

THE COMPLETE
OARSMAN
R. C. LEHMANN

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THE COMPLETE OARSMAN

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THE COMPLETE MOTORIST

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THE COMPLETE LAWN TENNIS PLAYER

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THE COMPLETE MOUNTAINEER

THE COMPLETE PHOTOGRAPHER

THE COMPLETE COOK



A. Start at Putney.

THE COMPLETE OARSMAN

BY

R. C. LEHMANN

WITH CHAPTERS BY F. S. KELLY,
R. B. ETHERINGTON-SMITH, M.B., F.R.C.S.,
AND W. H. EYRE

WITH FIFTY-NINE ILLUSTRATIONS

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PREFATORY NOTE

I WISH to express my grateful acknowledgments to the following:—

To the Editor of *Fry's Outdoor Magazine* for permission to incorporate in this volume the substance of an article contributed to his magazine ;

To the Leander Club for permission to reproduce two engravings belonging to the Club ;

To the First Trinity Boat Club for permission to photograph the ancient rudder and sculls in the possession of the Club ;

To Messrs. Blackwood and Sons for permission to reprint "The Perfect Oar" from "Crumbs of Pity," published by them ; and

To the Editor of the Rowing Almanack for permission to reproduce in the Appendix the tables of winning crews.

I have endeavoured to illustrate the various movements and positions of the stroke by means of photographs. It was, of course, impossible for me to obtain the services of an eight-oared crew for this purpose, and I have had to confine myself, therefore, chiefly : (1) to photographs of a single individual, and (2) to photographs of a pair-oar, both at rest and in motion.

R. C. L.

May, 1908

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The photographs not otherwise acknowledged have been specially taken for the book by S. J. Beckett, Baker Street, W., under the supervision of the author.

THE COMPLETE OARSMAN

PART I

HISTORICAL AND INTRODUCTORY

CHAPTER I

THE EARLY HISTORY AND DEVELOPMENT OF BOAT-RACING

At Oxford—At Cambridge—In London—Leander Club

MY main object in writing this book is to give such an account of oarsmanship as will enable a reader not only to understand how the sport is organised and pursued, but also to obtain a grasp of the principles on which, in its highest manifestations of skill and endurance, it is based. In other words, I desire to make clear, even to those who may not have been initiated in the exercise, the art and mystery of rowing. I cannot conceal from myself the difficulty of my task, but I do not doubt that it is worth attempting. It is no easy thing to row skilfully or to understand how skill is acquired ; but, on the other hand, the exercise itself is one of the noblest in the world, both in regard to its development of bodily strength and health, and in the lessons of self-restraint and discipline in which its votaries are unconsciously forced to perfect themselves. Indeed, in a college at Oxford or Cambridge rowing does for those who practise it nearly everything that the rules of the authorities propose to do. It makes them live a regular and simple life ; it gets them out of bed early in the morning, and sends them to bed again at ten at night ; it disciplines them, it keeps them healthy, for it makes temperance necessary, and, being essentially a

cheap exercise, it withholds them from extravagance—and all this it does not under the stimulus of penalties framed by the dons, but on a system established and controlled by the very men who submit themselves to it. If I could only add that it forced a man to his books and necessarily made him a brilliant subject for examiners, I should have compiled a fairly complete list of academic virtues. I must content myself with saying that, since the actual time daily spent upon it is short, it gives a man plenty of leisure for reading, and that many men have proved by their subsequent careers that their brains have taken no injury from the sport which gave them sound bodies.

