and scrapped to provide a pattern for the new shells.

In 1987, at the 125<sup>th</sup> Regatta, a chairman at the time, the late Bill Martin said, "When we began talking about four new racing shells back in February it looked like an impossible dream to come up with \$36,000 to purchase them but the financial support and backing of a great group of people, an impossible dream has materialized."

Fred Jackson of Jackson's Boat Supplies, Whiteway, Trinity Bay worked on the fourth and final racing shell which he built for the 125<sup>th</sup> Regatta. The Harbour Grace Regatta Committee decided to have Jackson build their new racing shells after they saw a fiberglass shell. The construction of the new shells got underway in January, 1987 with one and sometimes two men working on them. The shells made were 49' long with a 3.5' beam. Wood was used as the material for those boats instead of fiberglass because a wooden craft is easier to handle on a rough lake.

From the past few decades even though the late 1800's, some of the boat names remained the same. However, some of the most famous names stuck to the boats for a period of time. If you were a member of a rowing team back then you would most likely remember Nelly, Firefly, Minnie Weasel, Medlock, and many more as the most memorable boats in your minds. Nevertheless, the Miss Newfoundland and Labrador, Miss Harbour Grace, Miss Lady Lake, and Peter Easton are the names of the boats to this date and for the past 20 years.

The names of these boats were chosen based on who donated money for the purchase of each. Each new boat cost nearly \$ 10,000. The Government of Newfoundland and Labrador's donation meant a boat named Miss Newfoundland and Labrador, The Town of Harbour Grace's donation resulted in a boat named Miss Harbour Grace, the Regatta committee had The Miss Lady Lake, and last but not least the Historical Society had one named Peter Easton. A lot of people think that using the donators name to decide on the boats name is humorous, nevertheless, the names stuck for nearly two decades now, and hopefully for many years to come.

## The First Harbour Grace Regatta, 1862

It wasn't until three years after Mr. Edward Oke made a challenge race on the Harbour that the first official Harbour Grace Regatta was underway. The Harbour Grace Volunteer Fire Company met at the engine house about 9 a.m. wearing full uniform to walk in procession to Lady Pond where they intended to hold the Regatta. The following is an account of that eventful and historic day.



After the firemen met at the engine house it was ten before they took up their line of march with the boats on their backs and arrived about half past eleven at the pond. They immediately set to work to put the four whaleboats in readiness and collect the different crews to contest for first prize.

Shortly after twelve noon the silver bugle, which was donated to the firemen a few years back, would call the boats to the starting place. The boats used at this Regatta were the Medlock, Weasel, Hawk, and the Test. After the gun was fired the boats set out to cover the 2½-mile course with first place set in their minds. The Test came in first, Hawk second, Weasel third and the Medlock fourth. This race was contested between all firemen. The second race was the same boats but with different crews. Firemen rowed in the Test and Hawk and the other two boats were rowed by townspeople making it a challenge race. The prize for this race was \$10 for first and \$6 for second. Only half way up the pond the race was clearly between the two crews of firemen. Bets were made on each of the boats and it was the Hawk who came through for all those who had their bets placed on her. This race was considered by old stagers to be of the closest and best-contested races ever pulled in the country.

The fourth race was rowed by the Juveniles for a watch and chain for the first boat. The Test came in first, the Hawk second and the Weasel third.

The Regatta was a two-day event then so on Wednesday, July 23<sup>rd</sup>, the races were once again underway. All the races of this day were closely contested. The results of

Wednesday's races could not be found. After all the excitement and commotion of the two-day events the boats were hauled up and sent to St. John's, thus, closing the Regatta for another year.

The attendance for the first Harbour Grace Regatta was the largest the people of Harbour Grace had ever seen. Some very important people among the crowd included: Hon. Speaker A. Shea, Esq. Mr. Ambrose Shea, Speaker of the House of Assembly from 1853-1859 was also elected to represent the District of Harbour Grace in the legislature in 1873, 1874, 1878 and 1882. He was appointed Governor of Newfoundland in 1886. He was here a year before he became Governor of the Bahamas in 1887. Another notable man that was in attendance was Mr. Fenwick who was the engineer of the St. John's Water Company.

The late historian, Arthur Fox, wrote, "The band at the first Regatta was no doubt the British Irish Society or The Avalon Band. The firemen carried the boats on their backs all the way to the pond and their blue uniforms and red facings added color to the occasion and had a very lively effect. The Regatta grounds were dotted by a large number of tents and the whole scene was gaily decorated for the towns first derby day."

It is interesting to note that on July 22, 1862 it was planned for the Harbour Grace Volunteer Fire Company to spend a day at Brigus and to travel there by steamer that was kindly placed at the company's disposal by Mr. Makison. Why the firemen were going to Brigus is not recorded. The change in plans on that day resulted in the first Harbour Grace Regatta and since then the Regatta has become an annual event in Harbour Grace. The Harbour Grace Volunteer Fire Company which was established in 1830 is now known as the Harbour Grace Volunteer Fire Brigade. This Brigade has to be commended for their efforts in keeping the Annual Harbour Grace Regatta tradition alive in Harbour Grace for over 100 years.

## **The Regatta of 1864**

The Third Annual Harbour Grace Regatta took place on Thursday and Friday, July 28<sup>th</sup> and 29<sup>th</sup>. The same tradition from the very first Regatta followed with the Fire Company meeting at the engine house at nine in the morning and proceeding to Lady Pond where they immediately set to work to put the different boats in readiness for the great struggle of strength and skill.

Boats used at this Regatta were the four-oared whaleboats named the Test, Union, Hawk, and the Victor. The six-oared gigs were the Weasel, Minnie Clyde, and the Albert. The race results from Thursday are as follows:

### **RACE ONE**

All the four-oared whaleboats took part in this race. Prizes for this race was \$12 for first place and \$8 for second. The Test took first place, Union took second, Hawk took third and the Victor took fourth.

### **RACE TWO**

This was the race for the six-oared gigs. Prize for first was \$25 and \$10 for second. The Weasel rowed in for first place and was followed by the Minnie Clyde and Albert for second and third place respectively.

### **RACE THREE**

This race was for the six-oared amateur group. The Albert took 1<sup>st</sup> place for \$14 and the Minnie Clyde took second for \$7. The Weasel took third.

The gigs were unable to compete in the first race because of high winds.

The results from Friday are as follows:

### **RACE ONE**

The first race of the day was for the six-oared gigs consisting of all firemen. The prize for first place was \$22 and \$10 for second. The Albert took first place, the Weasel took second and the Minnie Clyde took third.



### **RACE TWO**

This race was won by the Victor for a prize of \$8. The Test took second, the Hawk third, and the Union took fourth.

### **RACE THREE**

This race was the six-oared gigs once again for the tradesmen race. First place went to the Albert along with \$14. The Minnie Clyde took second along with \$7. The Weasel took third.

### **RACE FOUR**

This race was contested between the four-oared whaleboats. The Victor and Test only participated in this race. The Test took first place for a prize of \$8 and the Victor took in \$4.

The last race of the day was the Juveniles in the six-oared gigs. Only two boats contested, the Minnie Clyde and the Albert. The prize was \$7 and the Minnie Clyde took the winnings here.

During this Regatta there were live bands in attendance for both days. This added much to the enjoyment of the large number in attendance for this great sport.

## 25<sup>th</sup> Anniversary of the Harbour Grace Regatta

After twenty-four successful and eventful Regattas it was time to celebrate the first quarter of a century event of this great sport. The 25<sup>th</sup> Harbour Grace Regatta held on Wednesday, July 28<sup>th</sup>, 1886 was in every respect a complete and huge success.

On July 10<sup>th</sup> an article in the Harbour Grace Standard stated, "We understand that at a meeting of the Harbour Grace Volunteer Fire Brigade, a sum of money was voted by the members towards the getting up of a Regatta during the present month. It is, we learn, their intention to appeal to our citizens for a little financial assistance. It is to be hoped that this appeal will meet with a favorable response." Sufficient funds were generated for the celebration allowing the days events to get underway.

The following is an account taken from the Harbour Grace Standard of that wonderful and eventful day.

*At 11:00 a.m. the first race took place and throughout the day each successive one was started in regular order until 5:30 when the last race—that of a challenge race between a representative of Bay Roberts and Carbonear concluded the aquatic sport for that day.*

*The challenge race between the fire brigades of Harbour Grace and Carbonear was eagerly looked forward to, but owing to some hitch the contest was not as strong as was expected. In this race (which three boats contested) the two Carbonear crews secured first and second place, while that of Harbour Grace showed up very badly being a long distance behind the winning boats.*

*All the other races were extremely well contested and a large improvement in the crews of the boats was apparent, especially in the Fishermen-Laborer and the All-Comers. The winners in all of these races were the young fishermen that participated, some of which were termed in the juvenile category.*

*The day was observed by a large number of people as usual. They eagerly availed themselves of the opportunity to spend a day in the "country".*

*Scattered around the shores of the lake and on the hillsides were picnic parties in large numbers who doubtless thoroughly enjoyed the occasion. Everything was performed in a systematic way, which showed that nothing had been left undone in order to bring the Regatta to a complete success. The following is just a list of the winning boats and their time for each race. The boats involved in the races were the Medlock, Myrtle, Home Ruler, Vivian, Hettie, and Primrose and sculls Mary, Lizzie S and the Weasel.*

<b>RACE</b>	<b>WINNER</b>	<b>TIME</b>
Tradesmen	Medlock	17.54
Fishermen	Myrtle	17.16
Challenge (Firemen)	Primrose (Carbonear)	17.15
Set Crews	Myrtle	17.55
Juveniles	Hettie	17.45
Sculls	Mary	19.45
All-Comers	Home-Ruler	17.18
Sculls	Mary	No Time Recorded
Sculls (Challenge)	Mary	No Time Recorded

## **50<sup>th</sup> Harbour Grace Regatta**

The anniversary of the 50<sup>th</sup> Harbour Grace Regatta was held on Wednesday, August 14<sup>th</sup>, 1912. This Wednesday morning looked very promising as the sun shone brightly, the weather was warm and the wind was fresh. The S.S. Othar arrived from Bell Island on Tuesday evening and the S.S. Mary arrived from Bell Island on Wednesday morning with oarsmen and visitors for the Regatta. All the hotels in Harbour Grace were filled with visitors from all over Newfoundland. Donnelly Hall, a local hotel, could not accommodate all that came and a number of people were cared for at private residents.

A man by the name of Albert F. Garland of Hartford, Connecticut who was just visiting here offered a cup to be competed for by the several societies in Harbour Grace. The cup was to be won three consecutive years by any one society before the trophy became their property. The secretary of the Regatta committee, Mr. William Maddigan, donated a set of medals to the crew of the boat making the best time of the day. The C.C.C. band was scheduled to play at the days events. The weather was a bit of concern for all those at lakeside. Between ten and eleven there was a shower of rain that lasted only a few minutes and then the sun broke forth again.

Two races managed to get underway, the Tradesmen and the Laborer Race. In the tradesmen race the Maggie (S.O.E. Society boat) came in first, in the Laborers race the Winnie (British Society boat) lead all the others, but for some reason their prize was not awarded. Shortly after one it rained until three. This downpour ruined the pleasure of everybody and hundreds thoroughly drenched left the races and went home. The weather continued to be unfavorable and all the remaining races were postponed until Thursday.

The weather on Thursday was agreeable, the wind was fresh to moderate and the skies, which looked threatening on several occasions, withheld the rain until late at night. The C.C.C. band did not play on this day because they left by train to attend Rev. F. Ashley's garden party in Argentia. The conduct of the people was praiseworthy. There was no disorder, or unseemingly conduct reported. This was worthy of mention because of the fact that there was only Sgt. Spracklin and two constables to maintain order.

The races scheduled for Wednesday and Thursday are as follows:

Race	Winner (boat)	Time
Tradesmen	Maggie	15:24
Society Garland Cup	Bessie	16:19
Brigade Cup **	Maggie	17:54
Juvenile	Maggie	16:27
All-Comers	Bessie (Bristol's Hope)	14:24

\*\* This race was for a cup donated by the Regatta committee of that time. Harbour Grace defeated Carbonear Boy Scouts for the cup.

One regrettable incident occurred for the day. That was at the last race, which was the Archibald cup race. This race was open to crews from any place on the Island. Four crews were entered: Harbour Grace, Bell Island, Carbonear, and Bristol's Hope. This race was to be contested in two heats. Harbour Grace and Bell Island rowed the course first and Bell Island won in a time of 15:14½. The committee discovered that Carbonear had a man from Freshwater as a teammate and he was ruled out as the rules disqualified him rowing in any crew except one from his own community. The Carbonear crew was dissatisfied with the ruling and refused to row the course. Bristol's Hope rowed alone making the fastest time of the day, in 14:46 ½ winning the cup and the medals.



*1931 Amateur Race Medallion*

## 1913 Regatta

The following information about the 1913 Regatta was extracted and compiled from old newspaper articles from that year. It was taken from an article written by Gord Pike.

*All our citizens should feel themselves bound to contribute their amount, small or large, to this annual day. This is the only day in the year when we can meet a lakeside, and throwing away care for the time being, busy ourselves to endeavoring to make others happy. In this way we can make the Regatta a great success.*

Mr. G. G. Christian, agent for the Archibald Brothers Factory, arrived a day before by train. He came to the Regatta to push his company's business to all those at lakeside. The youth and elderly were all represented at the Regatta, when a young man just in his early manhood and his girlfriend, together with an elderly woman who had just passed her 92<sup>nd</sup> birthday were photographed. The elderly lady was referred to as a native of the Emerald Isle and although having reached that age, said she enjoyed the Regatta very much.

Businesses in Harbour Grace used the Regatta to their advantage as it was used for advertising and promotional purposes. The following is an ad published by a Harbour Grace meat company demonstrating these characteristics.

*Keen cut after Regatta prices, to suit all choice. Lamb from sixteen cents and upwards. If you fancy lost on Regatta day, don't feel vexed, you certainly can't loose by purchasing at our store.*



Tuesday evening was cold and the North East winds and rain looked very gloomy for the Regatta the following day but to everyone's surprise Wednesday morning opened up fine and bright and when the first race was called, hundreds had already gathered on the grounds. In the first race of the day (tradesmen) five boats entered, among them the two new boats Prince Albert and Agile

which belonged to the firemen and Mr. Charles Ash. Owing to some hitch the race was disrupted, but the Bessie came in first, Prince Albert second, and Agile third.

Of the nine races contested, only two were for a cup. Only two boats contested for the Shamrock Cup. This might be accountable for in some way by the fact that the cup is only open to crews from the different societies in Harbour Grace, while other cups are open to people from any part of the island. The day passed pleasantly. The C.C.C. band and the pipers from the Highlanders furnished music for the occasion. Mr. Walker's dining rooms were well patronized and he no doubt received sufficient remuneration to warrant him in keeping up his house for the use of the public on Regatta days. Miss Rose Archibald arrived from Lyne Mass., USA, by Saturday's train, to attend the Regatta. She commented, "I wouldn't miss this great event for anything and I'll be there with my megaphone."



*The Archibald Family. Rose Archibald is pictured in the white dress.*

During the years of the First World War, the annual Regattas were discontinued. In 1919 however, it was received and the races were held at Lady Lake on August 6<sup>th</sup>. Four boats were entered, the Bessie, the Edith, the Prince Albert and the Maggie. Of the eight races the Bessie won seven first place finishes and the Maggie one. Some 80 of all ranks of the Newfoundland Highlanders were camping there on the grounds a week before the Regatta and entered a crew in the Brigade race.

## 75<sup>th</sup> Harbour Grace Regatta August 12, 1937

Just like all the other Regattas of the past, the 75<sup>th</sup> annual Harbour Grace Regatta was a complete success making it another memorable one.

The number of people at lakeside was the largest in years, if not at any time. Augmented as the local enthusiasts were by some 120 employees of the Newfoundland Butter Company who arrived in busses and cars and who were guests of Messrs. Crosbie. The motor vessel, MANECO of Bell Island arrived at twelve noon bringing a further one hundred and forty for the Regatta and returned again at eight p.m. with about one hundred and fifty more for the dance. The "Island Belle" and other boats also brought their quota. Visitors who attended the races included:

- Hon. Sir John Bennett
- Hon. Sir Richard Squires
- Rev. Dean Coombs and family of Missouri, U.S.A
- Eldred Hawkins and party
- Chesley Crosbie and party
- George Crosbie and party
- John Crosbie and party
- Percy Crosbie, an energetic committee member
- Rev. Jean and A.G Williams of the St. John's Regatta committee
- Rev. E.J. O'Brien
- Eugene Gosse
- Fred Dawe
- Harry Fraiser and many others

The following is a list of the entrants, winning boats and times.

### Amateur Race

**Boat:** Firefly

**Crew:** J. Cron, R. McRae, Rendell Babb, Frank Parsons, Eugene Pike (coxswain)

**Winning Time:** 10:59 1/5

**Boat:** Minnie Clyde

**Crew:** D. Burke, W. Stevenson, Robert Cron, C. Peddle, and J. Driscoll (coxswain)

**Boat:** Weasel

**Crew:** J. Chalker, F. Harris, S. Cantwell, R. Ray and L. Sheppard (coxswain)



### **Juvenile Race**

**Boat:** Firefly

**Crew:** John McRae, Robert Penney, H. Archibald, Theo Whitman, Eugene Pike (coxswain)

**Winning Time:** 11:56 <sup>4</sup>/<sub>5</sub>

**Boat:** Weasel

**Crew:** Robert Tetford, William Thomey, L. Granville, W. Crocker, J. Driscoll (coxswain)

**Boat:** Minnie Clyde

**Crew:** Basil Martin, Harold Pynn, G. Herald, Chesley Cumby, E. Martin (coxswain)

### **Intermediate Race**

**Boat:** Minnie Clyde

**Crew:** James Cron, R. McRae, Ross Bray, Thomas Lynch, J. Driscoll (coxswain)

**Winning Time:** 11:00 <sup>4</sup>/<sub>5</sub>

**Boat:** Weasel

**Crew:** S. Payne, A. Fitzgerald, C. Peddle, H. Parsons, Eugene Pike (coxswain)

**Boat:** Firefly

**Crew:** H. Archibald, C. Pynn, M. Thomey, W. Noseworthy, R. Martin (coxswain)

### **Firemen's Race**

**Boat:** Firefly

**Crew:** E. Martin, M. Coady, A. Thomey, E. Payne, Eugene Pike (coxswain)

**Winning Time:** 12:10

**Boat:** Weasel

**Crew:** J. Martin, R. Noseworthy, S. Tucker, M. Tapp, J. Driscoll (coxswain)

### **Ladies Race**

**Boat:** Weasel

**Crew:** Hazel Snow, Belle Pike, Viola Crocker, Linda Noel, W. Hunt (coxswain)

**Winning Time:** 8:10 <sup>2</sup>/<sub>5</sub>

**Boat:** Firefly

**Crew:** Louise Herald, Florence Pike, Susie Burke, Margaret Pynn, J. Driscoll (coxswain)

**Boat:** Minnie Clyde

**Crew:** Jean Whitman, Claudia Watts, Mary Whitman, Mary Kirby, Eugene Pike (coxswain)

### **Fishermen-Laborer Race**

**Boat:** Minnie Clyde

**Crew:** Henry Taylor, Piercy Taylor, W. Pike, G. Pike, E. Martin (coxswain)

**Winning Time:** 11:34 <sup>4</sup>/<sub>5</sub>

**Boat:** Weasel

**Crew:** William Ash, J. Peddle, Joe Martin, J. Farrell, W. Driscoll (coxswain)

**Boat:** Firefly

**Crew:** John Horwood, A. Crocker, Moses Parsons, H. Stevenson, Eugene Pike (coxswain)

### **Manufacturers Race**

**Boat:** Firefly

**Crew:** Nfld. Butter Company. R. Harvey, E. Adams, Stan Cooper, J. Mason, L. Rogers (coxswain)

**Winning Time:** 11:45

**Boat:** Weasel

**Crew:** William Dawe & Sons. John Delaney, William Russell, Robert Holms, K. Delaney, Alex Mercer (coxswain)

### **All-Comers Race**

**Boat:** Firefly

**Crew:** D. Burke, William Stevenson, Robert Cron, L. Moriarty, William Hunt (coxswain)

**Winning Time:** 11:52

**Boat:** Weasel

**Crew:** James Peddle, A. Harris, J. Martin, W. Pike, E. Martin (coxswain)

**Boat:** Minnie Clyde

**Crew:** Gilbert Grundy, Fred Molloy, William Anstey, Clayton Banfield, Eugene Pike (coxswain)

### **Midget Race (Short Course)**

**Boat:** Firefly

**Crew:** Frank Morris, E. Fallon, K. Jacobs, G. Pike, J. Driscoll (coxswain)

**Winning Time:** 7:55

**Boat:** Weasel

**Crew:** Oliver Watts, C. Pike, J. Pike, K. Sweetland, Eugene Pike (coxswain)

**Boat:** Minnie Clyde

**Crew:** Gerald Martin, A. Martin, Charles McCarthy, R. Thomey, W. Martin (coxswain)

## Championship Race

**Boat:** Weasel

**Crew:** NFLD. Butter Company. R. Harvey, E. Adams, M. Cooper, J. Mason, L. Rogers (coxswain)

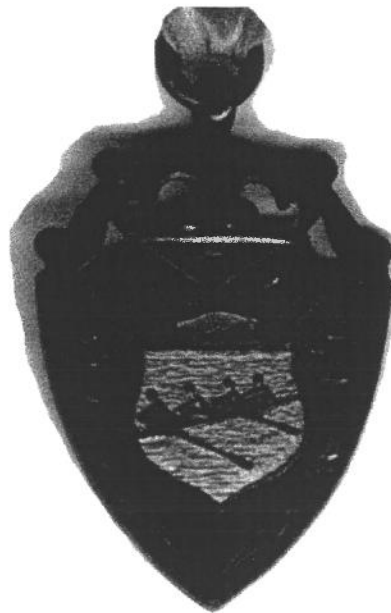
**Winning Time:** 11:29

**Boat:** Firefly

**Crew:** W. Taylor, P. Taylor, G. Pike, W. Pike, E. Martin (coxswain)

**Boat:** Minnie Clyde

**Crew:** R. McRae, J. Cron, Rendell Babb, Frank Parsons. Eugene Pike (coxswain)



*An Unidentified Medal From  
The Harbour Grace Regatta*

## The Regattas From 1896 - 1910

The following is a collection of information on the Regattas from 1896-1910. The information was obtained from the *Harbour Grace Standard*.

On Thursday, August 13<sup>th</sup>, 1896, a crew from Harbour Grace contested in a Regatta held in connection with a fair in Whitbourne. Crews from Whitbourne, Placentia, St. John's and Harbour Grace contested in six-oared gigs. Owing to the length of the program not all the events were finished. Harbour Grace won against St. John's in the Tradesmen race but did not have time to row against Whitbourne in the finals.

There was no Regatta held in Harbour Grace that year but the members of the Fire Brigade held a picnic at Mr. Walker's at Lady Lake. Shortage of funds prevented the Fire Brigade from holding a Regatta and from attending the Whitbourne fair.

The following year the Regatta got underway in Harbour Grace once more. Six dories were used instead of the usual whaleboats, due doubtless through the latter being in poor condition as the need of new whaleboats was stressed. The opinion surrounding this concern was, "No properly arranged program can be carried out with the dories as the only boats."

In the Regatta held July 26<sup>th</sup>, 1898, three boats were to contest, the Edith, Myrtle, and the Hettie. Only two of these boats were allowed to contest. The Hettie was to be rowed but owing a ruling by the committee that no crews were to be taken outside Harbour Grace in the Tradesmen race, this boat was withdrawn. The best time of the day was recorded in the Fishermen Race by a Bryant's Cove crew against the Island Men with a time of 10:45. In the dory race the R. Grant won the three regular races against the Merrimac and Grab All. Harvey Pike in the Merrimac won a silver watch for a single-handed dory race.

There was no mention of a Regatta for some time thereafter until 1910. This was the year of the Guy Centenary Celebrations, which featured the Annual Regatta. The date of the Regatta was changed from Wednesday, August 17<sup>th</sup> to Friday, August 19<sup>th</sup> to enable some sailors who were in port to row. The boats that were used were the Maggie, Edith, Myrtle, C.D.L.A, Mary and the Volunteer. The races started from a more Western point. A new road had been made to the lake, which made access much easier and convenient. The Ladies Race was much more anticipated due to the fact that they had discontinued rowing for some years. This appeared in the August 15<sup>th</sup>, notes from *Harbour Grace Standard*:

*It is said that a couple of young ladies are planning to enter a few races. This will certainly be novel and interesting.*

## 1946-2000

### 1946 Regatta

The Rules governing the contest of the boats were taken from an actual 1946 Regatta booklet.

*"First race to be called at 11:00 a.m. Boats to be drawn for at the committee tent. Any crew or member thereof not rowing in any boat after entering will be debarred from taking part in any further contest. Should any mishap occur at the start, the firing will call the boats for a re-start. A gun fired ten minutes before the start will call the boats to position. Boats to turn starboard to port and to keep their own water. No coxswain to handle an oar in any contest."*

The races and crews from that day are as follows:

### INTERMEDIATE RACE

*Names In Italics = Coxswains*

**Boat:** Minnie Clyde

**Crew:** William Babb, Gerald Pike, Alonzo Babb, Clarence Forward, *Llewellyn Ash*

**Boat:** Firefly

**Crew:** Donald Pike, Gerald Tetford, Joseph Cumby, *Eugene Pike*

**Boat:** Weasel

**Crew:** Gordon Walsh, Hedley Ash, Theodore Ash, Albert Crane, *M. Noseworthy*

### JUVENILE RACE

**Boat:** Firefly

**Crew:** Arthur Pike, Gordon Pike, George Greenslade, *Llewellyn Ash*

**Boat:** Weasel

**Crew:** *Eugene Pike* and crew to be entered

**Boat:** Minnie Clyde

**Crew:** H. Pike, G. Thomey, Dave Williams, Eric Butt, *M. Noseworthy*

### FIREMEN

**Boat:** Firefly

**Crew:** Harbour Grace Volunteer Fire Company, *Llewellyn Ash*

**Boat:** Weasel

**Crew:** St. John's Fire Crew, *M. Noseworthy*

**Winner:** Firefly

### **FISHERMEN-LABORER**

**Boat:** Minnie Clyde

**Crew:** Leroy Abbott, Frank Dove, *Llewellyn Ash*

**Boat:** Weasel

**Crew:** Robert Taylor, Ronald Thomey, Daniel Neil, Clayton Pike, *Eugene Pike*

**Boat:** Firefly

**Crew:** Willard Pynn, Clarence Pynn, Harold Pynn, William Sheppard, *M. Noseworthy*

**Winner:** Weasel

### **MERCANTILE RACE**

**Boat:** Weasel

**Crew:** Cecil Peddle, Max Adams, Herbert Sheppard, Clarence Peddle, Llewellyn Ash

**Boat:** Minnie Clyde

**Crew:** Harold Pynn, Ross Bray, Donald Pike, John Andrews, Eugene Pike

**Boat:** Firefly

**Crew:** William Noseworthy, Alfred Sheppard, Edward Parsons, Austin Sheppard, *M. Noseworthy*

### **LADIES RACE**

**Boat:** Firefly

**Crew:** Grace Woods, Agatha Hayden, Elizabeth McCarthy, Flora Parsons, *Eugene Pike*

**Boat:** Minnie Clyde

**Crew:** Olive Pynn, Doris Pynn, Elizabeth Quinn, Gladys Martin, *M. Noseworthy*

**Winner:** Firefly

### **MIDGET RACE**

**Boat:** Firefly

**Crew:** John Haire, John Thomey, Roy Pike, George Lilly, *Llewellyn Ash*

**Boat:** Weasel

**Crew:** Team was entered by Eugene Pike

**Boat:** Minnie Clyde

**Crew:** Freeman Parsons, Fred Williams, Llewellyn Crane, Harold Taylor, *M. Noseworthy*

**Winner:** Firefly

## **1947 Regatta**

### **INTERMEDIATE RACE**

**Boat:** Minnie Clyde

**Crew:** Henry Pike, Arnold Pike, Ted Ash, Gordon Tetford, *W. Hunt*

**Boat:** Weasel

**Crew:** Gordon Walsh, Gerald Pike, William Hunt, Hedley Ash, *R. Nosworthy*

**Boat:** Firefly

**Crew:** Don Pike, Gerald Tetford, Don Dove, D. Pike, *Eugene Pike*

**Winner:** Firefly

### **JUVENILE RACE**

**Boat:** Weasel

**Crew:** David Williams, Arthur Pike, Bert Noseworthy, John Thomey, *R. Noseworthy*

**Boat:** Minnie Clyde

**Crew:** To be entered by Eugene Pike

**Boat:** Firefly

**Crew:** To be entered by W. Hunt

### **FISHERMEN-LABORER**

**Boat:** Weasel

**Crew:** Harold Pynn, Clarence Pynn, Robert Taylor, Willard Pynn, *Eugene Pike*

**Boat:** Firefly

**Crew:** Nat Lynch, Walter Sheppard, James Bickham, Frank Bickham, *W. Hunt*

**Boat:** Minnie Clyde

**Crew:** Dan Neil, Ross Bray, Graham Pike, John Andrews, *R. Noseworthy*

**Winner:** Firefly

### **MERCANTILE RACE**

**Boat:** Minnie Clyde

**Crew:** (Messers. Crosbie & Company) Dan Neil, Ross Bray, Graham Pike, John Andrews, *W. Hunt*

**Boat:** Firefly

**Crew:** Gordon Walsh, David Williams, Gerald Pike, Hedley Ash, *R. Noseworthy*

**Boat:** Weasel

**Crew:** (Messers. S.W. Moores) Don Pike, Harold Pynn, Dan Pike, *Eugene Pike*

### **LADIES RACE**

**Boat:** Firefly

**Crew:** Olive Pynn, Dorothy Pynn, Flora Parsons, Effie Spurrell, *Eugene Pike*

**Boat:** Minnie Clyde

**Crew:** Jean Noel, Margaret Sheppard, Eileen Shute, Hazel Hounsell, *R. Noseworthy*

**Boat:** Weasel

**Crew:** To be entered by W. Hunt

**Winner:** Firefly

### **MIDGET RACE**

**Boat:** Minnie Clyde

**Crew:** Edward Pike, John Haire, Fred Williams, Rendell Pike, *Eugene Pike*

**Boat:** Firefly

**Crew:** William Stevenson, Bud Chafe, Clyde Snow, James Noseworthy, *W. Hunt*

**Boat:** Weasel

**Crew:** Horatio Moores, Morris Mullet, Gordon Sheppard, Ronald Leary, *R. Noseworthy*

### **1948 Regatta**

In 1948 the Firefly, Minnie Clyde, and the Weasel were retired after 12 years of travelling up and down Lady Lake taking with them winners and memorable races. They were in very poor condition and too expensive to repair. They were replaced by the Bessie, Winnie, and Maggie although these boats were not in the best of shape. After the 1948 Regatta it was decided that all the boats used at previous Regattas were to be completely replaced.

A few months before the Regatta of 1949 new boats were brought in. The boats of the past decade were in bad shape so the Regatta Committee was building up funds to produce new ones. The services of Mr. Arthur Earle of Carbonear were rendered for production and he did in fact produce three new boats. These boats were of whaleboat style, clinker-built cedar with oak timbers and fastened with brass screws and copper nails. These boats were of much lighter construction than the former ones. They were 28' 8" overall in length and 5' 8" in width. These boats were named the Minnie Clyde, Firefly, and Weasel, names that were used in the Regatta two years before. They replaced the current Bessie, Winnie and Maggie, which were built by the late Mr. James Warren. Two of these boats were sold to interested parties at Argentia while the third boat was retained as a practice boat.



## **1951 Regatta**

### **INTERMEDIATE RACE**

**Boat:** Firefly

**Crew:** Arthur Pike, Robert Hennessey, John Ayre, Edward Pike, *Eugene Pike*

**Boat:** Minnie Clyde

**Crew:** Bertman Noseworthy, Herman Harris, Leonard Davis, Leonard Spurrell, *F. Morris*

**Boat:** Weasel

**Crew:** William Shute, Lester George, Walter Spurrell, Max Spurrell, *Basil Martin*

### **JUVENILE RACE**

**Boat:** Minnie Clyde

**Crew:** Leonard Davis, Herman Harris, Leonard Spurrell, Rendell Pike, *Eugene Pike*

**Boat:** Weasel

**Crew:** William Stevenson, Ralph Rogers, Edward Byrne, Gerald O'Leary, *Frank Morris*

**Boat:** Firefly

**Crew:** Edward Noel, Lester George, William Shute, *Wallace Noel*

**Winner:** Minnie Clyde

### **MERCANTILE RACE**

**Boat:** Weasel

**Crew:** (North Eastern Fish Industries) Harold Pynn, Donald Pike, Bernard Farrell, Arthur Pike, *Eugene Pike*

**Boat:** Minnie Clyde

**Crew:** (Archibalds Farms) Cecil Archibald, William Quinn, Daniel O'Neil, Graham Pike, *Eugene Pike*

Other businesses that were entered into the races were:

- Bowring Brothers
- Joe Brothers Limited
- Messers

**Winner:** Archibald

### **LADIES RACE**

**Boat:** Weasel

**Crew:** Team sponsored by Bowring Brothers

**Boat:** Minnie Clyde

**Crew:** Blanche Nicholas, Annie Stevenson, Jean Shute, Irene Spurrell, *Eugene Pike*

#### **MIDGET RACE**

**Boat:** Weasel

**Crew:** Eric Pynn, Henry Taylor, Neville Pike, Donald Spurrell, *Eugene Pike*

**Boat:** Firefly

**Crew:** Donald Crocker, Neville Sheppard, George Pike, Michael O'Leary, *F. Morris*

#### **1952 Regatta**

The Following is just a list of winners for the Regattas.

#### **INTERMEDIATE RACE**

- |                 |                           |
|-----------------|---------------------------|
| ➤ Leonard Davis | ➤ John Haire              |
| ➤ James Harris  | ➤ Frank Morris (Coxswain) |
| ➤ Gerald Butler |                           |

#### **JUVENILE RACE**

- |                     |                          |
|---------------------|--------------------------|
| ➤ William Stevenson | ➤ Leonard Spurrell       |
| ➤ Rendell Pike      | ➤ Eugene Pike (Coxswain) |
| ➤ Albert Chafe      |                          |

#### **FISHERMEN-LABORER RACE**

- |                 |                |
|-----------------|----------------|
| ➤ Robert Taylor | ➤ James Harris |
| ➤ Leonard Davis | ➤ Frank Morris |
| ➤ Ronald Thomey |                |

#### **TRUCKMEN RACE**

- |                |                           |
|----------------|---------------------------|
| ➤ Douglas Pike | ➤ Gordon Walsh            |
| ➤ Arthur Pike  | ➤ Basil Martin (Coxswain) |
| ➤ Daniel Neil  |                           |

#### **MERCANTILE RACE**

North East Fisheries

- |                   |                          |
|-------------------|--------------------------|
| ➤ Harold Pynn     | ➤ William Shute          |
| ➤ Bernard Farrell | ➤ Eugene Pike (Coxswain) |
| ➤ Donald Pike     |                          |

#### **MIDGET RACE**

- |               |                              |
|---------------|------------------------------|
| ➤ Gordon Pike | ➤ Eugene Pike (Coxswain)     |
| ➤ David Pike  | ➤ Other members unidentified |

## **1953 Regatta**

### **JUVENILE RACE**

- Leonard Spurrell
- William Shute
- Howard Shute
- Eugene Pike (Coxswain)

### **FISHERMEN-LABORER RACE**

- John Thomey
- Leonard Spurrell
- Art Pike
- Roy Pike
- Nick Perry (Coxswain)

### **INTERMEDIATE RACE**

- Robert Sheppard
- Clyde Noel
- Wallace Dove
- Edward Noel
- Basil Martin (Coxswain)

### **MERCANTILE RACE**

- Arthur Pike
- John Thomey
- Leonard Spurrell
- Roy Pike
- Eugene Pike (Coxswain)

## **1954 Regatta**

### **JUVENILE RACE**

- Eric Pynn
- Ronald Spurrell
- Eugene Pike (Coxswain)
- David Pike
- Roy Pike

### **FISHERMEN-LABORER**

- Harold Pynn
- William Shute
- Eugene Pike (Coxswain)
- Bernard Farrell
- Donald Pike

### **MIDGET RACE**

- Kevin Williams
- George Pike
- Lloyd Downing
- Eugene Pike (Coxswain)

### **TRUCKMEN RACE**

- Arch Crocker
- William Taylor
- Robert Taylor
- Cecil Archibald
- T. Snow (Coxswain)



#### **INTERMEDIATE RACE**

- Edward Noel
- Wallace Noel
- Eugene Pike (Coxswain)
- Leonard Spurrell
- Edward Pike

#### **MERCANTILE RACE**

Archibald Farms Crew

- Arthur Pike
- John Thomey
- T. Snow (Coxswain)
- Roy Pike
- William Nichols

#### **1955 Regatta**

#### **JUVENILE RACE**

- Hayward Shute
- Harry Taylor
- Eugene Pike (Coxswain)
- Eric Pynn
- Nelson Taylor

#### **FISHERMEN-LABORER RACE**

- William Shute
- Edward Noel
- Frank Pike (Coxswain)
- Wallace Noel
- Hayward Shute

#### **MIDGET RACE**

- Kevin Williams
- Robert Forward
- Leslie Haire
- Albert Davis
- Leslie Haire
- Eugene Pike (Coxswain)

#### **INTERMEDIATE RACE**

- Bud Chafe
- Hayward Taylor
- N. Perry (Coxswain)
- Fred Williams
- Nelson Taylor

### MERCANTILE RACE

Koch Shoes Limited

- |                      |                 |
|----------------------|-----------------|
| ➤ Gordon Walsh       | ➤ Hans Bartneck |
| ➤ Duncan Hunt        | ➤ Thomas Yetman |
| ➤ T. Snow (Coxswain) |                 |

### INTER-TOWN RACE

Bryant's Cove

- |                          |                 |
|--------------------------|-----------------|
| ➤ Charles Parsons        | ➤ Ronald Stone  |
| ➤ Gordon Stone           | ➤ Raymond Gosse |
| ➤ Eugene Pike (Coxswain) |                 |

### LADIES RACE

North Eastern Fish Limited

- |                          |                 |
|--------------------------|-----------------|
| ➤ Susie Shute            | ➤ Joyce Parsons |
| ➤ Minnie Brown           | ➤ Jean Nichols  |
| ➤ Eugene Pike (Coxswain) |                 |



*Left to Right: Minnie Brown, Jean Nichols, Coxswain Eugene Pike, Susie Shute and Joyce Parsons.*

### **1958 Regatta**

The following is a list of the winners.

RACE	BOAT	WINNER	TIME
Juvenile	Weasel	Norwegian	14.60 <sup>3</sup> / <sub>5</sub>
Intermediate	Wasp	Harbour Grace	12.45
Fishermen-Laborer	Weasel	Harbour Grace	11.57 <sup>3</sup> / <sub>5</sub>
Norwegians	Wasp	M.V. Solsjor	11.50
Mercantile	Firefly	North Fisheries	11.54 <sup>1</sup> / <sub>5</sub>
Norwegians	Weasel	Gunnar Langva	12.20
Inter-Town	Wasp	Bristol's Hope	11.47
All-Comers	Wasp	M.V. Melshorn	12.04
Championship	Weasel	M.V. Solsjor	11.45



*The 1958 Champions, the crew of the M.V. Solsjor with coxswain Eugene Pike*

### **1960 Regatta**

*Names in italics = coxswains*

#### **JUVENILE RACE**

**Boat:** Firefly

**Crew:** John Parsons, Alec Thistle, Neville Haire, Graham Goodwin, *George Faulkner*

**Time:** 12.00 <sup>3</sup>/<sub>5</sub>

#### **FISHERMEN-LABORER RACE**

**Boat:** Firefly

**Crew:** Horatio Moores, Neville Sheppard, Tom Barry, Gordon Martin

**Time:** 11.07 <sup>2</sup>/<sub>5</sub>

#### **LADIES RACE**

**Boat:** Wasp

**Crew:** Florence Pike, Jean Forward, Don Sinyard, Elsie Martin

**Time:** 7.00

#### **INTER-TOWN RACE**

**Boat:** Weasel

**Crew:** Nelson Taylor, Harry Taylor, James Harris, Ron Thomey, *Gord Williams*

**Time:** 11.02 <sup>1</sup>/<sub>5</sub>

#### **MIDGET RACE**

**Boat:** Weasel

**Crew:** Roy Sheppard, Robert Dwyer, Les Chafe, Carl Janes

**Time:** 5.55 <sup>2</sup>/<sub>5</sub>

#### **MERCANTILE RACE**

**Boat:** Wasp

**Crew:** Archibalds Farms; Fred Williams, Clayton Williams, Kevin Williams, Leonard Williams, *Gordon Sheppard*

**Time:** 10.45

#### **INTERMEDIATE RACE**

**Boat:** Weasel

**Crew:** Llewellyn Noel, Ed Spurrell, Lloyd Taylor, Cron Yetman, *Eugene Pike*

#### **CHAMPIONSHIP RACE**

**Boat:** Wasp

**Crew:** Fred Williams, Clayton Williams, Leonard Williams, Kevin Williams, *Gordon Sheppard*

**Time:** 10.44

#### **1961 Regatta**

#### **JUVENILE RACE**

**Boat:** Minnie Clyde

**Crew:** Albert Parsons, Bert Parsons, Bun Butt, Fred Hiscock, *Gordon Sheppard*

#### **FISHERMEN-LABORER RACE**

**Boat:** Firefly

**Crew:** Alfred Martin, Nat Lynch, Clarence Forward, Neville Sheppard, *George Faulkner*

#### **LADIES RACE**

**Boat:** Minnie Clyde

**Crew:** Shirley Reinhart, Jean Nicholl, Elsie Summers, Jackie Davis, *Eugene Pike*

### **INTER-TOWN RACE**

**Boat:** Firefly

**Crew:** Carbonear Crew. K. Luhmann, Ken Sheppard, Stanley Thomas, U. Luhmann, *Gordon Sheppard*

### **MIDGET RACE**

**Boat:** Weasel

**Crew:** Eric Sheppard, Les Chafe, Carl Janes, David Ash, *George Faulkner*

### **MERCANTILE RACE**

**Boat:** Minnie Clyde

**Crew:** North Eastern Fish Industries. Harold Pynn, Bernard Farrell, Ronald Thomey, Horatio Moores, *Eugene Pike*

### **INTERMEDIATE RACE**

**Boat:** Weasel

**Crew:** Stan Moores, William Horwood, David Downing, Edward Haire, *Gordon Williams*

### **POLICE-FIREMEN RACE**

**Boat:** Wasp

**Crew:** St. John's Detachment. Const. Robert Bonnar, Const. Jim Hartling, Const. Jerry Harliran, Const. John Ryan, *Eugene Pike*

### **1962 Regatta**

This was the 100<sup>th</sup> anniversary of the Harbour Grace Regatta and it drew the biggest crowd in the history of all the Regattas. Close to 7000 fans gathered at lakeside to watch the much anticipated races of the Williams Brothers. The Regatta was scheduled for Wednesday, August 15<sup>th</sup>, but it was postponed until Friday because of high winds. People had been camping at Lady Lake a week or two beforehand so they could be the first ones to be at lakeside to see all the excitement. With nearly 7000 people walking around it was very difficult to get a spot down by the lake. Each and every race was an extremely exciting one and of course fans placed bets on the outcomes. The majority of the bets were placed on the Williams brothers.

The following is an account of each race.

### **JUVENILE RACE**

1<sup>st</sup> Place

**Boat:** Weasel

**Crew:** St. Francis High School. Clar Pynn, Steve Hearn, Bob Dwyer, Ron Mahoney, *Kevin Nagle*

**Time:** 11.43



2<sup>nd</sup> Place

**Boat:** Wasp

**Crew:** Alec Parsons, Dave Pike, Clarence Stone, Ernest Horwood, *Gordon Williams*

3<sup>rd</sup> Place

**Boat:** Minnie Clyde

**Crew:** Mac Martin, Ted Moores, John Pynn, Rod Martin, *Bud Chafe*

### FISHERMEN-LABORER RACE

1<sup>st</sup> Place

**Boat:** Wasp

**Crew:** Harold Pynn, Eric Pynn, Clarence Pynn, Dave Pike, *Eugene Pike*

**Time:** 10.55

2<sup>nd</sup> Place

**Boat:** Minnie Clyde

**Crew:** Nelson Taylor, Harry Taylor, Bill Baker, Ed Snow, *Bud Chafe*

3<sup>rd</sup> Place

**Boat:** Firefly

**Crew:** Williard Pynn, George Pike, Rendell Pike, Roy Pike, *Gordon Williams*

### LADIES RACE

1<sup>st</sup> Place

**Boat:** Firefly

**Crew:** Marilyn Noel, Sylvia Noel, Glenda Chafe, Beverly Chafe, *Bud Chafe*

**Time:** 7.18



*The 1962 Ladies Race winning crew.*

2<sup>nd</sup> Place

**Boat:** Weasel

**Crew:** Shirley Parsons, Rose Marie Pike, Violet Pike, Shirley Hunt, *Eugene Pike*

3<sup>rd</sup> Place

**Boat:** Wasp

**Crew:** Susie Pike, Jackie Davis, Jean Nicholl, Joyce Shute, *Gordon Williams*

It is interesting to note that the first place team were the youngest girls ever to win the ladies race. They beat the time recorded by the Midget winners for rowing the course one way by one minute and twenty four seconds.