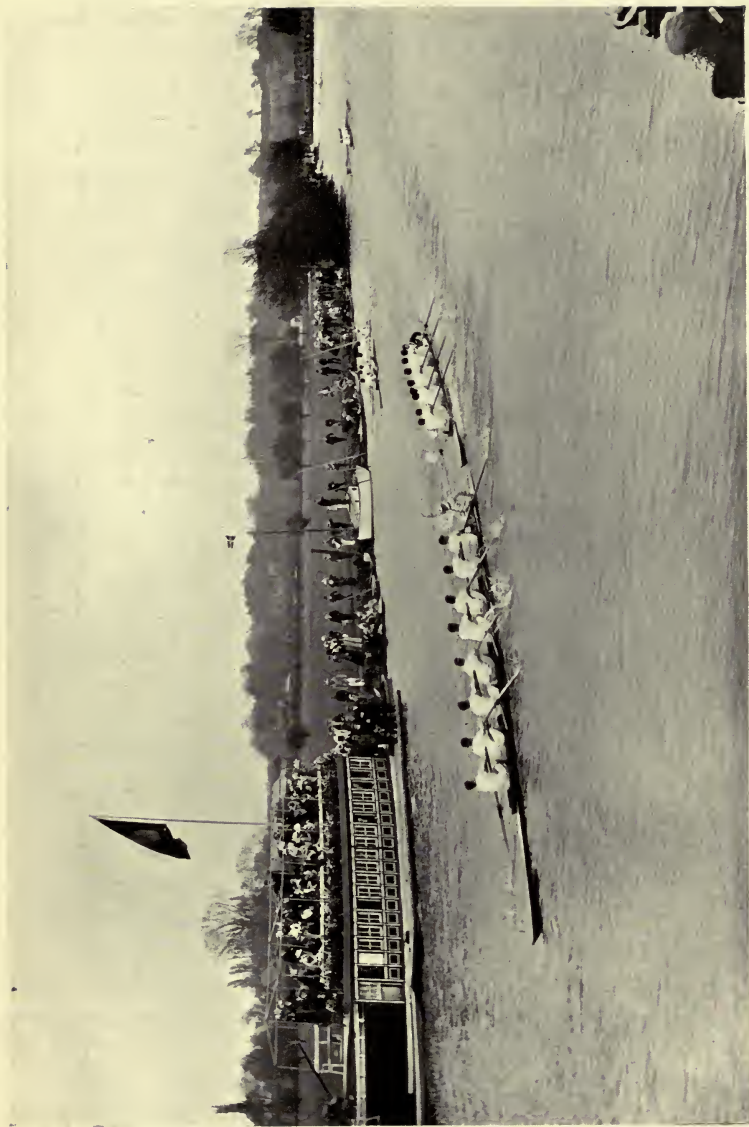
Outside the Universities it cannot be said that rowing, by which I mean skilled rowing in racing boats, is a popular sport in the sense in which cricket and football and even golf are popular. Rowing has never to my knowledge been responsible for such extras of the halfpenny evening papers as are sold by thousands in London during the cricket and football seasons. Every schoolboy plays cricket and football ; only a few schools have in their neighbourhood rivers on which rowing is possible. Moreover—and this is, perhaps, the chief reason why oarsmen are few in comparison to those who play ball games—the science of oarsmanship is a highly technical business, and the learning of it bristles with difficulties. It involves a complicated series of movements which have to be performed not merely with accuracy, but with an accuracy based upon that of others and depending for its due effect upon the harmony that is attained at every recurring stroke with the rest of the men who compose a crew. In other words, a man who rows in a crew cannot hope to gain applause by individualising himself. The cricketer may make his brilliant strokes in his own way, and run up his special century ; the footballer may tackle or kick or pass in his own particular celebrated style ; the golfer may earn praise for his driving or his putting ; but the oarsman who does his work in a crew must be content to subordinate his individuality, to lose even his name and to be converted into a number, and,

while working his utmost, to look for fame, not so much to any striking eminence of his own, as to the reflected glory that comes to him as one member of a successful crew. And in order to reach such a standard of knowledge and dexterity as will enable him to compete in a racing boat, he must go through long and weary preliminary stages of drill and instruction, while his fellows who play ball games are enjoying themselves in fields of comparatively unrestricted freedom. It has come about, therefore, that rowing, though at Oxford and Cambridge it still maintains its ancient pre-eminence among the outdoor sports suitable to healthy and vigorous youth, is not a "popular" exercise. I must not, however, omit to mention one great advantage conferred upon rowing by this lack of "popularity." Of all our great sports none is, I think, so completely free from the sordid taint of professionalism and money-making. Its amateur standard is high, and there is no difficulty in maintaining it.

Like most other British institutions, the sport of rowing has had a hap-hazard development. It did not spring fully equipped with rules, and an organisation from the head of some river-god ; it grew slowly from insignificant origins, and fitted itself as it went along with all that was required for its immediate purposes. Its birth is not exactly "wrapped up in a mistry," but it is difficult to indicate with any accuracy the date when it ceased to be merely an uncompetitive pastime, and was converted into something like the sport that we now possess. For a full account of the history of boat-racing at Oxford I cannot do better than refer my readers to the Rev. W. E. Sherwood's excellent book on "Oxford Rowing" (Henry Frowde, 1900). I may briefly summarise the results of his investigations. Long before races were thought of there was plenty of boating at Oxford. The earliest record (and this is not official) of college rowing on the Isis takes us back to 1815, by which time, it may be supposed, college boat clubs must have been in existence. In those days the boats—very broad craft in which the oarsmen sat, with a gangway down the centre of the boat—were penned together

in Iffley Lock. They scrambled out as best they might. The stroke of the head-boat stood on the gangway, shoved his ship out with a boat-hook, and then, running along the gang-plank, dropped into his seat and began to row. The other boats followed in order, and so they raced away to Folly Bridge. This system continued until 1825, when a change was made, and the boats started, as now, above the lock, but only fifty feet apart. From this year on there exist charts of the races and a list of head-boats; but it is not until 1831 that we have an official record in the Treasurer's book of the Exeter College Boat Club. The Oxford University Boat Club was formed in 1839, ten years after an Oxford crew—how selected it is impossible to say—had raced and beaten a Cambridge crew at Henley.