### INTER-TOWN RACE

1<sup>st</sup> Place

**Boat:** Wasp

**Crew:** Williams Brothers; Fred, Kevin, Len, Dave, *Gordon*

**Time:** 10.53

2<sup>nd</sup> Place

**Boat:** Firefly

**Crew:** Nelson Taylor, William Baker, Eldred Snow, Harry Taylor, Eugene Pike

3<sup>rd</sup> Place

**Boat:** Minne Clyde

**Crew:** Portugal Cove

### MIDGET RACE

1<sup>st</sup> Place

**Boat:** Wasp

**Crew:** Wayne Pike, Harold Sheppard, Don Snow, William Smith, *Gordon Williams*

**Time:** 8.02

2<sup>nd</sup> Place

**Boat:** Firefly

**Crew:** Carl Pike, Cecil Lynch, Wallace Smith, Dan Power, *Bud Chafe*

3<sup>rd</sup> Place

**Boat:** Weasel

**Crew:** Jerry Rose, Fred Dove, Bob Martin, Kevin Nagle, *Clarence Pynn*

### MERCANTILE RACE

1<sup>st</sup> Place

**Boat:** Weasel

**Crew:** Pikes Motel. Williard Pynn, Clar Pynn, Eric Pynn, Dave Pike, *Gerald Pike*

**Time:** 11.25

2<sup>nd</sup> Place

**Boat:** Wasp

**Crew:** Herman Harris, Carl Penny, Ralph Davis, Donald Sheppard, Gordon Williams

3<sup>rd</sup> Place

**Boat:** Minnie Clyde

**Crew:** George Parsons, George Faulkner, Edward Haire, Gordon Martin, *Bud Chafe*

### INTERMEDIATE RACE

1<sup>st</sup> Place

**Boat:** Wasp

**Crew:** John Parsons, Ed Haire, Joe Hunt, Roy Janes, *Bud Chafe*

**Time:** 11.25

2<sup>nd</sup> Place

**Boat:** Firefly

**Crew:** Melvin Snow, William Horwood, Albert Horwood, Maxwell Parsons, *Gordon Williams*

3<sup>rd</sup> Place

**Boat:** Minnie Clyde

**Crew:** Quidi Vidi from St. John's

4<sup>th</sup> Place

**Boat:** Weasel

**Crew:** Leo Ryan, Desmond Burke, William Barclay, Frank Coady, *Clarence Pynn*

### ALL-COMERS RACE

1<sup>st</sup> Place

**Boat:** Wasp

**Crew:** Dee Murphy, Ted Ash, Doug Pike, Frank Mitchell, *Bud Chafe*

**Time:** 12.27

2<sup>nd</sup> Place

**Boat:** Weasel

**Crew:** Nat Lynch, B. Ring, A. Walters, R. Holwell, Eric Pynn

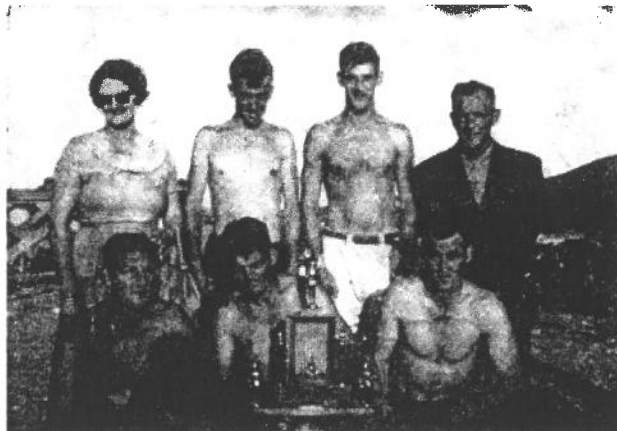
### CHAMPIONSHIP RACE

1<sup>st</sup> Place

**Boat:** Wasp

**Crew:** Williams Brothers; Fred, Len, Kevin, Dave, Gordon

**Time:** 10. 42



*Left to Right Kneeling:  
Dave, Gordon (Cox), Fred Jr.  
Standing: Mrs. Williams,  
Len, Kevin, Fred Sr.*

2<sup>nd</sup> Place

**Boat:** Weasel

**Crew:** Nelson Taylor, William Baker, Eldred Snow, Harry Taylor, *Gerald Pike*

### **1963 Regatta**

#### **JUVENILE RACE**

**Boat:** Minnie Clyde

**Crew:** John Pynn, David Pike, Alec Parsons, Forbes Parsons, *Eugene Pike*

**Time:** 11.25 <sup>2</sup>/<sub>5</sub>

#### **CADET RACE**

**Boat:** Wasp

**Crew:** Carbonear Air Cadets; Bruce Butt, Tolson Penny, Don Horwood, Art Reid, *J. Thomey*

**Time:** 12.16 <sup>2</sup>/<sub>5</sub>

#### **INTER-TOWN RACE**

**Boat:** Weasel

**Crew:** Fred Williams, Dave Williams, Len Williams, Kevin Williams, *Gord Williams*

**Time:** 10.43

#### **MIDGET RACE**

**Boat:** Wasp

**Crew:** Wayne Pike, Cecil Lynch, Ray Luffman, Wendell Hunt

**Time:** 5.23

#### **MERCANTILE RACE**

**Boat:** Weasel

**Crew:** Harbour Grace Recreation Center; Herman Harris, George Faulkner, David Pike, Jack Faulkner

**Time:** 11.30

#### **INTERMEDIATE RACE**

**Boat:** Firefly

**Crew:** Graham Goodwin, Roderick Martin, Roy Janes, *Bud Chafe*

**Time:** 11.29 <sup>1</sup>/<sub>5</sub>

#### **ALL-COMERS RACE**

**Boat:** Firefly

**Crew:** Bud Chafe & Crew

**Time:** 12.44 <sup>2</sup>/<sub>5</sub>

#### **CHAMPIONSHIP RACE**

**Boat:** Firefly

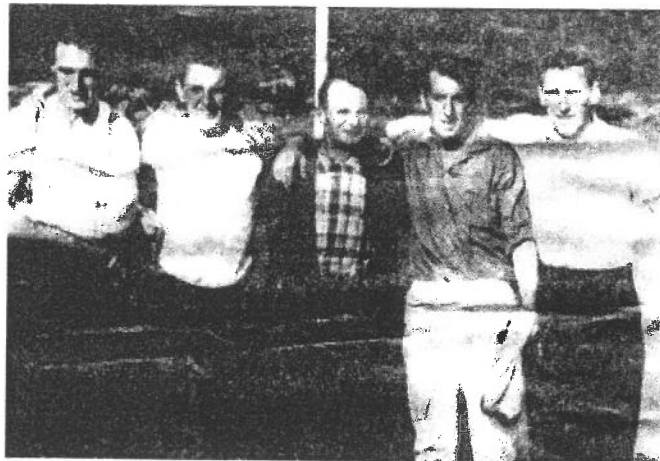
**Crew:** Williams Brothers

**Time:** 10.48

## 1964 Regatta

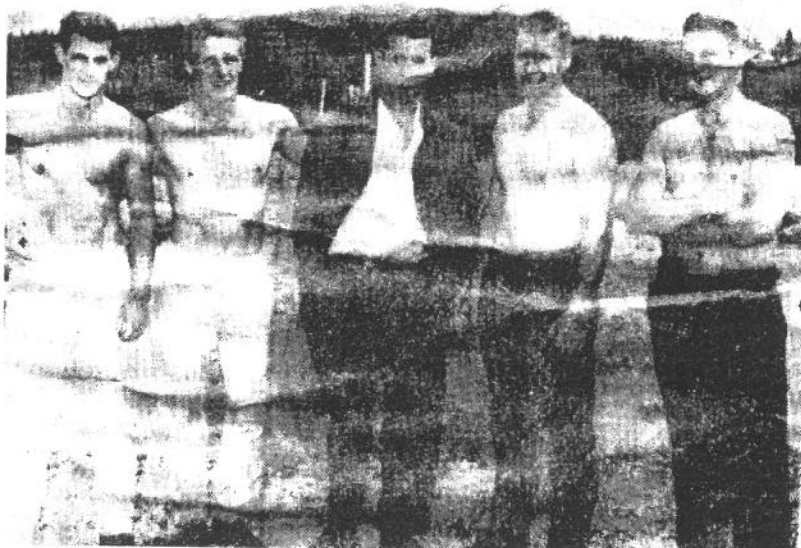
### JUVENILE RACE

- John Pynn
- Forbes Parsons
- Eugene Pike (Coxswain)
- Ted Moores
- Tom Martin



### FISHERMEN-LABORER RACE

- Kevin Williams
- Len Williams
- Leonard Williams (Coxswain)
- Gord Williams
- Fred Williams



### MIDGET RACE

- Stewart Parsons
- Frank Martin
- Bud Chafe (Coxswain)
- Melvin Martin
- Derrick Martin

### **MERCANTILE RACE**

- John Parsons
- Kevin Williams
- Bud Chafe (Coxswain)
- David Williams
- George Faulkner

### **LADIES RACE**

- Violet Pike
- Florence Pike
- Eugene Pike (Coxswain)
- Joyce Pike
- Shirley Reinhart

### **INTER-TOWN RACE**

- Kevin Williams
- Len Williams
- Leonard Williams (Coxswain)
- Gord Williams
- Fred Williams

### **INTERMEDIATE RACE**

- Pat Morrissey
- Hubert Verge Jr.
- Bud Chafe (Coxswain)
- J. Cooper
- Wallace Chafe

### **CHAMPIONSHIP RACE**

- Kevin Williams
- Len Williams
- Leonard Williams (Coxswain)
- Gord Williams
- Fred Williams

### **1965 Regatta**

The only records that could be obtained for this Regatta was the coxswain, boat, and time.

<b>RACE</b>	<b>BOAT</b>	<b>COXSWAIN</b>	<b>TIME</b>
Juvenile	Wasp	Bud Chafe	12.00
Fishermen-Laborer	Weasel	Clayton Williams	10.54
Midget	Wasp	Eugene Pike	5.06
Mercantile	Weasel	Bud Chafe	10.58
Ladies	Minnie Clyde	Bud Chafe	6.15
Inter-Town	Wasp	Clayton Williams	12.05
Police-Firemen	Minnie Clyde	Clayton Williams	13.24
Intermediate	Wasp	Eugene Pike	12.22
All-Comers	Weasel	Eugene Pike	13.03
Championship	Weasel	Clayton Williams	11.59

### **1966 Regatta**

**Boat:** Wasp

**Crew:** Basil Martin, J. Coady, Mr. Lundrigan, Mr. Sheenan

**Time:** 11.17

### **FISHERMEN-LABORER RACE**

**Boat:** Weasel

**Crew:** Graham Goodwin, C. Pye, R. Bray, Mr. Penny, *Eugene Pike*

**Time:** 10.57

### **MIDGET RACE**

**Boat:** Weasel

**Crew:** Mr. Parsons, Mr. Lloyd, J. Coady, Herman Harris, *Bud Chafe*

**Time:** 7.36

### **MERCANTILE RACE**

**Boat:** Weasel

**Crew:** Williams Brothers; Kevin, David, Leonard, Gord, *Gordon Williams Sr.*

**Time:** 10.55

### **LADIES RACE**

**Boat:** Weasel

**Crew:** Shirley Reinhart, Violet Pike, Joyce Pike, Brenda Sheppard, *Eugene Pike*

**Time:** 6.15

### **INTER-TOWN RACE**

**Boat:** Weasel

**Crew:** Williams Brothers; Kevin, David, Leonard, Gord, Gordon Williams Sr.

**Time:** 10.55

### **ALL-COMERS RACE**

**Boat:** Weasel

**Crew:** Harold Pynn, Jim Coady, Ted Ash, Mr. Green, *Eugene Pike*

**Time:** 10.49

### **CHAMPIONSHIP RACE**

**Boat:** Firefly

**Crew:** Williams Brothers; Fred, Kevin, Dave, Len, Kevin, *Clayton*

**Time:** 10.49

### **1968 Regatta**

Crew members for the following races could not be found, however the boats, times and coxswains were recorded

<b>RACE</b>	<b>BOAT</b>	<b>COXSWAIN</b>	<b>TIME</b>
Juvenile	Firefly	Eugene Pike	13.01
Midget	Weasel	Eugene Pike	5.15
Fishermen-Laborer	Weasel	Eugene Pike	11.14
Mercantile	Weasel	Gord Williams	11.58
Ladies	Minnie Clyde	Gord Williams	5.25
Inter-Town	Minnie Clyde	Gord Williams	12.07
Police-Firemen	Minnie Clyde	Eugene Pike	13.55
Intermediate	Minnie Clyde	Eugene Pike	13.22
All-Comers	Wasp	David Pike	12.31
Championship	Wasp	Gord Williams	11.46

### **1970 Regatta**

The annual Regatta of 1970 went ahead as scheduled on Monday, July 27<sup>th</sup>. It was extremely sunny and the temperature was in the high 30's, although the high velocity of wind was considered unfavorable.

The days events were witnessed by a huge crowd of people from all over the Conception and Trinity Bay areas. Although the wind was against all the crew-members they displayed considerable rowing and coxswaining techniques. Just before the first race of the day the wind died down relieving most of the rowers.

#### **JUVENILE RACE**

**Boat:** Firefly

**Crew:** Paul Coady, Derrick Pike, Steve Kennedy Charlie Snow, *Eugene Pike*

**Time:** 12.39

#### **FISHERMEN-LABORER RACE**

**Boat:** Weasel

**Crew:** David Pike, Terry Pike, Derrick Pike, Lorne Pike, *Eugene Pike*

**Time:** 10.50

#### **MERCANTILE RACE**

**Boat:** Wasp

**Crew:** David Pike, Bud Chafe, Tony Pike, David Downing, *Eugene Pike*

**Time:** 10.55



### LADIES RACE

**Boat:** Weasel

**Crew:** Susie Pike, Marie Pike, Sylvia White, Jean Walsh, *Clarence Simmons*

**Time:** 5.37

### INTERMEDIATE RACE

**Boat:** Wasp

**Crew:** Tony Pike, Derrick Pike, Lorne Pike, Frank Martin, *Eugene Pike*

**Time:** 12.41

### SERVICE-POLICE RACE

**Boat:** Minnie Clyde

**Crew:** Mac Martin, Lloyd Downing, Bert Downing

**Time:** 11.31

### ALL-COMERS RACE

**Boat:** Weasel

**Crew:** Clayton Williams, John Thomey, Graham Goodwin, Walter Sheppard, *Gord Williams*

**Time:** 13.45

These races were recorded and stated to be the worst times of the day for some unknown reason.

As the sun moved steadily towards the west and evening approached, the boats lined up at the buoys awaiting the sound of the gun to start the championship race. The crowds of people pushed towards the edge of the lake to witness Eugene Pike and the Taylor's Wholesale crew cruise home in a winning time of 10.47, just eight seconds better than their earlier winning time for that day.



*Eugene Pike, coxswain of Taylor's Wholesale Crew, proudly displays the Babb Construction Trophy. Members of the winning crew are (L to R): Bud Chafe, Dave Downing, Eugene Pike, Dave Pike and Terry Pike.*

### 1971 Regatta

RACE	COXSWAIN	BOAT	TIME
Juvenile	Bud Chafe	Firefly	10.24
2 <sup>nd</sup> Juvenile	Eugene Pike	Minnie Clyde	11.03
Fishermen-Laborer	Eugene Pike	Minnie Clyde	9.52
Ladies	Mac Martin	Firefly	12.52
Intermediate	Mac Martin	Weasel	10.01
Service-Firemen	Mac Martin	Firefly	9.44
Championship	Eugene Pike	Firefly	9.08

### 1972 Regatta

RACE	COXSWAIN	BOAT	TIME
Juvenile	A. O' Keefe	Firefly	9.15
Midget	D. Heffernan	Firefly	8.20
Mercantile	Cyril Downing	Firefly	8.40
Intermediate	A. O'Keefe	Wasp	8.59
Ladies	Gordon Williams	Weasel	11.24
Family	Bert Downing	Firefly	9.41
Hr. Grace Soccer	Bud Chafe	Minnie Clyde	9.59
Championship	A. O'Keefe	Weasel	8.25

### 1973 Regatta

#### **JUVENILE RACE**

**Boat:** Wasp

**Crew:** Greene's Dry Goods, Placentia. F. Lannon, C. Whittle, G. Barron, A. Greene, B. White, J. Greene, A. O'Keefe

**Time:** 10.42

#### **MIDGET RACE**

**Boat:** Firefly

**Crew:** Palfrey's Store, Placentia; A. Antle, T. Greene, P. Barron, J. Lannon, K. King, E. King, A. O'Keefe

**Time:** 5.15

### **FISHERMEN-LABORER**

**Boat:** Minnie Clyde

**Crew:** Placentia Lions Club; R. Greene, S. Greene, B. Hutchings, A. Greene, G. Nash, D. Butland, A. O'Keefe

**Time:** 9.38

### **MERCANTILE RACE**

**Boat:** Firefly

**Crew:** Cameo Lounge; T. Pike, D. Downing, J. Pike, Bert Downing, Fred Williams, Len Williams, *Clarence Simmons*

**Time:** 9.41

### **LADIES RACE #1**

**Boat:** Minnie Clyde

**Crew:** Department of Transportation and Communications, Placentia; K. Picco, A. Martin, H. Whittle, M. Picco, D. Sweeny, S. Brooks, *T. Traverse*

### **LADIES RACE #2**

**Boat:** Minnie Clyde

**Crew:** R.C.M.P., Placentia; C. Wakeham, M. Hartford, N. Pomroy, T. Pomroy, J. Kelly, E. Ennis, *A. O'Keefe*

**Time:** 4.30

### **INTER-TOWN RACE**

**Boat:** Weasel

**Crew:** Placentia Lions Club; R. Greene, S. Greene, B. Hutchings, A. Greene, G. Nash, D. Butland, *A. O'Keefe*

**Time:** 9.48

### **INTERMEDIATE RACE**

**Boat:** Wasp

**Crew:** Cameo Lounge; T. Pike, J. Pike, P. Pike, B. Martin, T. Nichol, T. Martin, *Clarence Simmons*

**Time:** 9.29

### **HARBOUR GRACE SOCCER RACE**

**Boat:** Weasel

**Crew:** Knights of Columbus; Mac Martin, Leonard Winsor, Lloyd Meadus, Maurice Chafe, Karl Janes, Charlie Rogers, *Bud Chafe*

**Time:** 10.32

## CHAMPIONSHIP RACE

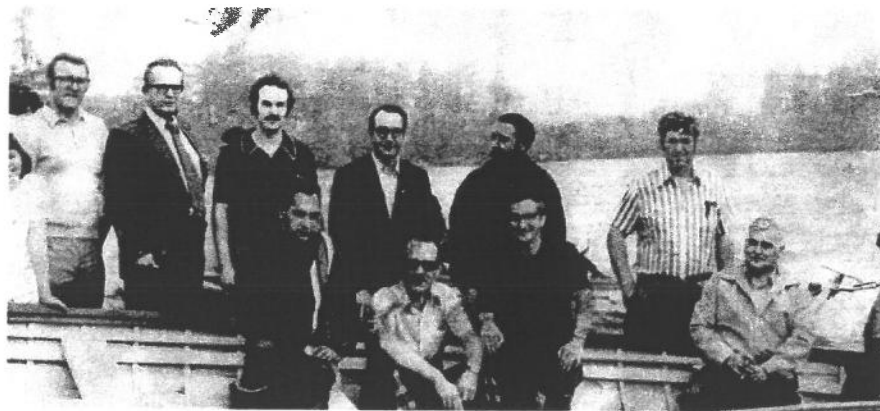
**Boat:** Firefly

**Crew:** Cameo Lounge; Terry Pike, Dave Downing, Bert Downing, Jim Pike, Fred Williams, Len Williams, *Clarence Simmons*

**Time:** 9.09



The boats that were used at the previous Regatta were sold to Labrador and new ones were used for this Regatta.



*Some of the Regatta Committee, Mining Companies, and Civic Officials on hand for the christening.*

## 1975 Regatta

A near record crowd observed the annual running of the 113<sup>th</sup> Regatta, just a few hundred under the record-breaking 100<sup>th</sup> anniversary. The day was expected by all those at lakeside to be a very miserable one with wind and rain, but turned into an ideal day. The lake was described as being perfectly calm, the best they had seen in years.

The St. Francis Recreation crew from Outer Cove took the title in the Midget race in a time of 10.11. The St. John's YMCA crew won the Juvenile race in a time of 9.38. Centennial Homes of St. John's captured the Senior Ladies' title in a time of 11.03, while the Junior Ladies race was won by St. Paul's High School of Harbour Grace in thirteen minutes. The Harbour Grace Soccer race was taken by the Knights of Columbus in 10.22, and the Family race was won by the Downings with Bert Downing as coxswain. The College of Trades and Technology captured the Inter-Town race in 9.35.

Gaulton Electric of St. John's and a Placentia crew battled for first place in the Championship race. With less than a boat length between the two, the St. John's crew crossed the finish line just seconds ahead of Placentia in a time of 8.43.

For the first time in many years, some entertainment was provided during the lunch break. The St. John's Folk Arts Council brought along with them local singers and dancers to perform. The council was also aided by two members of the audience who got in the spirit of things by dancing a jig on stage.

#### **1980 Regatta**

<b>RACE</b>	<b>BOAT</b>	<b>WINNER</b>	<b>TIME</b>
1 <sup>st</sup> Juvenile	Wasp	Placentia	9.00
Midget	Wasp	Placentia	9.56
Fishermen-Laborer	Wasp	Hr. Grace Crew	8.16
Business	Weasel	Starboard Crew	9.09
2 <sup>nd</sup> Juvenile	Firefly	Placentia	9.38
All-Comers	Wasp	S&B Sports	10.03
Ladies	Minnie Clyde	Arts & Culture	10.42
Mercantile	Weasel	Wayne Train	8.56
Intermediate	Firefly	G's Restaurant	9.24
Inter-Town	Wasp	Navac	8.30
Club Race	Firefly	Molson	9.26
Family	Wasp	Chafes	9.36
Championship	Weasel	Wayne Train	8.19 ½

## **1981 Regatta**



*A fair number of people crowded the fence to get a good close look at the start of the races.*

### **JUVENILE RACE**

**Boat:** Firefly

**Crew:** Dalfen's Mall, Placentia; Lawrence Whittle, Gerald O'Keefe, Ron Collins, Tony Collins, Howard Barron, Fabian McGrath, *Adrian O'Keefe*

**Time:** 9.19

### **FISHERMEN-LABORER RACE**

**Boat:** Wasp

**Crew:** Naval Facilities, Argentina; Leo Collins, Michael Daniels, Robert Cusson, Dale Hardesty, Kris Weigle, Dave Martz, *Adrian O'Keefe*

**Time:** 8.41



### MIDGET RACE #1

**Boat:** Firefly

**Crew:** Tetford's Drive In, Harbour Grace; David O'Keefe, John Dove, Kurt Janes, Clarence Williams, Roger Smith, Robert Snow, *Fred Chafe*

**Time:** 7.18

### MIDGET RACE #2

**Boat:** Wasp

**Crew:** Harbour Grace; Roger Smith, Clarence Williams, Albert Chafe, Trevor Williams, Kurt Janes, David Peddle, *Bud Chafe*

**Time:** 9.49

### INTERMEDIATE RACE

**Boat:** Weasel

**Crew:** Dalfen's Mall, Placentia; Lawrence Whittle, Gerald O'Keefe, Ron Collins, Tony Collins, Howard Barron, Fabian McGrath, *Adrian O'Keefe*

**Time:** 10.48

### FAMILY RACE

**Boat:** Firefly

**Crew:** Pike Family; Gerry Pike, Terry Pike, Forrest Pike, David Stevens, Jim Pike, Paul Snow, *Adrian O'Keefe*

**Time:** 10.48

### LADIES RACE #1

**Boat:** Weasel

**Crew:** Budget Rent-A-Car, St. John's; Jeanne Foley, Sherri Hiscock, Carol Perry, Mary Carroll-Foran, Diane House, Kathy Drover, *Tony Hanlon*

**Time:** 11.38



### LADIES RACE #2

**Boat:** Minnie Clyde

**Crew:** Newfoundland Containers, St. John's; Edwina Connors, Joanne Lush, Katherine Munn, Jane Gardiner, Carol Boddie, Sandra Noel, Tom Smith

**Time:** 11.02



### LADIES RACE #3

**Boat:** Weasel

**Crew:** Ryan's Construction, St. John's; Rosalind Ryan, Jennifer Ryan, Suzanne Coady, Elvira Karasek, Jacqueline Verge, Elizabeth Bannister, *Mike Summers*

**Time:** 11.07

### CLUB RACE

**Boat:** Firefly

**Crew:** Carroll's Construction, St. John's; Larry Cahill, Jim Ring, Jim Carroll, Randy Hynes, Mike Howley, Les Hynes, *Gord Follet*

**Time:** 9.03

### BUSINESS RACE

**Boat:** Weasel

**Crew:** Naval Facilities, Argentia; Leo Collins, Michael Daniels, Robert Cusson, Dale Hardesty, Kris Weigle, Dave Martz, *Adrian O'Keefe*

**Time:** 9.20

### INTER-TOWN RACE

**Boat:** Minnie Clyde

**Crew:** Star of the Sea, St. John's; Pat Power, Bert Hickey, Gerald Keough, Steve Power, Brian Mulcahy, *Bill Clarke*

**Time:** 8.33



### CB NORTH SOCCER TEAM RACE

**Boat:** Minnie Clyde

**Crew:** Weeks Ezzo, Harbour Grace; John Parsons, Randy Best, Terry Anderson, Les Dove, Gordy Meadus, Gerald Winsor, *Dave Williams*

**Time:** 10.43

### LADIES CHAMPIONSHIP RACE

**Boat:** Firefly

**Crew:** Newfoundland Steamships, St. John's; Ruby Bragg, Sharon Clemens, Patti Pittman, Bernadine Ring, Una Howard, Pehula Hynes, *Gail Hanlon*

**Time:** 10.35



### MENS CHAMPIONSHIP

**Boat:** Weasel

**Crew:** Star of the Sea, St. John's; Pat Power, Bert Hickey, Gerald Keough, Steve Power, Brian Mulcahy, *Bill Clarke*

**Time:** 8.01

### 1982 Regatta

#### JUVENILE RACE

Dalfen's Mall, Placentia

- |                          |                |
|--------------------------|----------------|
| ➤ Gordon King            | ➤ Ronnie Foley |
| ➤ Brian Lannon           | ➤ Tony Collins |
| ➤ Earle McGrath          | ➤ Ron Collins  |
| ➤ Wayne Brown (Coxswain) |                |

## FISHERMEN-LABORER RACE

St. John's Fire Department

- Mike Hickey
- Tom Smith
- Pat Power
- Paul Ring Coxswain

- Len Hiller
- Wayne Greenslade
- Bill Hickey



## MERCANTILE RACE

Navfac Crew, Argentina

- A. Flood
- M. Daniels
- E. Morgan
- Wayne Brown

- G. Jolbert
- J. Bennett
- C. Suggs

Time: 9.17

### MIDGET RACE #1

R. Tetford & Son

- |                            |                  |
|----------------------------|------------------|
| ➤ Roger Smith              | ➤ Shawn Barrett  |
| ➤ Trevor Pike              | ➤ Derrick Peddle |
| ➤ Kevin Chafe              | ➤ Raymond Pelley |
| ➤ Cyril Downing (Coxswain) |                  |

Time: 10.21



### MIDGET #2 RACE

Saunders, Howell

- |                         |                 |
|-------------------------|-----------------|
| ➤ Paul Sheppard         | ➤ David O'Keefe |
| ➤ Yance Hoser           | ➤ Kurt Janes    |
| ➤ John Dove             | ➤ Alan Best     |
| ➤ Fred Chafe (Coxswain) |                 |

Time: 10.25

### INTERMEDIATE RACE

Irving Oil

- |                    |                         |
|--------------------|-------------------------|
| ➤ David Stephenson | ➤ Alex Harris           |
| ➤ Albert Chafe     | ➤ Lawson Dove           |
| ➤ Derrick Yetman   | ➤ Fred Chafe (Coxswain) |

### **BUSINESS RACE**

Harold Whittle's Painting, Placentia

- T. Whittle
- G. Barron
- L. Collins
- Adrian O'Keefe

- C. Whittle
- B. Whittle
- F. Lannon

Time: 9.23

### **FAMILY RACE**

Pike Family

- Terry Pike
- Dave Pike
- Paul Snow
- Adrian O'Keefe

- Gerry Pike
- Forrest Pike
- Derrick Yetman

Time: 9.32

### **LADIES RACE**

Petrocan

- Gail Hanlon
- Janice Foley
- Katherine Drover
- Tony Hanlon

- Carol Perry
- Ann Power
- Diane House

Time: 10.50

### **INTERMEDIATE RACE #2**

Holiday Inn

- Sean Boland
- Larry Aylward
- Paul Byrne

- Darryl Price
- Darren Boland
- Rod Hendry

### **CLUB RACE**

Harold Whittle's Painting, Placentia

- T. Whittle
- G. Barron
- L. Collins
- Adrian O'Keefe (Coxswain)

- C. Whittle
- B. Whittle
- F. Lannon

Time: 9.00

### INTER-TOWN RACE

Navfac Crew, Argentia

- |                          |              |
|--------------------------|--------------|
| ➤ A. Flood               | ➤ G. Jolbert |
| ➤ M. Daniels             | ➤ J. Bennett |
| ➤ E. Morgan              | ➤ C. Suggs   |
| ➤ Wayne Brown (Coxswain) |              |

Time: 9.18

### CHAMPIONSHIP RACE

St. John's Fire Department

- |                        |                    |
|------------------------|--------------------|
| ➤ Mike Hickey          | ➤ Len Hiller       |
| ➤ Tom Smith            | ➤ Wayne Greenslade |
| ➤ Pat Power            | ➤ Bill Hickey      |
| ➤ Paul Ring (Coxswain) |                    |

Time: 10.25

### 1985 Regatta

The following is a list of winners from that day.

### JUVENILE RACE

Bud's Boys

- |                        |                 |
|------------------------|-----------------|
| ➤ Edward Oke           | ➤ Jimmy Garland |
| ➤ Craig Pike           | ➤ Michael Hunt  |
| ➤ Gary Pike            | ➤ Kevin Chafe   |
| ➤ Bud Chafe (Coxswain) |                 |

### MIDGET RACE

Powers Esso

- |                 |                          |
|-----------------|--------------------------|
| ➤ Steve O'Keefe | ➤ Darryl Parsons         |
| ➤ Steve Collins | ➤ Rod Coney              |
| ➤ Eman Collins  | ➤ Ken Collins (Coxswain) |

### JUNIOR LADIES

Shoppers Drug Mart

- |                  |                         |
|------------------|-------------------------|
| ➤ Tracey White   | ➤ Joanne Barnes         |
| ➤ Marliese Janes | ➤ Suzanne Cooper        |
| ➤ Joy Ash        | ➤ Fred Chafe (Coxswain) |

### **INTERMEDIATE RACE #1**

Hogans Heros

- |                           |                   |
|---------------------------|-------------------|
| ➤ Howie Barron            | ➤ Jerry O'Keefe   |
| ➤ Fabian McGrath          | ➤ Tony Collins    |
| ➤ Earl McGrath            | ➤ Leonard Whittle |
| ➤ Kenneth King (Coxswain) |                   |

### **INTERMEDIATE RACE #2**

Harbour Grace Intermediate

- |                        |               |
|------------------------|---------------|
| ➤ Craig Pike           | ➤ Kurt Janes  |
| ➤ Edward Oke           | ➤ Lawson Dove |
| ➤ Gary Pike            | ➤ Kevin Chafe |
| ➤ Bud Chafe (Coxswain) |               |

### **BUSINESS RACE**

Nafvac

- |                              |                  |
|------------------------------|------------------|
| ➤ Scott Tibodeau             | ➤ Joe Manzo      |
| ➤ Mark Lobby                 | ➤ Louis Desouza  |
| ➤ Peter Welch                | ➤ Dan Wasneechak |
| ➤ Allan Flood Jr. (Coxswain) |                  |

### **LADIES RACE #1**

North East Ready Mix

- |                           |                  |
|---------------------------|------------------|
| ➤ Diane Hogan             | ➤ Karen Griffin  |
| ➤ Sally King              | ➤ Rosemary Brown |
| ➤ Mame Martin             | ➤ Sandra Coney   |
| ➤ Brian Lannon (Coxswain) |                  |

### **LADIES RACE #2**

Pine Grove Lounge

- |                    |                    |
|--------------------|--------------------|
| ➤ Rosalie Williams | ➤ Beverly Williams |
| ➤ Phyllis Collins  | ➤ Cory King        |

### **MERCANTILE RACE**

Brown's Construction

- |                 |                |
|-----------------|----------------|
| ➤ Tony Woodman  | ➤ Leo Walsh    |
| ➤ Chris Woodman | ➤ Kevin Street |
| ➤ Fred Yeo      | ➤ Ken Sweeny   |
| ➤ Wayne Brown   |                |

Williams also said that he went under the water once and his brother Clarence was pushed under a few times as the non-swimmers panicked. "My Uncle Fred tossed me the rope and I knew we would be OK at that point. Uncle Fred said, 'Don't let go,' and I didn't."

Sheppard, who had been rowing for seven years, said he had never rowed on a pond under such tough wind conditions. "We lost control and just sank," he said. When he was asked if he would go back on the lake that day he replied, "No way, it's not worth it." After everyone was taken care of, attention was focused on the damaged Minnie Clyde. Thirty-one people lifted the shell, which weighs close to 1,000 pounds, into the boathouse.

Damage was only slight and when the water was all dumped out and the tiller was fixed the shell was put back on the lake.

The Star of the Sea crew was the first to use the Minnie Clyde after the accident and coxswain Dennis Heffernan was quoted as saying, "Say your prayers boys." The shell didn't give the crew any trouble as they won the club race and qualified for the championship race.

There was so much controversy surrounding the conditions of the lake that everyone turned their concerns to the chairman of the Regatta Committee. The late Mr. Bill Martin, who was the chairman at the time, said he thought of postponing the races until Sunday, but decided against it. "We've had high winds like this before," said Martin. "I remember conditions like today about five or six years ago. The boats are heavy and wider than the ones used in St. John's and we haven't had many complaints from oarsmen about them. Most of the crew have rowed in similar conditions in practice."



The Regatta Committee decided to run off all the senior races one after another and hold the novice race and the ladies race later in hope that the conditions on the lake would improve. Mr. Graham Babb, 76, who had been going to the Harbour Grace Regatta since he was in his teens, said he had never seen conditions as bad as they were one this particular day. "I've never seen a blow like this. I don't think they should have held it. It's very rough out there."

## CLUB RACE

### Hogan's Heros

- |                  |                   |
|------------------|-------------------|
| ➤ Howie Barron   | ➤ Jerry O'Keefe   |
| ➤ Fabian McGrath | ➤ Tony Collins    |
| ➤ Earl McGrath   | ➤ Leonard Whittle |

## INTER-TOWN RACE

### Downing Wholesale

- |                         |                 |
|-------------------------|-----------------|
| ➤ Scott Taylor          | ➤ Albert Chafe  |
| ➤ Ted Taylor            | ➤ Derek Yetman  |
| ➤ Steve Taylor          | ➤ Wayne Parsons |
| ➤ Fred Chafe (Coxswain) |                 |

### 1986 Regatta

During the 124<sup>th</sup> Regatta of 1986 many crew members, coxswains, and spectators at lakeside witnessed a near tragedy. This day was unlike any other day that anyone had ever seen at the lake. All the crew members were battling 20-30 knots per hour winds on the lake which kicked up waves three feet high and made for difficult maneuvering, especially when trying to turn or back up the shells, which was of great concern to everyone. The crew of the Minnie Clyde, which consisted of Len Williams Jr., Clarence Williams, Dave O'Keefe, Paddy O'Keefe, Peter Sheppard, and Sandi Snow knew they were in trouble when they no longer had control of the boat. The shell went aground for a few seconds and then began to sink in a spot where the water was fifteen to twenty feet deep. Unfortunately, crew members Williams, Snow and Sheppard were non-swimmers, making the situation an even more critical one. The crew members were only thrashing around in the water for several seconds before the quick thinking people in the committee boat tossed Williams a line. The boat came to the rescue of the stranded IGA crew in the Minnie Clyde just after the finish of the intermediate race around 3:30. The crew was picked up along with the damaged boat in tow.

"The wind was too high to back up the boat and we went against the rocks," said coxswain Williams. "We got away from the rocks but the waves come over the side of the shell and swamped us."



Here are the race results from a very windy day on the lake.

#### JUVENILE RACE

**Boat:** Minnie Clyde

**Crew:** P. Green, Duane Barron, Bill Green, Darrell Duke, Tim Hillyard, *Allan Flood*

**Time:** 10.45

#### MIDGET RACE

**Boat:** Firefly

**Crew:** Sutton's Farms; Sean Pike, Billy Joe Pike, Bill Sutton, Nancy Durnford, Wendy Verge, Randy Burke, *Bud Chafe*

**Time:** 13.38

#### INTER-TOWN RACE

**Boat:** Firefly

**Crew:** Silver Dollar Saloon; Peter Wakeham, Tony Moores, Ed Moores, Jack Neville, Glen Neville, Tom Heffern, *Peter Bennett*

**Time:** 10.22

#### FISHERMEN-LABORER RACE

**Boat:** Minnie Clyde

**Crew:** Brown's Construction; Brian Lannon, Ron Collins, Gord King, Tony Woodman, Chris Woodman, Ken Sweeney, *Allan Flood*

**Time:** 10.55

#### MERCANTILE RACE

**Boat:** Weasel

**Crew:** LABCO; Stanley Flood, Ron Best, Joe Best, Edgar Wilson, Ed Best, Gerard Best, *Allan Flood*

**Time:** 10.25

#### LADIES RACE #1

**Boat:** Firefly

**Crew:** Stagehead Pub, Harbour Grace; Sherry Williams, Bev Williams, Sonia Williams, Sandi Lewis, Joanne Barnes, Brenda Sheppard, *Len Williams*

**Time:** 12.05

#### NOVICE RACE

**Boat:** Weasel

**Crew:** Ian Peddle, Jennifer Penny, Steven Barnes, Cory Crocker, Michael Peddle, Dave Martin, *Fred Chafe*

**Time:** 5.04

## **LADIES RACE #2**

**Boat:** Weasel

**Crew:** Diane Hogan, Karen Griffin, Heidi Williams, Pam Walters, Maime Martin, Bridget Lannon, *Allan Flood*

**Time:** 11.35

## **BUSINESS RACE**

**Boat:** Minnie Clyde

**Crew:** Brown's Construction; Brian Lannon, Ron Collins, Gord King, Tony Woodman, Chris Woodman, Ken Sweeney, *Wayne Brown*

**Time:** 9.36

## **INTERMEDIATE RACE**

**Boat:** Firefly

**Crew:** Power's Repair Service; Pat Traverse, Mike Whelan, Ray Newman, Mike Barnett, John Coffey, Ed Gardner, *Peter Bennett*

The most exciting race of the day was the Ladies Championship race. Coxswain Len Williams Jr. stated earlier that day that he would not take a ladies crew out on the choppy waters of Lady Lake. "I know I said there was no way I was going back out there with a ladies crew, but the pond conditions had improved a bit and the girls had worked real hard for the past three weeks to make it this far, so if they are willing to take the chance so was I," said Williams.

The Ladies Race was the closest race of the day and there was some confusion as to who won when the gun sounded at the finish. NAVFAC of Argonia with coxswain Allan Flood and crew finished three seconds behind the Stagehead Pub crew according to the official timekeepers, but they raised their arms in victory just after they crossed the finish line. "We did think we won," said Flood following the race, "but we're very pleased to have finished second."

The NAVFAC crew ran the Weasel on the rocks after crossing the finish line and the coxswain later apologized to the Regatta Committee members for letting the shell get away.

Stagehead Pub's winning time of 12.33 was well off their winning time in the first Ladies Race. Stroke Sonia Williams, who had been rowing since she was twelve, said the crew knew it had to make up about 35 seconds if they were going to beat Allan Flood's crew. She said the turning point in the race didn't come until about four boat lengths from the finish line.

The Men's Championship race was exciting as always. The Brown's Construction crew with coxswain Wayne Brown won the race in a time of 8.52, four boat lengths ahead of the Silver Dollar Saloon crew.

"They said the wind conditions have been as bad, but I don't remember them being as bad as they were out there today," said crew member Tony Woodman. "The waves on the lake must have been three feet at least. Some of the fellas were worried when we rowed earlier in the day, but it wasn't too bad for the championship race."

Ken Sweeney, who had been rowing since he was thirteen, said he had never seen pond conditions as rough as they were. "It was pretty rough, but I wasn't worried about capsizing because the shells are different from the ones we use in Placentia and St. John's. You'd never go near the water the way it was today if you were in a fiberglass shell," he said.

Although the day's events were disturbing and caused concern for all those involved, everything was a complete success as usual.

### **1987 Regatta**

Just a few days before the Regatta the late Mr. Bill Martin, who was the chairman at the time, said everything was underway in regards to preparations. Martin, who was involved with the Regatta since he was in his teens as a rower, Committee Member, Boat Chairman and Chairman said more than over forty crews were expected to row in the 16 race program.

"We're overjoyed with the increased interest in the Regatta this year," said Martin. "The Regatta Committee had received tremendous financial support this year from private companies, the Provincial Government, the Town of Harbour Grace, the Coxswains Association, and the Thompson Committee. It was the funding from these groups that made it possible for the Regatta Committee to receive a new racing shell."

The Harbour Grace Town Council had bought one boat outright with a contribution of \$9,000, while \$5,000 from the Coxswains Association and \$4,000 from the committee funds covered the cost of the second shell. The Thompson Memorial Committee's contribution of \$1,000 and \$8,000 of Regatta Committee funds resulted in the purchase of the third boat.

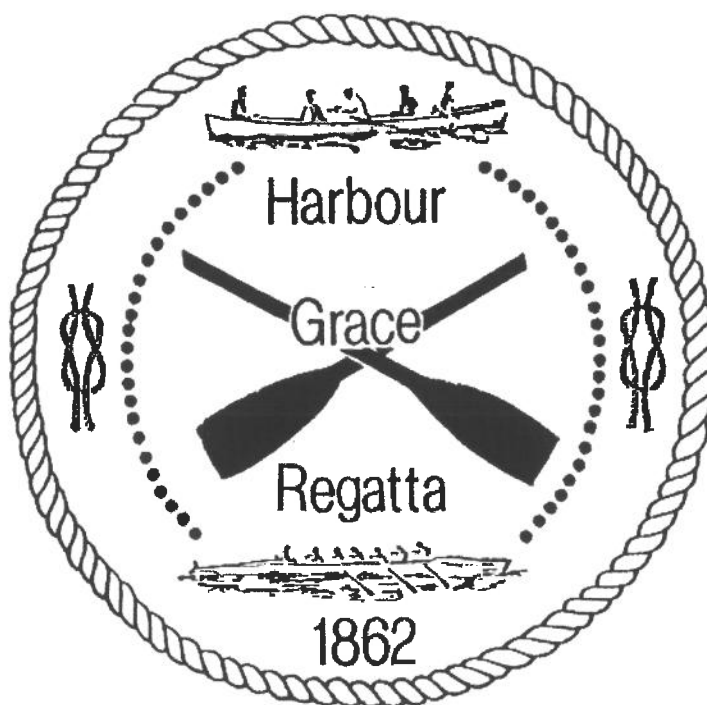
A \$9,000 grant from the Department of Culture Recreation and Youth was used to purchase the fourth shell. The remainder of the \$20,000 grant was used on the beautification of the Regatta site at Lady Lake.

Regatta Chairman, the late Mr. Bill Martin, stated at the time, "When we began taking about four new racing shells back in February, it looked like an impossible dream to come up with

\$36,000 to purchase them, but with the very real financial support and backing of a great bunch of people, an impossible dream has materialized. I'm thrilled," concluded Martin.