With regard to Cambridge we may also, I think, assume that organised racing was preceded by many years of casual boating. Mr. Sherwood states (p. 5) that "they started in 1826 with but two eights, Lady Margaret and Trinity." It is true that there are no records earlier than this year—indeed the earliest chart that I have been able to discover is that of 1827, hanging in the captain's room at the First Trinity boathouse. This bears the names of six boats—a ten-oar and an eight-oar from Trinity, an eight-oar from St. John's, and six-oars from Jesus, Caius, and Trinity (Westminster). It is not, however, unreasonable to believe that some kind of college racing, unrecorded, just as the earliest racing at Oxford was, must have been in existence before this. These were not the regular bumping races that we now have, but were brought about in a very casual manner. Dean Merivale, who had rowed No. 4 in the first Cambridge crew against Oxford in 1829, in his speech at the University Boat-race Commemoration Dinner of 1881, gave his recollections of the early days. "Boating and boat-racing," he said, "were then but as a thing of yesterday with us. In the summer of 1826, just before I came into residence, there were only two eight-oars on our water, a Trinity boat and a Johnian, and the only idea of encounter they had was that each should go, as it were



A BUMP IN THE EIGHTS AT OXFORD



A BUMP IN THE MAY RACES AT CAMBRIDGE

casually, down stream and lie in wait, one of them, I believe, sounding a bugle to intimate its whereabouts, when the other coming up would give chase with as much animation as might be expected when there were no patrons of the sport or spectators of the race. In the year 1827 this flotilla was increased by the accession of a Trinity ten-oar, a stately vessel which had been already known at Eton as the *Britannia*, and of two or three six-oars from other colleges, and then the regular racing began, to be continued ever after. In the third year, 1828, most of the colleges manned their eights, and we warmed to our work. *Rapit ardor eundi*. In 1829 we aspired to compete with Oxford."

The earliest college book I have seen is one belonging to the First Trinity Boat Club. At one end of it are inscribed "The Laws of the Monarch Boat Club," with a list of members from 1826 to 1829. At the other end is a list of members of the Trinity Boat Club, with minutes of meetings and descriptions of races, from 1829 to 1834. The earlier boat club was by its laws limited to members of Trinity College, and I am entitled to assume that from it the First Trinity Boat Club originated. The first minute-book of the Cambridge University Boat Club bears date 1828, eleven years anterior to the foundation of the Oxford Club. By that year, therefore, the college boat clubs must have become sufficiently important to require the establishment of a University club which should combine them all for the purpose of regulating their races with one another. It was the University Boat Club Committee which, at a meeting held on February 20, 1829, first proposed a race against Oxford; and it was at a general meeting of the club on March 12 of the same year that the terms of the challenge which was to be sent to Oxford, and posted in Mr. Stephen Davis's barge, were decided on. Whatever may have been the character of the earliest boat-racing at Cambridge, I believe that from 1827, at any rate, it was carried on in much the same way as at present. Differences, of course, there were. It appears that about nine races were rowed in the course of one month of the term on certain days which had

been previously fixed. The course, too, was different. Crews started from the Chesterton Locks, which were situated a little below the place where we now have Charon's Ferry. They did not begin racing] until they had passed a bumping-post fixed a little above the corner where the big horse-grind plies, and they continued on until they finished at the Jesus Locks, which then stood where the Caius boathouse now stands. When the Chesterton Locks were abolished in 1837, in spite of the strenuous opposition of rowing men, the present course from Baitsbite was adopted for the races.

If we now turn to the tideway of the Thames, and make our investigations there, I fear they will not carry us any further back beyond the point we have already reached at Oxford. We know, indeed, that for nearly two hundred years the jolly young watermen have been sculling their races, for Mr. Thomas Doggett, who is described as a famous comedian, in 1715 gave a livery and a badge to be raced for by these gentlemen. The race for Doggett's coat and badge is still an annual event, and from 1716 onwards the names of the winners are on record. With regard to amateurs, we may assume, too, as we have already assumed in the case of Oxford and Cambridge, that they must have been organised into clubs and have rowed races against one another for some years—though not, perhaps, for very many—before the actual records begin. In the early years of the last century the minds of men were occupied with sterner things than boat-clubs and boat-races. After the battle of Waterloo they began to have more leisure.