### **Regatta MEDALLION WILL COMMEMORATE ROWING HISTORY**



1987 was a very exciting year for all those involved in the Regatta. They had received a forth new shell and then rowers and coxswains received the Committee's own medallion for first, second and third finishes. To commemorate the much-anticipated 125<sup>th</sup> running of the Harbour Grace Regatta, the Committee launched an eye catching medal as part of it's anniversary celebrations. The medallion, positively striking in its

attention to detail, contains an inside circular shield with the words "Harbour Grace Regatta" superimposed over crossed oars, symbolizing racing victory.

At the top of the medallion is a four-oared whaleboat symbolic of the type of boats rowed at the first Regatta on July 22<sup>nd</sup>, 1862, and used for the last time on Lady Lake at the July 27<sup>th</sup>, 1970 Regatta. This type of boat was used for a total of 108 years.

At the bottom is a six oared racing shell representing the type of boat introduced at the August 20<sup>th</sup>, 1971 Regatta. It is taken from a drawing done by William H. Stevenson to commemorate the first time racing shells were used.

At the sides are square knots and the outside is a rope ring, items synonymous with a Regatta. A tribute to oarsmen and coxswains is symbolized by their presence in boat boats. Anniversary Chairman, Gord Pike, designed the medallion.

### **1988 Regatta**

The following is a list of winners

#### **FISHERMEN-LABORER RACE**

R. Tetford & Son

- |                               |               |
|-------------------------------|---------------|
| ➤ Clarence Williams           | ➤ Lawson Dove |
| ➤ Craig Pike                  | ➤ Gary Pike   |
| ➤ Len Williams Jr.            | ➤ Blair Verge |
| ➤ Len Williams Sr. (Coxswain) |               |

Time: 10.11

#### **INTER-TOWN RACE**

East End Boys

- |                          |                |
|--------------------------|----------------|
| ➤ Jerome Fitzgerald      | ➤ Art Wall     |
| ➤ Chris Hobbs            | ➤ Randy Janes  |
| ➤ William Wakeham        | ➤ Paul Drunken |
| ➤ Rich Bailey (Coxswain) |                |

Time: 12.06 <sup>3</sup>/<sub>5</sub>

#### **CLUB RACE**

Stanley's Pub

- |              |                   |
|--------------|-------------------|
| ➤ Bob Barron | ➤ Darrin LeBlanc  |
| ➤ Kirk King  | ➤ Derek Ring      |
| ➤ Bob Power  | ➤ Bernard Bowland |

Time: 10.43

### **MIDGET RACE**

Harbour Grace

- |                             |                 |
|-----------------------------|-----------------|
| ➤ Albert Layden             | ➤ Jerry Crocker |
| ➤ Tommy Harris              | ➤ Brian Harris  |
| ➤ Brad Pike                 | ➤ Terry Pike    |
| ➤ Sonia Williams (Coxswain) |                 |

Time: 11.52

### **INTERMEDIATE RACE**

Gentle Redeemers

- |                 |                  |
|-----------------|------------------|
| ➤ Dean Barron   | ➤ Dwayne Barron  |
| ➤ Ron Green     | ➤ Ken Collins    |
| ➤ Steve O'Keefe | ➤ Ken Fitzgerald |
| ➤ Howie Barron  |                  |

Time: 9.16

### **LADIES RACE**

Smith Stockley

- |                          |               |
|--------------------------|---------------|
| ➤ Tanya Howell           | ➤ Lisa Howell |
| ➤ Katherine Knight       | ➤ Sonya Janes |
| ➤ Kerri Brown            | ➤ Lita Letto  |
| ➤ Rich Bailey (Coxswain) |               |

Time: 10.49

### **MERCANTILE RACE**

Argentia Senior Mens

- |                           |                |
|---------------------------|----------------|
| ➤ Don Gosse               | ➤ Dale Wilson  |
| ➤ Arc Gonyea              | ➤ Todd Currier |
| ➤ Dennis Maraneo          | ➤ Jeff Hainley |
| ➤ Tony Woodman (Coxswain) |                |

Time: 10.24

### **BUSINESS RACE**

H.M. Penitentiary

- |                        |                 |
|------------------------|-----------------|
| ➤ Owen Brophy          | ➤ Frank Pittman |
| ➤ Richard Tilley       | ➤ Anthony Tobin |
| ➤ Andrew Barrett       | ➤ Tolson Scott  |
| ➤ <i>Dennis Crocke</i> |                 |

Time: 9.23

### DISTRICT RACE

R. Tetford & Son

- |                               |               |
|-------------------------------|---------------|
| ➤ Clarence Williams           | ➤ Lawson Dove |
| ➤ Craig Pike                  | ➤ Gary Pike   |
| ➤ Len Williams Jr.            | ➤ Blair Verge |
| ➤ Len Williams Sr. (Coxswain) |               |

Time: 9.21

### COMMERCIAL RACE

Remax

- |                           |                 |
|---------------------------|-----------------|
| ➤ Ed Williams             | ➤ Ken Bourne    |
| ➤ Todd Sears              | ➤ Barry Reardon |
| ➤ Don Langdon             | ➤ Kenny Bourne  |
| ➤ Darrel Price (Coxswain) |                 |

Time: 11.17

### SERVICE RACE

R.C.M.P., Harbour Grace

- |                         |                  |
|-------------------------|------------------|
| ➤ Scott Murray          | ➤ Al Evans       |
| ➤ Arlene Saulter        | ➤ Dexter Gillard |
| ➤ George Noseworthy     | ➤ Ann Getson     |
| ➤ <i>Sonia Williams</i> |                  |

Time: 12.08

### 1990 Regatta

The windy conditions and dark clouds had no effect on all those who were at lakeside for the 128<sup>th</sup> Annual Regatta. The food and games of darts, shooting baskets, and bingo were enjoyed by nearly 3000 people. The races were greatly anticipated and entertaining as always. The winners of each race are as follows.

### MASTERS

- |                    |                            |
|--------------------|----------------------------|
| ➤ Wayne McCarthy   | ➤ Gerald McCarthy          |
| ➤ Kevin Williams   | ➤ Bud Chafe                |
| ➤ Garfield Mahaney | ➤ Gord Williams (Coxswain) |

Time: 9.55

### **FAMILY RACE**

- Fred Chafe
- Kevin Chafe
- Albert Chafe
- Bud Chafe (Coxswain)
- Harold Chafe
- Ralph Chafe
- Maurice Chafe

Time: 8.05

### **FAMILY RACE #2**

- Rick Davis
- Derek Sheppard
- Patty O'Keefe
- Todd Sheppard
- David O'Keefe
- Len Williams (Coxswain)

Time: 7.07

### **SPORTS AND RECREATION RACE**

- Wendell Hunt Sr.
- Gary Pike
- Frankie Haire
- Blair Verge (Coxswain)
- Wendell Hunt Jr.
- Denise Fahey
- Suzanne Foley

### **FISHERMEN-LABORER RACE**

Blue Ocean Products

- Fred Chafe
- Clarence Williams
- Len Williams Jr.
- Wayne Fitzgerald
- Kevin Chafe
- Bud Chafe (Coxswain)

### **INTER-TOWN RACE**

Pike's Labatts, Harbour Grace

- Rick Davis
- Steve Taylor
- Doug Taylor
- Sonia Williams (Coxswain)
- Blair Verge
- Wayne Parsons
- John Dove

Time: 10.41.39

### **SENIOR LADIES RACE**

Walsh's Transportation, Placentia

- Melissa O'Reiley
- Kim Collins
- Shawna Leonard
- Adrian O'Keefe (Coxswain)
- Pam Walter
- Brenda Ward
- Shannon Sweeney

Time: 7.03



### **SENIOR LADIES RACE #2**

Q-97 Classic Gold, Harbour Grace

- |                        |                    |
|------------------------|--------------------|
| ➤ Tammy Davis          | ➤ Susan Fitzgerald |
| ➤ Kathy Tetford        | ➤ Brenda Sheppard  |
| ➤ Sharon Chafe         | ➤ Joanne Barnes    |
| ➤ Bud Chafe (Coxswain) |                    |

### **MIDGET UNDER 14 RACE**

Cyril Downing's Crew

Time: 6.39

### **MIDGET UNDER 21 RACE**

Wilson's Auto Sales, St. John's

Time: 11.14.28

### **MERCANTILE RACE #1**

Pike's Labatts

- |                             |                 |
|-----------------------------|-----------------|
| ➤ Rick Davis                | ➤ Blair Verge   |
| ➤ Steve Taylor              | ➤ Wayne Parsons |
| ➤ Doug Taylor               | ➤ John Dove     |
| ➤ Sonia Williams (Coxswain) |                 |

Time: 11.18.33

### **MERCANTILE RACE #2**

Barry's Trophy Shop - Time: 11.46

### **LADIES CHAMPIONSHIP RACE**

Walsh's Transportation

- |                             |                   |
|-----------------------------|-------------------|
| ➤ Melissa O'Reiley          | ➤ Pam Walter      |
| ➤ Kim Collins               | ➤ Brenda Ward     |
| ➤ Shawna Leonard            | ➤ Shannon Sweeney |
| ➤ Adrian O'Keefe (Coxswain) |                   |

Time: 7.05

## MEN'S CHAMPIONSHIP RACE

Blue Ocean Products

- Fred Chafe
- Clarence Williams
- Len Williams Jr.

- Wayne Fitzgerald
- Kevin Chafe
- Bud Chafe (Coxswain)

Time 10.53.61



### 1991 Regatta

Although not all the race results from the 129<sup>th</sup> Annual Regatta could be found, there is definitely something worth noting - the Regatta was a record-breaking day that saw the men and women's times set and later broken.

In the very first race of the day a record was broken and a new one was set. In the Fishermen-Laborer race, Blue Ocean Products shattered the three-year old record of ten minutes and twenty-two seconds posted by Walsh's Transport. They were the first team ever to record below the ten minute mark with at time of 9.59.02. T.B. Offshore from St. John's won the woman's championship race in a time of 5.48.32. The winning crew which won the Daunelle Martin Memorial Trophy consisted of coxswain Rick Bailey, Lynn Ozon, Dawn Hannaford, Kim Miller, Sharon Tapper, and Nancy Little.



*Trinity Bay Offshore Contractors of St. John's took the women's championship setting a new woman's course record of 5.26.27*

The Labatts crew from Harbour Grace was the first all-female crew ever to enter the Harbour Grace Regatta. The coxswain, Sonia Williams, and

team members Rose Williams, Erin Sinyard, Donna Penny, Suzanne Foley, Nicole Williams and Elvira Drover.

T.B. Offshore set a new course record for the women's race on their very first outing of the day, setting a time of 5.55.18.

Blue Ocean Products won the David L. Pike Memorial Trophy for the third straight year, posting a time of 9.54.03. The winning crew consisted of coxswain Bud Chafe, Fred Chafe, Kevin Chafe, Len Williams Jr., Wayne Fitzgerald, Lawson Dove, and Rick Davis. After the race was over, Len said he was glad Blue Ocean was pushed to the limit by the Placentia crew.

"The entire Harbour Grace crew felt a lot of pressure; who won the last two Regattas and were expected to win this one as well. As we came off the win in Placentia and posted a time of 9.48 in a trial run in St. John's we were supposed to win this race by several boat lengths, but it went down to the wire," said Williams. He added the he could hear screams of people from the shore and he knew it was very, very close.



*Blue Ocean Products took the mens championship for the second year in a row.*

"When you get right down to it, it's better to win by a nose than by ten boat lengths, it was a lot more exciting for everyone, especially those who came out to support us and all the other local crews," Williams later stated.

### **1992 Regatta**

<b>RACE</b>	<b>BOAT</b>	<b>WINNER</b>	<b>TIME</b>
Senior Ladies Race #1	Miss Lady Lake	KFC, St. John's	5.58.06
Senior Ladies Race #2	Miss Harbour Grace	VOCM/Hibernia	6.06
Fishermen-Laborer	Miss Harbour Grace	Hr. Grace Fishing	11.06
Mercantile	Miss Nfld & Lab	Canadian Forces	10.35
Intermediate	Miss Lady Lake	Foley's Garage	9.46
Senior Ladies #3	Peter Easton	VOCM/Hibernia	5.41.68
Senior Ladies #4	Miss Nfld & Lab	Glacier Construction	5.42.17
Inter-Town	Miss Lady Lake	Hunt's Pick Me Up	10.44.18

District	Miss Harbour Grace	G&J Construction	11.27
Midget	Peter Easton	R. Tetford & Son	6.18
Juvenile	Miss Nfld & Lab	Power's Esso	8.16.52
Junior Ladies	Miss Harbour Grace	Placentia	7.18
Novice Girls	Miss Lady Lake	Unknown Crew	7.26.13
Novice Boys	Miss Nfld & Lab	Sparrows Signs	8.24.17
Mens Championship	Peter Easton	Hr. Grace Fishing	10.52.22
Ladies	Miss Harbour Grace	VOCM/Hibernia	5.32.53

### **1994 Regatta**

#### **FIRST LADIES RACE**

Keyin Tech, St. John's

- |                         |                    |
|-------------------------|--------------------|
| ➤ Nancy Little          | ➤ Anne Marie Tobin |
| ➤ Dawn Hannaford        | ➤ Diane Hogan      |
| ➤ Williamina Martin     | ➤ Rhonda MacLaurin |
| ➤ Rick Coish (Coxswain) |                    |

Time: 5.39.93

#### **SECOND LADIES RACE**

Kelly's Pizza Plus, Placentia

- |                         |              |
|-------------------------|--------------|
| ➤ S. Bennett            | ➤ N. O'Keefe |
| ➤ J. Canning            | ➤ C. O'Keefe |
| ➤ P. Murphy             | ➤ K. Whittle |
| ➤ P. Bennett (Coxswain) |              |

Time: 6.08.8

#### **THIRD LADIES RACE**

Canada Post, St. John's

- |                      |              |
|----------------------|--------------|
| ➤ M. Snook           | ➤ W. Temple  |
| ➤ R. Lockyer         | ➤ L. Stacey  |
| ➤ A. Snook           | ➤ M. Donovan |
| ➤ D. Hart (Coxswain) |              |

### **FIRST JUNIOR LADIES RACE**

Foley's Garage, Placentia

- |                         |              |
|-------------------------|--------------|
| ➤ L. Whittle            | ➤ K. Fiander |
| ➤ H. O'Keefe            | ➤ T. Whittle |
| ➤ C. O'Keefe            | ➤ J. O'Keefe |
| ➤ T. Whittle (Coxswain) |              |

Time: 6.53.47

### **FISHERMEN-LABORER RACE**

Marine Atlantic, Placentia

- |              |              |
|--------------|--------------|
| ➤ R. Bennett | ➤ B. Lannon  |
| ➤ G. Bennett | ➤ D. Power   |
| ➤ M. Bennett | ➤ S. Gilbert |
| ➤ P. Bennett |              |

Time: 11.05.57

### **MERCANTILE RACE**

Canadian Tire, Harbour Grace

- |                    |                      |
|--------------------|----------------------|
| ➤ Clayton Williams | ➤ Norm Dove          |
| ➤ Troy Dove        | ➤ Derek Dove         |
| ➤ Dave Martin      | ➤ Orville Burton Jr. |

Time: 11.09.14

### **SECOND JUNIOR LADIES RACE**

A&M Video, Placentia

- |               |             |
|---------------|-------------|
| ➤ W. King     | ➤ S. Barron |
| ➤ J. O'Reiley | ➤ A. Kelly  |
| ➤ S. Careen   | ➤ T. Seay   |
| ➤ W. King     |             |

Time: 6.55.35

### **MIDGET RACE**

Restwell, Harbour Grace

- |                         |                  |
|-------------------------|------------------|
| ➤ Matt Drover           | ➤ Brendan Chafe  |
| ➤ Gordie Meadus Jr.     | ➤ Jamie Korab    |
| ➤ Nelson Stone          | ➤ Michael Martin |
| ➤ Fred Chafe (Coxswain) |                  |

Time: 5.49.38

### **MASTERS (45+) RACE**

Bulls Crew, St. John's

- S. Brace
- B. Hefferton
- D. Barry

- A. Sacroy
- D. Byrd
- N. Reddy

Time: 12.16.24

### **FOURTH LADIES RACE**

Coley's Point Fisheries

- Rhonda Martin
- Nicole Grimes
- Gina Blundon

- Melanie Pilgram
- Jennifer Grimes
- Cassie White

Time: 5.46

### **FIFTH LADIES RACE**

Keyin Tech, St. John's

- Nancy Little
- Dawn Hannaford
- Williamina Martin
- Rick Coish (Coxswain)

- Anne Marie Tobin
- Diane Hogan
- Rhonda MacLaurin

Time: 5.45.82

### **SIXTH LADIES RACE**

Kelley's Pizza Plus, Placentia

- S. Bennett
- J. Canning
- P. Murphy
- P. Bennett

- N. O'Keefe
- C. O'Keefe
- K. Whittle

Time: 5.36.22

### **INTER-TOWN RACE**

Canadian Tire, Harbour Grace

- Clayton Williams
- Norm Dove
- Dave Martin
- Len Williams Jr.

- Troy Dove
- Derek Dove
- Orville Burton Jr.

Time: 11.08.64

## BUSINESS RACE

Marine Atlantic, Placentia

- |                         |              |
|-------------------------|--------------|
| ➤ R. Bennett            | ➤ B. Lannon  |
| ➤ G. Bennett            | ➤ D. Power   |
| ➤ M. Bennett            | ➤ S. Gilbert |
| ➤ P. Bennett (Coxswain) |              |

Time: 10.55.53

## FIRST FAMILY RACE

Whittle Family, Placentia

Time: 6.09.44

## SECOND FAMILY RACE

Chafe Family

Time: 6.17.85

## LADIES CHAMPIONSHIP RACE



Keyin Tech, St. John's

- |                         |                    |
|-------------------------|--------------------|
| ➤ Nancy Little          | ➤ Anne Marie Tobin |
| ➤ Dawn Hannaford        | ➤ Diane Hogan      |
| ➤ Williamina Martin     | ➤ Rhonda MacLaurin |
| ➤ Rick Coish (Coxswain) |                    |

Time: 6.17.27

*Keyin Tech of St. John's captured the women's title, making themselves eligible to become Triple Crown winners*

## MEN'S CHAMPIONSHIP

Marine Atlantic, Placentia

- |                         |              |
|-------------------------|--------------|
| ➤ R. Bennett            | ➤ B. Lannon  |
| ➤ G. Bennett            | ➤ D. Power   |
| ➤ M. Bennett            | ➤ S. Gilbert |
| ➤ P. Bennett (Coxswain) |              |

Time: 11.26.17



*Marine Atlantic of Placentia took the men's championship after qualifying by winning the business race earlier that day*

### **1995 Regatta**

<b>RACE</b>	<b>BOAT</b>	<b>WINNER</b>	<b>TIME</b>
Fishermen-Laborer	Miss Lady Lake	Blue Ocean	10.52
Mercantile	Miss Lady Lake	Career Academy	9.26
Juvenile	Miss Harbour Grace	Mobile Oil	12.22
First Ladies	Miss Harbour Grace	A&M Video	6.23
Inter-Town	Miss Harbour Grace	Canadian Tire	10.27
Business	Miss Lady Lake	Career Academy	11.26
Third Ladies	Miss Harbour Grace	Keyin Tech	5.57
Fourth Ladies	Miss Harbour Grace	Power's Ultramar	6.17
Ladies Championship	Miss Lady Lake	Keyin Tech	5.48

### **1996 Regatta**

#### **LADIES RACE**

Keyin Tech, St. John's

- Anne Marie Tobin
- Diana Hogan
- Dawn Hannaford
- Rick Coish (Coxswain)
- Nancy Little
- Jennifer Churchill
- Williamina Martin

#### **SECOND LADIES RACE**

CFS, St. John's

- V. Debellefeville
- S. Groves
- M. Foley
- B. Hickey (Coxswain)
- W. Stack
- C. Power
- K. Quigley

#### **THIRD LADIES RACE**

Second Page, St. John's

- D. Irvine
- J. Keiley
- J. McDonald
- T. Blachard (Coxswain)
- S. Hudson
- C. Walsh
- A. Libby



## **FISHERMEN-LABORER RACE**

### **Blue Ocean Products**

- |                   |                               |
|-------------------|-------------------------------|
| ➤ Len William Jr. | ➤ Clarence Williams           |
| ➤ Derek Dove      | ➤ Orville Burton              |
| ➤ Lawson Dove     | ➤ Len Williams Sr. (Coxswain) |

## **MERCANTILE RACE**

### **Restwell, Harbour Grace**

- |                            |                  |
|----------------------------|------------------|
| ➤ Gordie Meadus Jr.        | ➤ Wes Swain      |
| ➤ Brendan Chafe            | ➤ Jamie Korab    |
| ➤ Nelson Stone             | ➤ Michael Martin |
| ➤ Gord Williams (Coxswain) |                  |

## **NOVICE BOYS**

### **Scademia**

- |                 |               |
|-----------------|---------------|
| ➤ G. Quinlan    | ➤ B. Metcalfe |
| ➤ S. Parrell    | ➤ A. Press    |
| ➤ M. Parsons    | ➤ Z. Hayes    |
| ➤ G. Megettigan |               |

## **FIRST NOVICE GIRLS**

### **All Seasons Plus, Harbour Grace**

- |                        |                  |
|------------------------|------------------|
| ➤ Heather Bray         | ➤ Jeanne Lilly   |
| ➤ Sarah Smith          | ➤ Janice Verge   |
| ➤ Melissa Chafe        | ➤ Terri Sheppard |
| ➤ Bud Chafe (Coxswain) |                  |

## **SECOND NOVICE GIRLS**

### **Hotel Harbour Grace**

- |                           |              |
|---------------------------|--------------|
| ➤ J. Pike                 | ➤ P. Garland |
| ➤ L. Chafe                | ➤ K. Pye     |
| ➤ K. Babb                 | ➤ V. Winsor  |
| ➤ Frank Martin (Coxswain) |              |

## **FOURTH LADIES RACE**

### **Outback Lounge, Placentia**

- |                         |              |
|-------------------------|--------------|
| ➤ T. Bishop             | ➤ R. Whittle |
| ➤ W. Thrembelt          | ➤ D. Newhook |
| ➤ P. Whittle            | ➤ T. Power   |
| ➤ P. Bennett (Coxswain) |              |

### **FIFTH LADIES RACE**

Coachhouse

- |                        |              |
|------------------------|--------------|
| ➤ C. Deering           | ➤ J. Mercer  |
| ➤ C. Butler            | ➤ L. Pottle  |
| ➤ R. Chaytor           | ➤ S. Seymour |
| ➤ Bud Chafe (Coxswain) |              |

### **SIXTH LADIES RACE**

Second Page, St. John's

- |                          |             |
|--------------------------|-------------|
| ➤ D. Irvine              | ➤ S. Hudson |
| ➤ J. Keiley              | ➤ C. Walsh  |
| ➤ J. McDonald            | ➤ A. Libby  |
| ➤ T. Blachard (Coxswain) |             |

### **INTER-TOWN RACE**

Canadian Forces, St. John's

- |              |                       |
|--------------|-----------------------|
| ➤ S. Winsor  | ➤ R. Strickland       |
| ➤ J. Park    | ➤ J. Park             |
| ➤ A. Horwood | ➤ W. Gregory          |
| ➤ J. Vaters  | ➤ S. Brace (Coxswain) |

### **BUSINESS RACE**

Coley's Point Fisheries

- |                        |                   |
|------------------------|-------------------|
| ➤ C. Parsons           | ➤ Scott Greenland |
| ➤ T. Taylor            | ➤ Dominic Pottle  |
| ➤ C. Pottle            | ➤ J. Butler       |
| ➤ Bud Chafe (Coxswain) |                   |

### **MIDGET RACE**

Academy Canada, St. John's

- |                       |             |
|-----------------------|-------------|
| ➤ M. Janes            | ➤ B. Drover |
| ➤ A. Duggan           | ➤ J. Ivey   |
| ➤ G. Rosewell         | ➤ J. Smyth  |
| ➤ R. Coish (Coxswain) |             |

### **LADIES CHAMPIONSHIP RACE**

Keyin College, St. John's

- |                         |                     |
|-------------------------|---------------------|
| ➤ Anne Marie Tobin      | ➤ Nancy Little      |
| ➤ Dawn Hannaford        | ➤ Williamina Martin |
| ➤ Jennifer Churchill    | ➤ Diana Hogan       |
| ➤ Rick Coish (Coxswain) |                     |

**1997 Regatta**

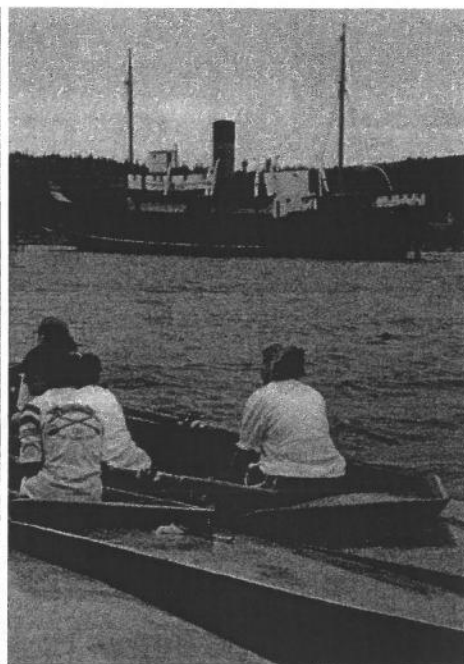
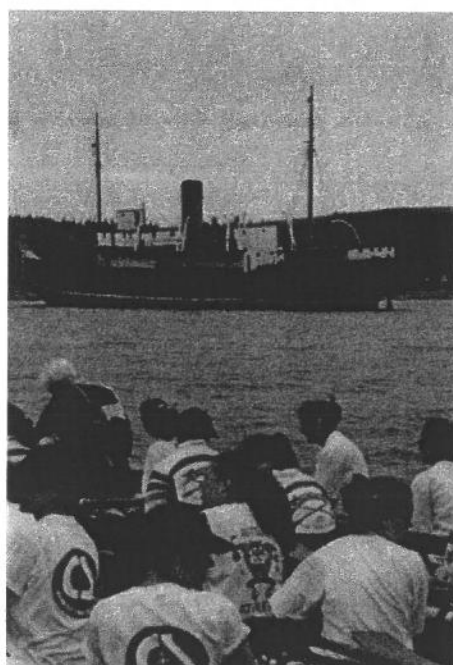
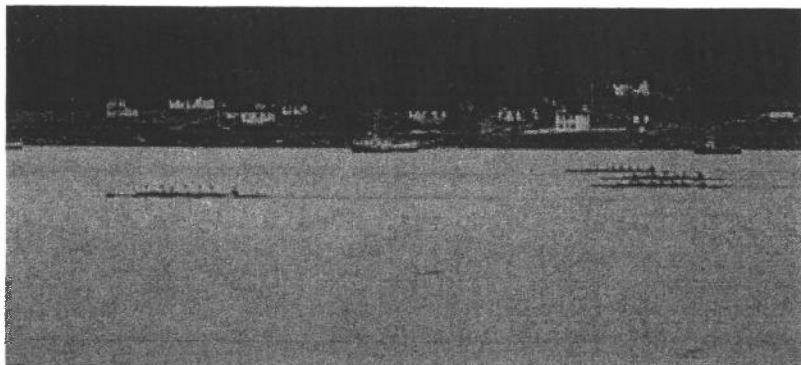
<b>RACE</b>	<b>BOAT</b>	<b>WINNER</b>	<b>TIME</b>
Fishermen-Laborer	Miss Harbour Grace	Butternut	10.34.42
Mercantile	Miss Nfld & Lab	Gold Factory	11.23.69
Inter-Town	Miss Harbour Grace	Hotel Harbour Grace	11.45.73
Masters	Miss Harbour Grace	Quidi Vidi Brewery	11.51.77
Juvenile	Peter Easton	Academy Canada	12.26.94
First Ladies	Miss Nfld & Lab	Keyin Tech	6.08.58
Second Ladies	Miss Harbour Grace	Kelly's Landing	6.53.90
Third Ladies	Miss Lady Lake	Bay Robert's Dist.	6.58.57
Fourth Ladies	Miss Lady Lake	Keyin Tech II	6.48.01
Fifth Ladies	Peter Easton	Keyin Tech	7.21.34
Sixth Ladies	Miss Harbour Grace	All Seasons Plus	7.09.44
Midget	Miss Nfld & Lab	Compassion Home	6.14.49
Novice	Miss Nfld & Lab	Kay's Restaurant	8.05.76
Novice Boys	Peter Easton	Kelner Airways	7.23.18
Men's	Miss Nfld & Lab	Butternut	10.41.55
Intermediate	Peter Easton	Restwell	11.03.75
Second Men's	Miss Nfld & Lab	AT&T Canada	10.31.44
Third Men's	Miss Lady Lake	RNC Terra Nova	10.34.38
Junior Ladies	Miss Nfld & Lab	Diesel Injection	7.06.24
Second Jr. Ladies	Peter Easton	Reid Motor Cycle	7.06.87
Family	Miss Harbour Grace	Greeley's	6.06.26
Ladies Championship	Miss Harbour Grace	New Word Fitness	6.06.02
Men's Championship	Peter Easton	Butternut	10.05.53

**2000 Regatta**

<b>RACE</b>	<b>BOAT</b>	<b>WINNER</b>	<b>TIME</b>
Senior Ladies	Miss Nfld & Lab	Husky Oil	6.01.87
Fishermen-Laborer	Miss Harbour Grace	Academy Canada	10.38.24
Mercantile	Miss Nfld & Lab	My Brother's Place	10.38.93
Senior Ladies #2	Miss Harbour Grace	Les Filler	6.27.09
Senior Ladies #3	Miss Lady Lake	Appleton Run	6.20.74
District	Peter Easton	East Side Mario's	11.03.20
Masters	Miss Harbour Grace	East Coat Marine	11.03.40
Soccer Reunion	Miss Nfld & Lab	Knights of Columbus	6.22.47
Senior Ladies #4	Miss Nfld & Lab	Audio Systems	7.03.25
Senior Ladies #5	Peter Easton	Millennium Babes	6.50.03
Intermediate	Miss Harbour Grace	Cellular Network	11.12.09
Juvenile Ladies	Miss Harbour Grace	Borealis	6.21.44
Masters Ladies	Peter Easton	Staples	6.55.56
Juvenile Ladies #2	Peter Easton	Stamp Fortis	6.30.32
Midget Boys	Peter Easton	Quadratic	5.47.84
Midget Boys #2	Miss Harbour Grace	Barrett's Saw Mill	8.15.25
Junior Ladies	Miss Harbor Grace	Cellular Restaurant	6.36.88
Family	Miss Lady Lake	Chafe Family	6.11.04
Ladies Championship	Miss Harbour Grace	Husky Oil	5.54.72
Men's Championship	Miss Harbour Grace	Academy Canada	10.27.52

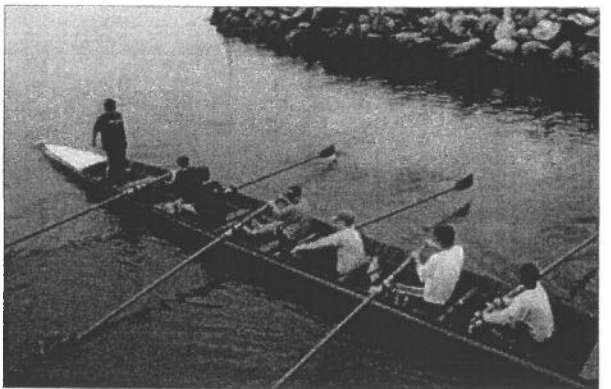
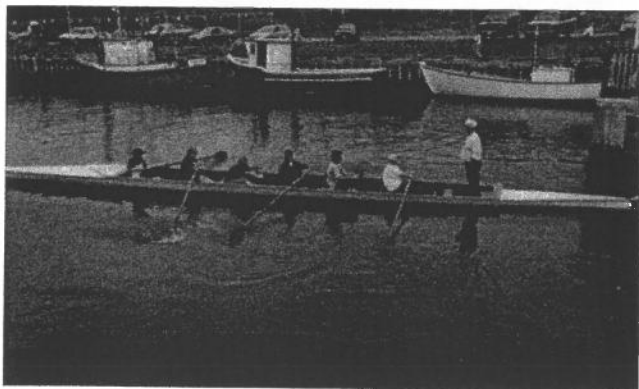
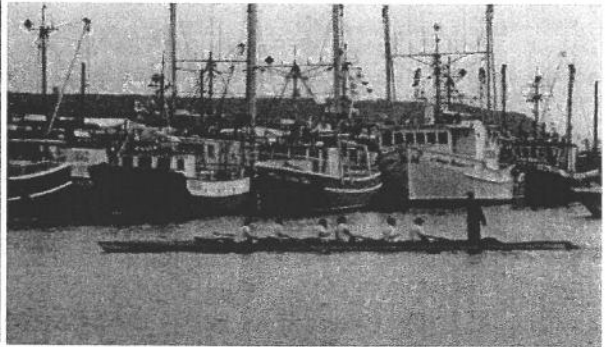
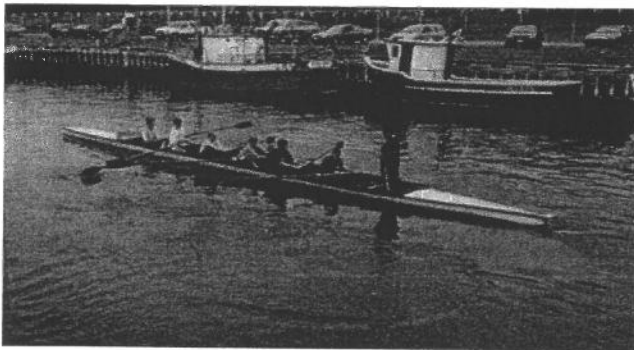
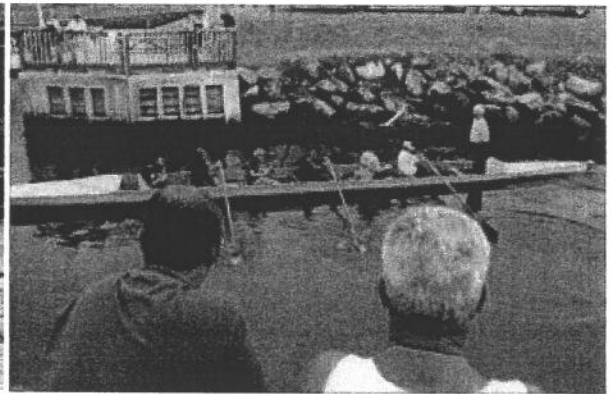
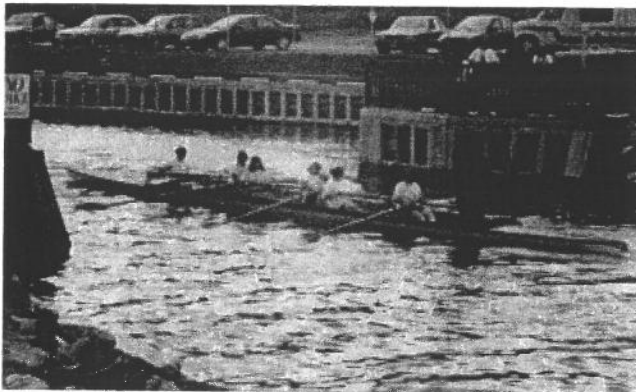
## MATTHEW VISIT - REGATTA ON THE HARBOUR (1997)

In 1997, to coincide with the Cabot 500 celebrations and the visit of the Matthew to Harbour Grace, a mini-Regatta was held on the harbour. The following are pictures of this event.



## PETER EASTON DAYS - REGATTA ON THE HARBOUR (1998)

In 1998, during the celebration of Peter Easton Days, a mini-Regatta was held on the harbour in Harbour Grace. We present a pictorial account of this event.

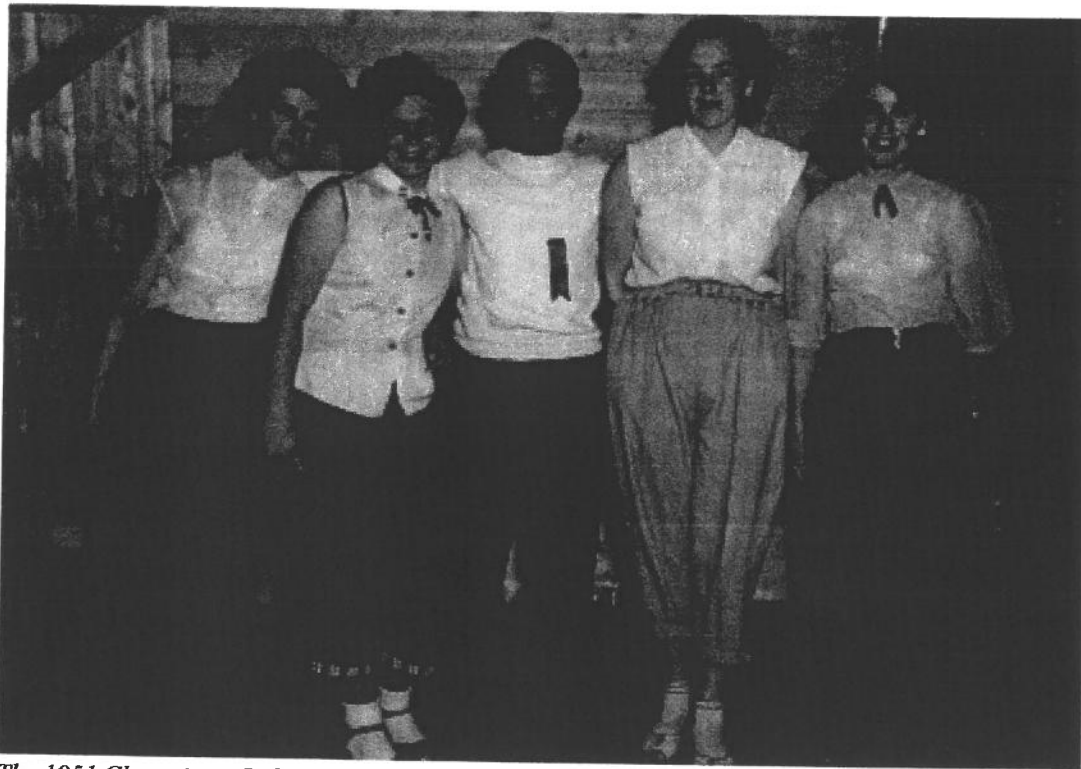


## The Women Make Their Mark

Up until 1876, the Harbour Grace Regatta was a male dominated sport. Women were only spectators and supporters. When the 1876 Regatta was held there were more spectators along lakeside than usual as the much awaited women's rowing was eagerly looked forward to. They had started their tradition just as the men had but with a few differences. The men would row the full length of the course but the women would row in what was known as the short course (half the course). They were towed to the head of the lake and their race started at the turning point of the buoys, down to the finish line. It was like this up until 1974. In 1975 the course was changed. They now row exactly half of the men's course. They start at the beginning instead of being towed half way up. Their prizes over the years for winning races have included:

- 1) Money
- 2) Medals
- 3) Trophies
- 4) Silverware Sets
- 5) China

- 6) Crystal
- 7) Watches
- 8) Vegetables
- 9) Groceries
- 10) Soft Drinks



*The 1951 Champions: Left to Right: Minnie Brown, Jean Nichols, Eugene Pike (coxswain), Susie Shute, Joyce Parsons.*

## Memorable Women Of The Regatta

Agatha Hayden  
Amy Dove  
Ann Marie Fitzgerald  
Barb Moores  
Belle Pike  
Bev Williams  
Beverly Chafe  
Brenda Oates  
Brenda Sheppard  
D. Sinyard  
Debbie Chafe  
Donna Sheppard  
Doris Pynn  
Effie Spurrell  
Eileen Shute  
Elizabeth McCarthy  
Elizabeth Quinn  
Elsie Martin  
Elsie Summers  
Flora Parsons  
Florence Pike  
Frances McCarthy  
G. Noel  
Gladys Martin  
Glenda Chafe  
Grace Woods  
Hazel Snow  
Heidi Williams  
Hope Simmons  
Irene Spurrell  
J. Forward  
J. Dove  
Jackie Davies  
Jean Nichols  
Jean Noel  
Joanne Barnes  
Joyce Parsons  
Joyce Pike  
Karen Chafe

Kathy Tetford  
Lavonne Boutcher  
Lillian Taylor  
Linda Noel  
Linda Smith  
Mae Davis  
Margaret Sheppard  
Margureite Stone  
Marie Pike  
Marlese Janes  
Martha Kloeppner  
Mary Hunt  
Marylin Noel  
Maude Peddle  
Maureen Collins  
Mildred Cleary  
Olive Pynn  
Paulette Collins  
Sandi Lewis  
Sharon Chafe  
Shelly Ash  
Sherry Crane  
Sherry Hunt  
Sherry Williams  
Shirley Parsons  
Shirley Pynn  
Sonya Williams  
Susan Fitzgerald  
Susan Shute  
Suzanne Wadden  
Sylvia Noel  
Sylvia White  
Tammy Davis  
Thedie Cleary  
Tracy White  
Val Perry  
Violet Crocker  
Violet Pike  
Winnie Pynn



## Sunrise Construction Wins Women's Final, 1989



*Sunrise Construction of Placentia captured the women's championship during the 127<sup>th</sup> annual Harbour Grace Regatta Monday on Lady Lake. The win marked the crew's second title in two days. They also won the Placentia Regatta championship on Sunday. Members of the crew are, from left, top row, Don White, sponsor, Ken Collins, coxswain, Kim Collins, Heidi Williams, Melissa O'Reilly and Cyril O'Reilly, sponsor; bottom row, Tracey White, Pam Walter and Paula Smith.*

Sunrise Construction pulled ahead of Canadian Forces of St. John's about 30 metres to the finish line to take the women's championship at the 127<sup>th</sup> annual Harbour Grace Regatta Monday on calm Lady Lake.

The win marked the second title for the Placentia crew in two days. They also captured the championship at the Placentia Regatta at Southeast Arm on Sunday. This was the second year the crew pulled off two wins in the two Regattas.

Sunrise Squad trailed all throughout the race, it was a thrilling come from behind victory. Harbour Grace was first to pull ahead but after making a bad turn, they dropped back to last. Following the turn CFS took the lead until nearing the finish line.

Knowing they were nearing the St. John's crew the high spirited Placentia crew "turned on the juice." And according to the Sunrise crew, that was the way they had planned it. "Our strategy was to just keep with the leader throughout the race and then give it all we had at the last part. It's the way we've been racing now for the last two years," said number one oar Pam Walters. "The secret about the team's success is that we're so

spirited. We are always thinking optimistically. It's the best way to go," added Paula Smith, the team's third oar.

To make the fastest women's time of the day, they crossed the finish line in a time of six minutes and three seconds. CFS of St. John's followed close behind at six minutes and ten seconds. Walsh's Transportation, also of Placentia, was third with a time of six minutes and eleven seconds. R. Tetford and Son finished in six minutes and twenty-four seconds.

By now Sunrise Construction had their minds focused on the St. John's Regatta and a shot at the 'triple crown.' "Oh, we're not stopping here. We're going all the way. We placed second in the St. John's Regatta last year and this year we are going to do even better. We're hoping we can win that one and take the triple crown," said Walter. Walter and Smith teamed up with Kim Collins, Heidi Williams, Melissa O' Reilly, Tracey White, and coxswain Ken Collins for the win.

Walsh's Transportation posted the fastest women's time of the day prior to the championship race with a first-place time of 6.23 in the first senior women's race. R. Tetford and Son was second in the race with a time of 6.36, good enough to win a place in the championship race. Maher's Garage placed third in that race in 7.22.

Sunrise placed first in the second senior women's race in 6.37 to make it to the final. Wescall Sport was second in 7.04, Downing Construction had 7.47 for third and Canadian Tire was fourth in 7.49.

CFS of St. John's made it to the championship race with their first-place time of 6.29 in the third women's race. Palfrey's Mini-Mart was second in 6.40. Downing's Wholesale finished in 6.54, while Manning's Pharmacy finished in seven minutes.

Regatta Chairman Gordon Pike, said the event was a tremendous success. "It went over just great. There were a lot of good crews here and we can see the interest is up. We're glad to see everyone enjoyed it," he said. "We hope next year it can be even better."

## **Interview With Gord Pike**

One man who has been involved with and documenting the Regatta for many years is Mr. Gord Pike of Harbour Grace.

Mr. Pike first attended the Regatta when he was eight or nine years old. He started off racing in the midget age for fun not for competition. He and his teammates would row out on the harbour for practice.

The Regatta has always been perceived and remembered as a family event. When asked what it was like for him Gord replied, " It was always a family event for me, my mother, father and I would always go in and have a big boil up. There were always big crowds, no cars, all the people were on foot. You would see all the people on the banks having boil ups with pork and cabbage, and salt fish but the main thing was corn beef and cabbage. The older folks would have a drop of hooch (moonshine) in their pockets and the teenagers if they could get their hands on it. It was a day to look forward to. All the other towns didn't have their days organized. People from Bay Roberts, Carbonear, and even from Bell Island would come over to participate."

Mr. Pike left Harbour Grace to work in Argentina and returned several years later in 1975. He became involved in various civic events and then he was asked to join the Regatta Committee. Bill Martin, chairman in 1987, asked Mr. Pike to chair the celebration for the 125<sup>th</sup> Regatta. It was because of this he decided to write columns on the Regatta. "Basically it was my own idea" said Gord, under the suggestion of Bill Martin. "We realized that we needed to put something in there to have some sort of documentation. I did selected articles, whatever I could find up in the library, to write on. Unfortunately there was very little information on the Regatta. I checked with this one and that one and still could not find anything, I don't know what happened to it all".

We asked Mr. Pike for some facts and information that we were looking for concerning the Regatta and its history. There were a few theories surrounding the question of how Lady Lake got its name. One theory was linked to the naming of Lady Lake Road. The name for the lake just proceeded. Another theory was a story that older folks of the town would tell. They all said that before the lake had some construction work done when you looked at it from an aerial view it was shaped like a woman. This was a very popular theory that came from many resources.

The boat house was another topic that arose during his interview. Gord recalled that the original boat house was older and wooden, it was out there a long time. Under Billy Martin's reign it was decided that a new boathouse was needed, to make the handling of the boats easier. The new boathouse was built in 1984 and Gord was the master of ceremonies for the opening.

The shooting of the gun was a popular and well-known tradition at the Regatta. The gun was traditionally shot off by the late Mr. Arch Crocker. Ted Ash and Charlie Monks also shared in the tradition. It was always the same person for a number of years. "I can remember being on the committee and the younger fellas would say, "How come they gets to do all the good jobs, you know what I mean?" Gord recalled that the gunner, timer or announcer wouldn't work in a booth or nothing like that, you would bawl out to one of them "Hello! How about going in one of them crown and anchor booths for a couple of hours?" and they would say "Oh yes boy I can't I'm the timer boy". Gord said they all had their jobs, you had some job to get up the ladder more or less. If you went in there you had to work in the booths, just to do public address to announce the races you had to be there twenty years or more before you could get a job like that. "I think it's changed now though, the starter is whoever they can get or whoever wants to do it."

Before the races could begin they had to know if each team was ready. Years ago they would just bawl out. There were no walkie-talkies or anything like that. As time progressed they began using a silver trumpet that the fire brigade used. The trumpet is still around but no longer in use. They now use walkie-talkies to communicate with the crew members. The races were originally held on the opposite end of the lake. The length of the course was a standard length. A gentleman would come out to the lake and measure the course and check on the buoys to make sure they were not moved due to ice or any other conditions.

The song that traditionally plays along with the races is called "The Banks of Newfoundland". Gord recalled that it was often referred to as "Up the Pond". It has been played as long as Gord can remember and will likely remain to be the theme song for the races.

One question that seemed to be of interest and frequently asked was about the women. Were there many women rowers back years ago and how come their course is not as long as the mens? "I knew that you were going to ask that question". Gord replied with a bit of redness in his face. "There were quite a few women rowers years ago but they

only rowed half the course.” He could only assume as to the reasons why. “I s’pose the Regatta Committee, which consisted of men figured the course was too long for the women. Also a big factor was time. To hold all the races at the same length was basically impossible due to the amount of races in the day. The midget race consisting of men was only half the length of the course as well. To be reasonable the Regatta years ago was male dominated and more physical. I often heard women say that they are glad that they do not have to row the distance of the men, it was too far. But you never know, that could change.”

A big issue surrounding the Regatta is change in regards to money, population, etc. These are Gord’s view on the changes that he has seen over the past several years.

“The crowds have decreased, although there are still crowds in there now but not like it used to be. There is more activity on the go in each of the surrounding communities. I think this is a particular reason for the crowd decrease. The Regatta weekend could be on the go the same time the folk festival is being held in Carbonear. I believe that you have to get everybody enthused for a one day event, it’s hard to get everybody to do that. The Regatta should run for a couple of days like it did before or even hold a few Mini Regattas. Anything to get everybody involved is better than nothing.”

Things have certainly changed over the years in regards to crowds, money and concession stands. Another thing that has changed for the good is the style of the boats. They changed from the four oared to the six oared in 1973. The reason for this change was to stay competitive. The Minnie Clyde was the boat that was scrapped down and used for a pattern for the new boats. St. John’s had four oared boats so it was important to keep up with the changing times. Safety reasons were also a factor that played in the change. Four boats were the amount of boats that the lake could hold as well. It was the standard amount.

When Gord was asked what were some of his favorite memories from the Regatta he took a moment to reflect back. “I suppose it was when we won the midget race. We were the underdogs, we weren’t supposed to be any good at rowing. They said that I was too short to be the stroke oar, but I was and we won. I remember that one a lot because everyone likes to win. Following that I left and went to work so there was no more Regattas and rowing for me. The feeds, you know, were good, you had salt beef and cabbage and you would sneak a bottle of home brew on your father you know, and you would sneak off in the woods so he wouldn’t know where you were. I rowed off and on until I was about 17, then I moved away to Placentia to work. When I did come home

I always went to the Regatta. I'm not on the committee anymore but when I was there under Bill Martin we had a lot of accomplishments. Some of my biggest memories is presentation of awards. We bought new boats about twenty years ago. We named them:

- 1) Peter Easton
- 2) Miss Newfoundland and Labrador
- 3) Miss Lady Lake
- 4) Town of Harbour Grace

The names of the boats were chosen based on who donated money for the purchase of the boats because each new boat cost about \$10,000. The Historical Society, Government of Newfoundland and Labrador, the Regatta Committee, and the Town of Harbour Grace all donated money thus naming the boats respectively."

Gord no longer documents the Regatta. It was only a one time shot for him for the 125<sup>th</sup> anniversary. There were so many things on the go and he was donating a lot of his time for all the other events that were happening. It took its toll on him and he finally decided that it was time to take a break. "I did a lot of other things dealing with Harbour Grace, I did more weekly columns so about six or eight months ago I decided it was time to take a break. You have to be in the mood to keep something like this on the go, to keep writing every week when you were doing so many other things at the same time. If the chance came to document something big again concerning the Regatta I would do it again though, but for now I am happy with taking a break."

It's no doubt that many people here have seen a dramatic change in the Regatta. There are less people, higher prices, fewer stands and less people interested in rowing. Something needs to be done to revive such a wonderful and historic sport that has been on the go now for close to 140 years. Gord had some very wonderful thoughts and ideas about what should be done to revive the great sport.

"You need young people to get involved to ensure the continued success of the Regatta. I can see the Regatta still here for years to come. There are talks of getting all new racing shells, which would be a great way to start. The only other Regattas besides us is St. John's and Placentia. It is harder to get surrounding areas involved because they now have their own special events. Despite all of this I think the Regatta will still go strong because of the importance of the Regatta to all that live here. There is also a lot

of support from tourism as well. To keep up this support one major thing that I think they need to do is plan the dates and events a year ahead of time. For all these people who are far away, even former residents of Harbour Grace, publishing brochures, magazines or pamphlets would be an excellent idea for all of these people.”

The Harbour Grace Regatta is generally held on a Wednesday. This is because the Regatta is a gazette holiday. There are only two in Newfoundland and they are the St. Johns and our Regatta in Harbour Grace. By being a gazette holiday this means that it is the day in Harbour Grace proclaimed to be a civic holiday. The Regatta committee chose Wednesday to be this way and with the approval of the Government it has been like this since 1862.

It was an honor to speak to Gord and let him share his views and ideas instead of him having to do the documenting and reporting.

Mr. Gord Pike has been a long time member of the Harbour Grace Regatta committee as well as a local historian. His contribution to this endeavor have been greatly appreciated and invaluable.



*1930 Club Race Medallion*

## THE CHAFE FAMILY



Albert (Bud) Chafe has been an integral part of the Harbour Grace Regatta for most of his life. At the early age of four he would attend the Regatta with his parents and family. It was a tradition to have a boil-up and spend the full day enjoying the races, socializing, and taking in the many games and activities that were provided. Bud says he mostly enjoyed the races even in his early years. "I was fascinated with how the boats seemed to glide over the water." As soon as he was old enough to row he joined a team and started training.

In the 1960's, for an added attraction to the Regatta there was a bicycle race. This was open for anyone young or old to take part. There were only three people registered for this race - the late Gerald Pike, son of the famous coxswain Eugene Pike, the late Albert Chafe (Sr.) and Albert Chafe (Jr.) - Bud! This race took place during the dinner break while there weren't any boat races ongoing. The race started at the bridge in Riverhead, down Harvey Street and up around the Court House, in Military Road and ended at the entrance of the Regatta grounds. Bud won the race beating his father by about two seconds leaving his father in second place and Gerald Pike in third. The prize for this event was a beautiful watch.



Mr. Chafe, always an athletic person, felt that with the lack of organized sports, rowing seemed to be a natural sport for him in which to participate. In those days whether or not you made the team depended on how good you were at rowing. This didn't feel right to Mr. Chafe and later in life he decided to help the underdogs. "With a little encouragement these boys, if given the chance, could be winners. When they realized that if they gave it their all, even if they didn't win they were still winners." This promoted more interest in the Regatta and more involvement in the races themselves.

In 1962, at the 100<sup>th</sup> anniversary of the Harbour Grace Regatta, Bud Chafe was named top coxswain of the year along with Gordon Williams. In his first year as a coxswain, Bud was involved in five races. They included first place in the Fishermen Labourer Race at a time of 10:55 (Bud Chafe, cox; Harold Pynn, Eric Pynn, Clarence Pynn, David Pike, and Eugene Pike); second place in the Inter-Town Race (Bud Chafe, cox; Carl Pike, Cecil Lynch, Wallace Smith and Dan Power); third place in the Mercantile Race (Bud Chafe, cox; George Parsons, George Faulkner, Edward Haire and Gordon Martin); first place in the Intermediate Race with a time of 11:36 (Bud Chafe, cox; John Parsons, Ed Haire, Joe Hunt and Roy Janes); and first place in the All-Comers Race (Bud Chafe, cox; Dee Murphy, Ted Ash, Doug Pike, and Frank Mitchell).

Mr. Chafe, as a young man had to walk from his house to Lady Lake to practice for the Regatta even after working all day. He did this every evening from early spring until Regatta Day and when he became old enough he became coxswain and a rower. Ever the family man, Mr. Chafe, included his children whenever possible. As they became old enough, they too walked to Lady Lake to row. They helped put the boats out on the lake to practice and stayed behind to help put them back into the boat house at the end of each evening. After a few years there were six sons and two daughters rowing -

Maurice, Fred, Ralph, Harold, Albert, Kevin, Debbie and Nellie.



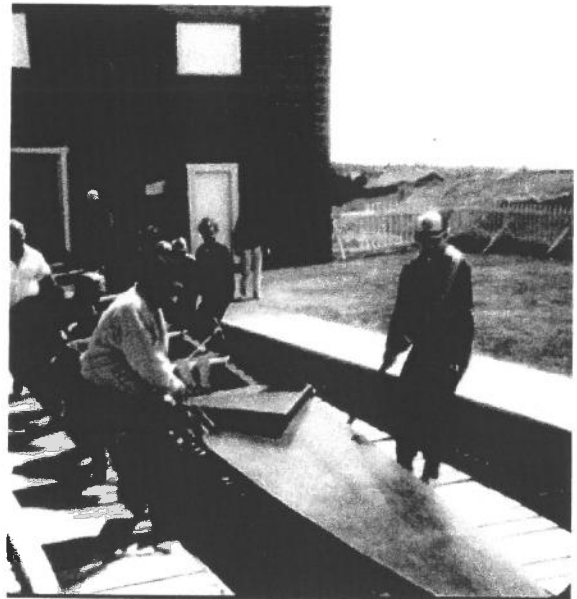
The family race has a story related to the Chafe family. One of the young rowers from Harbour Grace, Grant Downing, lost his life by drowning around the Godden's Cabins area of Lady Lake. He was 19 years old and had been practicing with

his buddies for the Regatta. The mishap occurred on July 24<sup>th</sup>, 1966. Out of respect the Regatta was postponed for a couple of days. Four Harbour Grace families - Chafes, Pikes, Williams and Downings decided that they would have a Memorial Race in honor of Grant and called it the "Family Race". They collected \$20.00 per crew and bought the trophy, which is still being used today. The interest has grown over the years and now there are four more families who row in this race - the Greeley's from Portugal Cove, the Whittles from Placentia, Doves and Moriaritys from Harbour Grace. Maurice, Fred, Ralph, Harold, Albert and Kevin coxed by their father, Bud, look forward to this race every year.

Fred Chafe became a coxswain in later years. This meant that Bud and his son soon had fun rowing in some of the races against each other. While this was very exciting for the family Bud's wife, Mildred, tells of being torn at times as to which team she should be cheering to victory. While Bud was coxswain for Coley's Point Fisheries team his son, Fred, had a crew rowing from the Harbour Grace area, Restwell Mattress, in the same race. This race gained a lot of attention from the local area as they ended up racing against each other in the championship race. Mildred says the deciding factor as to which team to cheer for was that her grandson rowed on the team with her son. She hoped Bud would understand as she cheered her son and grandson on to victory by only a few seconds.

The eldest Chafe son, Maurice, who can no longer row due to illness cannot stay away from helping on Regatta Day. For the past four or five years he operates the rescue boat on the lake for the Regatta. As well as the entire family, Maurice helps with anything else he can do all summer long not just on the day of the races.

Not only are Bud and Mildred Chafe's sons and daughters involved in the Regatta but they have eight grandchildren involved as well. Brendan and Jeremy, who are coxswains have been involved for years while their cousins, Mitchell, Bernie, Colin, Brian, Melissa and Beckie are on their way to becoming the great rowers of tomorrow.



Around 1988 Bud and his family (Blue Ocean Products crew) decided that it was time to have an easier way to get the boats in and out of the boathouse. With the help of his sons and some other people they decided to build a lift. Many different techniques were applied to the task. They decided to build a ramp to make this somewhat difficult undertaking a little easier. The simplest method to date is the use of chain-hoists and tracks. The boat is lifted with the chain-hoist and moved along a track, then it is lowered into the water. This is the quickest and easiest method that has been applied to launching a boat and has certainly helped to literally lighten the load of many rowers and coxswains during practices and on Regatta Day.

In 1994 Bud put together a crew of daughters-in-law. They were, at the time, Fred's wife - Karen, Ralph's wife - Sharon, Maurice's wife - Gale, Harold's wife - Pauline, Albert's wife - Suzanne and Bud and Mildred's daughter - Debbie. That was the summer of lots of arguments and fun during practice. Mildred is quoted as saying that if anyone knows Bud he loves to argue and when reminiscing about past Regattas they all seem to have enjoyed that summer more than any other. No one seems to remember if they won the race but the memories live on and the stories will be passed on for generations!



Regatta Day, 1999, was a perfect sunny day for the races. Everything went smoothly and on schedule until around 2:30 p.m. when one of the rowers had an asthma attack while rowing. The crew was in fourth place so they stopped the boat and signaled for help. The rescue boat was immediately dispatched. Maurice Chafe brought her safely into the wharf where her father was waiting to take her to the hospital. As she left, another young woman who had been on the wharf had an asthma attack. The Harbour Grace Volunteer Fire Brigade quickly transported her to the hospital as well.

However, while all this was going on the boats were getting ready for another race. Unfortunately, a coxswain from St. John's ran one of the boats down on the rocks and caused considerable damage. The boat was quickly taken into the boathouse by some

of the Master's Crew from St. John's and the men on the wharf. The Chafe boys were put to work to make repairs as they are all good carpenters and, of course, they didn't disappoint anyone. After gathering tools from their vehicles and gathering up materials they needed they each jumped in to do what was needed. The main problem was the fibreglass was slow drying so they borrowed several hair dryers from anyone present to hurry up the process. Meanwhile, all the races were still going ahead with the other three boats on the lake.

By the time the championship race was scheduled to go ahead, the four boats were ready to go. The two young women who were earlier sent off to the hospital were back to the lake again ready to participate again. Everything was back to normal - thanks to the quick thinking and excellent workmanship of the Chafe family!

The Chafe family are instrumental on Regatta Day as rowers, coxswains, spectators and organizers. Bud was a member of the Taylor's Wholesale crew who ended the reign the William's Brothers held as the longest consecutive winning team at the Harbour Grace Regatta. Bud is still proud of that victory but feels his biggest contribution has been the family's overall interest and involvement over the years.

Bud has been on the Regatta Committee for many years and was a force to be reckoned with when they decided to purchase the new shells in 1987. A lot of changes have happened over the years. When Mr. Chafe first began rowing it was in a four oar boat but they had to follow St. John's and Placentia and purchase the six oar racing shells.

Also, when Mr. Chafe began, the races would take place on the harbour but were moved to Lady Lake for several reasons. On the harbour there was no control of the vessels that were involved, whereas on the lake there is total control. In addition to controlling the waters another factor that affected the move to the lake was the amount of people that could be accommodated. Lady Lake had a larger spectator area and could easily accommodate the thousands of people who attended at that time. And, finally, the powers of science were involved. An object has a greater ability to float in salt water rather than fresh water. Although this in itself would not have been deemed a reason to move the races to the lake, it was taken into consideration because the boats have a smaller chance of overturning if it lies deeper in the water.

Mr. Chafe has seen many changes with the Regatta grounds themselves. Sods were laid, a new wharf built, a new boathouse, new latrines and the grounds were extended for more space. Mr. Chafe never gives up trying to figure out a way to raise money for new boats and oars. The safety of the rowers and coxswains is always uppermost on his mind. Years ago around the Lake in the Regatta area where the people stood to watch the races there was nothing but rocks and gravel, but now there is a beautiful lawn. Bud spent many of his evenings mowing the grass to keep it looking great. He is presently putting up a wire fence around the grounds to help keep the vehicles from causing any damage.

Mr. Chafe feels that changes are inevitable. "Years ago we would pick blueberries to make a dollar. Now a dollar can't get you a parking permit. Before one dollar would last the whole day. The big attraction was Bingo. You would pay a nickle to try and win a dollar." The Chafe family's involvement in the Harbour Grace Regatta has been ongoing since the early Regattas in the 1800's. Their contribution has been outstanding and their dedication should be commended. Through people like the Chafe family this second oldest sporting event in North America will live on for many years to come. The pride and commitment this family has shown for the Harbour Grace Regatta has been outstanding. The pride, commitment and love the children and grandchildren have shown to their father and grandfather shows through in their interest and involvement in the town over the years, particularly with the Regatta. This is a family of strong character, commitment to each other, dedication to a cause and love for each other.



*1927 Races Medallion*

## The Champions of Them All



Since the first Regatta in 1862, no other single crew, and particularly a brother act, has won more champions races at the historic Harbour Grace Regatta than the Williams Brothers. Their records of achievement may never be equaled again in the annals of racing history. Their rowing prowess is a credit to themselves, racing fans and the Town of Harbour Grace. They proved they were champions of them all and the greatest rowers in their day that have left an indelible mark in the history pages.

All the Williams boys began rowing when they were old enough to handle an oar and were permitted to get in a race boat crew. Although they rowed as a brother act collectively for most of their racing careers, each of the brothers have rowed singularly with other crews.

An interesting feature of the 1960 Regatta was that five brothers took part in racing. The William brothers, sons of Mr. and the late Mrs. Fred Williams, were Fred, Clayton, Gordon, Leonard, and Kevin. Gordon was cox in several of the races that year. His four brothers were winners in the Championship Races with Gord Sheppard as cox as they brought the Wasp home in the time of 10.44. This started a chain of nine consecutive championship wins and the Williams Brothers story began.

One of the roughest jobs in putting together a winning team for the Regatta is trying to get enough time for practices. Beating the work shifts and trying to keep the boys in

town all at one time for a few warm-up spins is a hefty chore for any coxswain with visions of winning twirling in his head. But one fella; by the name of Gord Williams, discovered the key to the secret of success... a "family plan" you might say. Gordon has five brothers and all five were oarsmen.

In 1961, four of the Williams lads, with Gordon as pilot, churned up the waters of Lady Lake to cruise across the finish line in the Championship Race for the second consecutive season. The hefty quintet covered the course on the fastest time of the day, 10.53 (nine seconds slower than their 1960 time), hanging a fitting climax on the festive occasion for the second year in a row. The only change in the in the crew that year was in number three oar. Dave Williams, home on vacation from the States, took over for brother Clayton. Clayton rowed for the Fire Brigade in the Police Firemen's Race. Other members of the crew were Fred on stroke oar, Kevin on number two and Leonard in number one.

The Williams crew in the big race were given little trouble after the half-way mark. From the starting gun, they led in fourth place until their turn at the buoys. A clean smooth sweep of the buoys on, it was the defending champs all the way as they finished with almost three boat length of clear water between them and second spot finishers.

The Williams name was well represented at the 1962 Regatta. The Williams Brothers, five of them, rowed the Wasp home in the Championship Race with the fastest time of the day to claim the Babb Construction Trophy for the second straight year. Three crews were entered in the championship Race. The Williams Family romped home first after a close battle with Gerald Pike coxswain, stroke, Nelson Taylor, Bill Baker, Eldred Snow and Harry Taylor. The Williams finished in 10.42, just five seconds behind the course record. Gordon Williams was the coxswain, with brother Fred stroke and Len, Kevin and Dave making up the crew.

While the William Summers, Jr. crew were the talk of the town at the St. John's Regatta in 1963, the Williams Brothers name was a house hold word the same year in Harbour Grace. With Gord coxswain, Fred stroke and Dave, Kevin, Leonard pulling the other oars. They won their fourth-straight championship easily. All four of the crews pulled away from the start together, but half-way to the buoys, the brothers started to pull away from the others. "It doesn't matter which crew is out in front heading up the lake, just keep watching the Williams brothers in the final stretch." That was the way one committee member predicted the finish in the Championship Race at the lake as they came through in fine fashion. The slick-rowing oarsmen walked away with their fifth

consecutive trophy in the Championship Race covering course in 11.41 fifty-three seconds slower than their winning time in 1963. One of the main reasons for the extremely poor time was the condition of the lake which at different intervals during the day proved to be quite lobby. At one point, the white caps on the tops of the wave reached as high at three feet. After battling an extremely strong wind going up to the buoys, the Williams pulled away after making a clean sweep stiff gale on their backs, outlasted their competition.

The doubters took a tumble at the 1965 Regatta. A round wind swept Lady Lake, hundred of fans cuddling the shorelines were predicting that an upset was in the making and new champions were to crowed in the 104<sup>th</sup> running of the annual Harbour Grace Regatta. But the slick rowing Williams Brothers - Fred, Dave, Gord, Len, and cox Clayton-rubbed out any shadow of a doubt as to who the best four oarsmen on Lady Lake were when they took 15 boat length victory in the Championship Race for their sixth straight title. The Williams hauled the four-oared whale boat over the mile and five-eighths course in 11.59 and considering a harsh wind that whipped up white caps during the race, the time was very reasonable.

They could have changed the name of the Harbour Grace Regatta in 1966 as, for the seventh straight year, the famed Williams Brothers continued their monopoly on the annual classic and the spectators in attendance were wondering whether or not the Williams boys should have first say on decisions. The crew of Clayton Williams cox; Kevin, Dave, Gordon, and Leonard, won the championship Race in a time of 10:49, defending representatives from the Intermediates Race.

The Williams Brothers continued their domination of the Harbour Grace Regatta in 1967 as they won the Championship for the eight straight years. The strong-armed brothers, after losing the Fishermen-Laborer Race, made championship time in the Intertown and won the Babb Construction Limited Trophy in the big race of the day at Lady Lake. There was one change in the brother act that year, Gordon 35, took over the steering from Clayton while Fred, 32 Dave 36, Kevin 28, and Leonard 30, did the laboring in the old four-oared whaleboats.

Winning nine straight Regatta championships is an outstanding feat in itself, but when the same family inscribes its name on the trophy for nine consecutive years, it is rather amazing that the Williams Brothers





were still the Kings of the annual Harbour Grace Regatta in 1968. In the opening minutes of the championship race, all four boats kept up a steady pace, but when they were near the buoys, the Williams started to have a lead and within minutes, left the other crews two boats length behind. After they turned the buoys and, with a wind advantage, they showed the spectators why they were champs as they put on a burst of speed and crossed the finish line eight boat lengths ahead of second place crew. Horatio Moores substituted for Dave Williams, and the Williams Brothers all had high praise for Moores. "He did a great job for us. We tried several fellows in the vacant position, but he was the only one who fitted in with the rest of the crew."

The Williams boys never rowed in the Placentia Regatta, but they have rowed in St. John's and Lower Island Cove. Kevin may be the youngest oarsman to ever row in a championship race, he was 14. They have rowed against four or five different nationalities in their racing career.

The Williams boys have countless material in each of their scrapbooks and a number of medals and trophies to fill the procession. They had enough individual trophies to fill three large cartons and of course, there were their nine championship trophies and their medals were many. One very interesting trophy was one won in Lower Island Cove for winning three times in succession. It was first donated in 1952 by the United Church Young Peoples Union of Lower Island Cove for a good many years.

The Williams boys claimed that the secret of their continuing success year after year was perfect conditioning as they usually started to get in shape about three months before the Regatta. They took training very seriously, practiced hard, and tried to get two or more practices on the Lake every day.

The Williams boys paid tribute to Taylor's, the Pikes, the Pynns, the Downings, the Chafes and many others whom they considered top oarsmen. They had special words of praise for Horatio Moores, who rowed with them a few times, and coxswains Gordon Sheppard and Tom Snow who steered their boat on occasion. These five brothers can be proud and hold their head high, for indeed they are the ***Champions of Them All***.

## **The Champions Of Them All**

*Lady Lake in Harbour Grace with its history untold  
Where racing crews down through the years raced in the days of old  
The Williams boys from Martins Lane are the champions of them all  
In tribute to this noble crew, I take my pen in hand  
Their record outstanding around the Island of Newfoundland.  
The championship they did retain and they won most every race  
A credit to racing fans and Town of Harbour Grace.  
This Crew were brothers one all together they did stand  
Many crews confronted them and many a noble crew  
But to overtake the Williams boat was a thing they could not do.  
There is a record time of 9.13 by Outer Cove Torbay.  
This record had not been beaten and it stands down to this day.  
We know right well it is a famous time and stands in history. too,  
But I do declare there is none can compare with Outer Cove Torbay,  
But the numbers of races they have won is a record to this day  
And as they were brothers on and all a history page wrote.  
As all their names were Williams the crew who rowed the boat.  
They have proved their worth on Lady Lake this proud and gallant Newfoundland.  
They brought joy to all both great and small who viewed them in the race.  
These fine young men from Harbour Grace made history and fame.  
And down through the coming ages, they will be an honour to their name.  
As racing goes into history, history will say  
The Williams crew from Harbour Grace where the greatest in their day.  
Now let us drink a toast to the Williams boys and famous Martins Lane.  
Who showed their worth on Lady Lake their laurels to maintain?  
And all who come to Harbour Grace where the greatest in their day  
Now let us drink a toast to the Williams boys and the famous Martins Lane  
Who showed their worth on Lady Lake their laurels to maintain.  
And all who come to Harbour Grace famous for her old stone wall  
You may stop and see the Williams boys the champions of them all*

**Composed by Capt. Jack Dodd as a tribute to David, Gordon, Fred, Leonard, Clayton and Kevin Williams.**

After nine years, the Williams Brothers were dethroned in 1969 as champions of the Harbour Grace Regatta. For the previous nine years the Regatta was a family act as the Williams brothers walked off with the championship Babb Construction Ltd. trophy each year. But the 108<sup>th</sup> running of the annual classic turned out to be memorable one as the Williams Brothers were second best to Taylor's Wholesale.

The competition was always easy picking for the Williams Boys since they started their chain of victories, but each year the determination of other crews to beat them built up and the end finally came, just as the Williams had their sights on number 10. The well practiced superb conditions and the smooth rowing Taylor's Wholesale crew (Dave Pike, stroke; Bud Chafe; Alex Parsons; Dave Downing and coxswain Gene Pike) was more then the Williams Brothers expected.

Taylor's Wholesale, rowing the Firefly proved their superiority by covering the course in the two best times of the day. They won the Mercantile Race in 10.37 to qualify for the championship, edging the Williams qualified for the championship race by winning the Intertown Race at 10.52. The Championship race was again a battle between the Taylor's, who took it by more than a boat length, winning in 10.29, the fastest time of the day.



*Left to Right: Len, Kevin, Dave, Fred, and Gord*

After being postponed for two days, the event got underway with the Juvenile Race as Terry Nichol set the winning stroke for Charlie Snow, Bill Martin and Bill Smith, with Joe Hunt as coxswain. They won 11.15, just six seconds short of qualifying for the Championship race The First two Midget Races (one length of the course) was won by

Lloyd Neil, stroke; Tom Yetman; Ben Lewis; Gordon Lewis and Coxswain John Thomey. Their time was 6.22, but the second Midget Race, won by Terry Martin, stroke Ray Peddle; Gordon Williams had a much faster time of 5.44.

The Fisherman-Labour Race was expected to draw a Championship race crew, but the winning time of 11.11 fell short by two seconds. Winning the race were stroke Terry Nicholl, Jeff Simmons, Lorne Pike, Jerry Haire and coxswain Clarence Simmons. The first race of the afternoon saw Taylor's Wholesale pull the first upset of the day winning the Mercantile Race in 10.37. Susie Pike set good stroke to get the crew home first in the Ladies Race in 5.50. Other members of the crew were Florence Pike, Donna Sheppard and Glenda Noseworthy, with Joe Hunt on tiller.

The Williams Brothers made a good show of the last chance to qualify for the championship race when they won the Intertown Race in 10.52. The Intermediate winners qualified for the big race by covering the course in 11.08. Members of the crew were Terry Pike, stroke Alex Harris; Derrick Pike; Bill Sheppard and coxswain Gordon Williams.

The Service-Fireman race drew a championship contender when stroke Hal Pynn, Clar Pynn, Len Williams, Alex Harris and coxswain Tom Snow won it in 11.09. The All-Comers Race, which is open to anyone with a drawing at Lady Lake was won by Hal Pynn stroke, Henry Andrews, Robert Martin, Clifford Deering and coxswain Clarence Simmons.

The 1969 Regatta Committee was: Chairmen, H Sheppard Ross Sheppard; Vice-Chair, E.L. Janes; Secretary Theodore Pike; Assistant Secretary, William Kennedy Jr.; Treasurer, Roy Dwyer other members were A. Crocker, W.B. Kennedy Sr. F.P. Sheppard, W.A. Oke, Gerald Pike, R. Sinyard, W.L. Goodwin, G.M. Tapp, W. Evans, T. Ash, W. Sheppard, W. Walsh Jr. G.D. Parsons, J. Durnford, W. Pear, N. Gosse, L. Proudfoot, C Godden, J. Dunn, E. Babb, E. Taylor, D. Pike, L. McNamara, and T. Walsh.

## **The Taylor's of Bristol's Hope**

### **A Family Rowing Tradition**

**(Percy Taylor: 1913-1984)**



The Taylor's of Bristol's Hope have been associated with the Harbour Grace Regatta for over three quarters of a century. Percy Taylor told Gord Pike in an interview that it all started when his father, Percy, began rowing over 75 years ago. "I would think he traveled on foot, horseback, or horse and carriage from Bristol's Hope to Lady Lake to participate in the great sport. He was an avid rower who won quite a few races in his day."

Percy and his brother Henry continued the family tradition. They began rowing sixty years ago and generally rowed in the fishermen-laborer race. Percy recalled that Henry (now deceased) won a lot of races together, including many championships but could not recall the number. Both Percy and Henry who were fishermen, and according to what Gord Pike has been told it was the ambition of all the rowers to beat the Taylor's.

Percy told Mr. Pike that some of the rowers that he and his brother rowed with included: Gerald Pike, Frank Lynch, Jim Hunt, Jack Horwood, Bob Noseworthy, Rendall Babb (now Cannon Babb), Andrew Martin and Frank Morris. Other Taylor's that rowed with them were: Jim Taylor (killed in WW2) Hayward Taylor (deceased) Bill Taylor, Bob Taylor, Herbert Taylor (deceased) and Mark Taylor (deceased). Some of their coxswains included: Gene Pike, Eugene Martin, Frank H. Pike, Billy Hunt, Llewellyn Ash, and Billy "Cap" Martin".

When Percy and Henry quit rowing their sons Nelson and Harry continued the tradition. The sons first rowed at the 1954 Regatta when they entered the Juvenile Race. Their fellow team members were Arthur Pike and Ralph Davis and Tom Snow Sr. as their coxswain.

Nelson and Harry won many races together but their most memorable race happened in 1957.

The three-year-old boat the Wasp, which has never won a race in her three years, came out a true winner that day as it won four out of seven races including the championship race. Harry and Nelson took two of the four wins with the Wasp.

They participated in the Fisherman-Laborer race with coxswain Eugene Pike and teammates Hal and Eric Pynn. They rowed the course in 11.15 winning and recording the best time for that day. It was because of this race they went to the championship race with the same boat, coxswain, and crew, they became the 1957 Regatta Champs, with a time of 11:27. Two wins, in the same boat on the same day in a boat known for losing was an excellent accomplishment for Nelson and Harry's crew. Over several years Nelson and Harry have rowed in many races such as Fishermen-Laborer, Intermediate, Mercantile, Inter-Town, Family and Championship. Some fellow oarsmen include: Hayward Shute, Ron Thomey, Jim Harris, William Baker, Eldred Snow, B. Farrell, Rendall and David Pike. Their coxswains were Eugene Pike, Tom Snow Sr., Nick Perry, Gord Williams, George Faulkner, Bert Downing Sr. and William Hunt.

Nelson's son Ted and Harry's sons Scott, Stephen and Doug have rowed in recent Regattas. They are continuing the tradition of their fathers, grandfathers and great grandfathers.



**Shamrock Cup Winners**

*In 1909, this crew won the Shamrock Cup. From left to right: Frank Pynn, Mark Taylor, Hayward Taylor, Jimmy Garland and Percy Taylor.*

## EUGENE PIKE



The Harbour Grace Regatta's history of success is built on the beliefs of men whose energy and dedication have made it endure for over one and one quarter centuries. One man who has shown a tremendous amount of dedication beyond what is expected is the late Mr. Eugene Pike.

Mr. Pike is the man who holds the record for most years as a coxswain at the Harbour Grace Regatta. He was always affectionately known as "Uncle Gene" to all crews, the Regatta committee, and the general public.

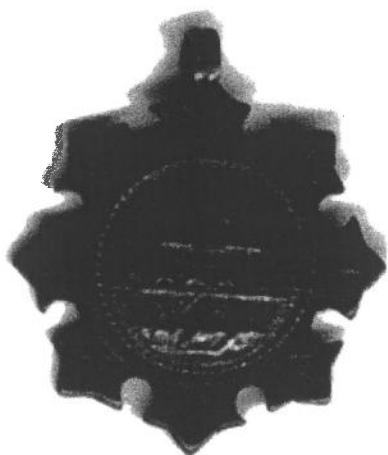
Mr. Pike first became a coxswain in the 1920's and spanned nearly a half-century. His record for steering first, second and third place finishes have never or may never be equaled, particularly his first place finishes. His popularity as a coxswain vastly increased as he became the most sought after coxswain by

numerous crews. You would see Eugene during practice months before the Regatta in on the lake all day long with various crews. As fast as one crew was finished practicing another crew would be waiting and saying "Are you ready to take us out now Uncle Gene?" One thing was for sure, Eugene's popularity and dedication remained very popular.

After over thirty years of being a coxswain Eugene was made an honorary member of the Regatta committee in 1958. The reason was simple. He was honored for his dedication and long, friendly service with the Harbour Grace Regatta. After receiving such a prestigious honor Eugene continued to do what he loved the most and that was to make sure that his crew crossed the finish line in a winning position. Being a coxswain for over 50 years began to take its toll, but Eugene was determined to go out a winner. It was very interesting to note that in his last years as a coxswain, he steered the last four-oared crew, Taylor's Wholesale, to become champions for two consecutive years. Once again victory was recorded as he steered them for first place in a time of

9.08. He made the Taylor's Wholesale crew famous one year before that by dethroning the Williams Brothers after nine years as champions. It was interesting to note that at 72 years of age "Uncle Gene" was the most successful coxswain of that day by recording five of the nine winning crews to the finish line. Eugene stated in 1970, the day of the Regatta " I have been connected with the Regatta for over 50 years but I would have to say this has been one of the happiest ones for me. I was certainly satisfied with the boys in the last race. There was a strong wind out there and had to work hard to win."

Ironically the boat used by the Taylor crew in the championship of 1970 was the Firefly and it marked the first championship for her in nine years. This just goes to show that Eugene can make a winner out of any boat he steered. Sadly, the man who had given his heart and soul to the Regatta for over 50 years, passed away in 1972. "Uncle Gene" will always be remember and forever missed.



*1925 Regatta Medallion*



*1927 Amateur Race Medallion*



## JOE MARTIN WAS STILL NOT READY TO QUIT



August 27, 1893 - August 28, 1967

One of the most watched races at any Regatta on Lady Lake is the All-Comers race. It had almost as much interest as the Championship Race. One of the most popular oarsmen at lakeside each year in the All-Comers race was the late Mr. Joe Martin. He was an active rower for more than 50 years.

At 73 years of age, Joe Martin said at the 1965 Regatta he was going to be back at the 1966 Regatta for another crack at the victory in the All-Comers race, one of the days highlight events in the Annual Harbour Grace Regatta.

Joe was the first name on the entry list for competitors in the All-Comers race, an event which anyone at lakeside is eligible to take part. When Joe hopped into the four-oared whaleboat, one of his friends shouted, "Take er' easy Joe." Back came the reply, "Ah, don't be foolish sure, this is only a short hop today." Back when Joe Martin started rowing, the course was two and a half-miles long. Today it stands at a mile and five eighths.

The boat Joe was in came third in the four boat races. After the race, Joe with a big grin on his face smacked his naked chest and hollered for everyone to hear, "Look not even blowin'."

A crowd estimated at 3000 cheered Joe's boat in the 1964 Regatta. They were disappointed because Joe had settled for a third place finish. A healthy Joe Martin always stole the show as he took part in the Regatta in 1966, the old timer had high hopes for the future and stated: "Hopefully I'm not ready to quit yet. I'll be around for years to come for another try."

Mr. Martin was not only a skilled oarsmen, but he was also a long distance runner. He performed in races in Boston, Ontario and Goose Bay. In Newfoundland, he competed against greats as Ron O'Toole. It is people like Joe Martin who have maintained the tradition and historic values of the historic Harbour Grace Regatta.

*Disclaimer: The material herein was prepared by participants of a Youth Service Canada Grant under the direction of Harbour Grace Tourism. Although every effort has been made to ensure the accuracy of its contents, the Government of Canada assumes no responsibility for the accuracy or reliability of its contents.*

## Humorous Stories

In all sports there are those stories that some people will never forget. Rowing is no exception to this rule and the Regatta has its fair share of unforgettable stories. The following is an account of those stories told by some of those we have interviewed.

During an interview with Mr. Willis Regular of Harbour Grace he took some time to reflect back on the days when he was an avid rower. After reminiscing for a few moments the stories and laughter began. "I remember a time of the Regatta, I'm not sure what race it was but it was to qualify for the championship race and it was really windy. The wind was in from the north and blowing hard. When we tried to turn the buoy we never knew nothing until we were all tangled up in the buoy like you wouldn't believe. By the time we got in it was about 7:00 p.m. in the night and the majority of people had gone home."

Mr. Regular recalled another situation involving another Regatta. "I was standing on the landing of one of the cabins and Ted Ash was standing next to me. He was the gunner and he had the gun tucked under his arm and I never knew nothing until I heard a big bang. When I looked down all I saw was a big hole in the wood right next to my foot. I was so grateful when I saw my foot was still intact."

In our interview with Kathy Tetford we were told how Bud Chafe did a lot to improve the Regatta grounds. The wonderful grass that covers the place was slowly built up by using the sods from local cemeteries when a plot was being prepared. Also, the boat house is insulated by insulation from old refrigerators, stoves, and anything else that was found at the town dump.

Jillian Pynn tells us that when she rowed, about four or five years ago, her pants slowly came down with every pull of the oar. Her coxswain Fred Chafe told her to keep rowing. She was lucky that her underwear matched her outfit.

If there was ever an award for the person who cracked off the most oars, it would go to Jeff Simmons. He was famous for cracking off oars at each race, much to the dismay of his fellow crew members.

## HUMOUROUS ROWING DEFINITIONS

**Back Brace:** Self-explanatory, the medical device used by rookies' rowers after their first few practices.

**Blade Work:** A person's ability to use a knife or other sharp instruments to threaten those late to practice.

**Bow:** A gesture of respect, done by bending at the waist, given by rookie rowers to experienced rowers.

**Bucking The Oar:** Started at a local rowers bar, similar to mechanical bull riding.

**Catch:** Bagging a date with a fellow rower. It is not a flying fish that happens to jump in to the shell.

**Clinker:** A person of either sex that fails to show the natural ability to row.

**Crab:** The person rowing next to you, usually after a night of "bucking the oar" at a local rowers' bar.

**Deck:** What you do to the crab.

**Double:** What two sets of "catches" do.

**Drive:** The means of getting to the Regatta late. It is best done with groups.....groups with beer.

**Endurance Training:** An excuse giving for being at the rowers bar "bucking the oar".

**Handle:** Unsightly, fleshy things that show up on your sides as you lean forward during the stroke.

**Heel Cups:** Used to hold liquid refreshments in the shell.

**Keel:** Short for keel over, which is done after the first few training runs after “bucking the oar”.

**Length In The Water:** The amount of time spent in the water after falling or being pushed overboard.

**Missing Water:** Attempting to row in the Mojave or Sahara.

**Pitch:** Made to the rower next to you during mixed training.

**Pull Through:** What everyone hopes you will do after your first case of hypothermia.

**Rigger:** Short for “rigor mortis”, commonly after coming off the water after practice on a cold November day.

**Thwart:** What is done to most pitches.

## **TRIVIA QUESTIONS**

### **(Answers on following pages)**

1. Who was the founding father of the Regatta?
2. What year was the first Regatta held?
3. What were the ten items which women could win as prizes?
4. In what year were women first required to row the full course?
5. Who donated the 'silver trumpet'?
6. How old was Joe Martin at the 1965 Regatta?
7. What year was the new boat house built?
8. In the 1919 Regatta how many first place finishes did 'the Bessie' obtain?
9. Who did Edward Oke race against in the first challenge race?
10. In the late 1800's how long did the Regatta last?
11. In 1881, what was the estimated number of people who watched the Championship Race?
12. Where did the grass surrounding the lake area come from?
13. Roughly, how many fans were at the 100<sup>th</sup> anniversary Regatta?
14. What type of boat was used for 108 years?
15. Who designed the anniversary medallion?
16. What year did they stop serving 'pork and cabbage'?
17. Who was appointed Governor of Newfoundland in 1886 and then in 1887 became Governor of the Bahamas?
18. Who donated 50 pounds of sterling to the Regatta Committee in 1860?

19. How long was the course in the early days?
20. How long is the course today?
21. Who won the championship race in the 1958 Regatta with a time of 11.45?
22. What was the prize for the first place finish in the Regatta of 1862?
23. Three six oared shells were used for the first time in which Regatta?
24. What were the names of these three six oared shells?
25. In the Regatta of 1897 why were six dories used instead of whale boats?
26. Who built 'the Wasp' in 1955?
27. In the Regatta of 1990 a crew from Harbour Grace became the first to win the championship since 1972?
28. In what year did the first All-Ladies crew including coxswain row in the Regatta?
29. In what year did the Regatta Committee get a boat life for the first time?
30. In what year did the members of the juvenile crew become the youngest crew to win the men's championship?
31. In what year did Eugene Pike become an Honorary Member of the Regatta Committee?

## **TRIVIA ANSWERS**

**(Questions on previous pages)**

1. Edward L. Oke
2. 1859
3. Money, Medals, Trophies, Silverware, China, Crystal, Watches, Vegetables, Groceries, Soft Drinks
4. 1975
5. Edward Phelan
6. 73
7. 1954
8. 7
9. Captain Walsh
10. Thursday – races, Friday – championship, Saturday – cool off and chitchat over the races, Sunday – meditation of the errors made
11. 3000 people
12. Cemeteries
13. 7000
14. Four oared boats
15. Gord Pike
16. 1960
17. Mr. Ambrose Shea
18. The Prince of Wales
19. 2 ½ miles
20. 1 5/8 miles
21. Weasel
22. \$10
23. 1971
24. Four-oared: The Test, The Union, The Hawk, and the Vector  
Six-oared: The Weasel, The Minnie Clyde, The Albert
25. The Whale Boats were in poor condition
26. Mr. Mark Gosse
27. Fred Chafe, Wayne Fitzgerald, Kevin Chafe, Lenney Williams, Clarence Williams, and Lawson Dove
28. 1991
29. 1991
30. 1996
31. 1958