The oldest existing society devoted to aquatics is the Leander Club. Strange, however, as it may appear, there is no record of the foundation of this great rowing club, and the exact date of that event must for ever remain unknown. No club-books relating to that early period are in the possession of the secretary, and, though endeavours were made from time to time to tap the memory of veterans, they were uniformly unsuccessful, except in so far as they tended to establish, as an approximate date, some year in the period

between 1815 and 1820. Let me put together as briefly as possible all the available evidence bearing on this point.

Some fifty years ago silver challenge cups for a pair-oared race and a sculling race were presented to the club by Mr. C. Goolden and Mr. (afterwards Sir Patrick) Colquhoun, the donor of the sculling prize that still bears his name at Cambridge. On these cups are engraved the arms of the club, on which are quartered a star and an arrow. Now, it is confidently believed, and tradition has always declared, that there existed early in the century two clubs of repute, named "The Star" and "The Arrow," and it has been inferred that the Leander Club arose from the ashes of these two, or embodied their members when it was established. Mr. H. T. Steward, the President of Leander, tells me, however, that he himself (and on matters of rowing history he is unquestionably the greatest living authority) has never been able to prove this inference, and that he could never get either Sir Patrick or Mr. Goolden, though he often questioned them, to state what was their authority for the coat of arms. From this it might appear possible, therefore, that the two clubs, "The Star" and "The Arrow," never had any real existence, but were invented by some mythopœic Leander man in order to give substance to his account of Leander's origin. I am assured, however, by Mr. H. T. Steward, who had the statement from his father, that two clubs of these names did actually exist early in the last century.

Let us come to something more solid. It is quite certain that at the time when rowing began to be an important matter at the Universities Leander had already become prominent. In 1828 a Leander eight beat a Christ Church, Oxford, eight in a match for £200 from Westminster to Putney, and in 1831 an eight of the same club defeated Oxford in a match for £200 a side from Hambledon Lock to Henley Bridge. In 1837, Cambridge, having failed to arrange a race with Oxford, challenged Leander, and beat them in a race from Westminster to Putney. In the account of this race given in *Bell's Life* it is stated that the Leander

Club had been in existence for eighteen or nineteen years, and that by its rules it was limited to twenty-five members. If, then, *Bell's Life* is to be trusted, we may place the foundation of the club in 1818 or 1819. This, however, is the only trace of anything approaching to contemporary evidence. I may add to it a statement by Mr. H. T. Steward made in a letter to me in 1905: "W. N. Nicholson," he writes, "who rowed in the Cambridge boat in this race (1837), could not tell me anything about the date of the club's foundation; neither could Patrick Colquhoun, who was admitted to the Temple in 1834, rowed for the Wingfields in 1836, and won them in 1837. He must have been a good deal connected with the Thames and rowing in those days, and he had, moreover, been at Westminster School. Shepherd and Layton, who rowed in the Leander crew in this 1837 race, and with both of whom I was very intimate, could never tell me anything about the origin and date of the club. Several men who belonged to 'The Shark' (which very early in the century was a prominent club), and who, if they were alive now, would be about one hundred and twenty years old, told me, some fifty years ago, when I asked them about the Leander Club, that it was not going in their day, which, I concluded at the time, ended about 1815. Another, an old Cambridge man, who came to London after leaving Cambridge in the year 1820, when he joined the 'Funny Club' (all scullers), told me that the Leander Club was very strong then. From this I concluded that the Leander Club must have been started between 1815 and 1820, and this is borne out by the reference to the club in the *Bell's Life* account of the 1837 race."

Beyond this approximation it is, I am afraid, impossible to go.

We can now summarise the results we have reached.

1. Before the year 1815 there existed in London an amateur rowing club, "The Shark," from which, since it is described as "prominent," we may infer the existence of other rowing clubs.

2. The Leander Club was founded between 1815 and 1820, probably in 1818 or 1819.

3. College boat-racing was in existence at Oxford in 1815, and probably some years before that.

4. College boat-racing was in existence at Cambridge in 1826, and probably for a year or two before that.

We may add to this that, according to Mr. Sherwood, "it was at Eton that eight-oared rowing had its beginning; at any rate," he continues, "in 1811 we find the school possessed of a ten-oared boat, three eights, and two six-oars; and it was probably from Eton that eights first found their way to Oxford." It is not stated whether these boats at Eton were used for racing or merely for casual exercise. I surmise, however, that races must have taken place in them from time to time.

The records of Westminster School aquatics go back to 1813, when the school owned one boat, a six-oar, but there is no mention of a race until 1816, in which year the boys in their six-oar "beat the Temple six-oared boat (Mr. Church stroke) in a race from Johnson's Dock to Westminster Bridge by half a boat, the latter boat having been beat before."

CHAPTER II

THE EMANCIPATION OF THE AMATEUR

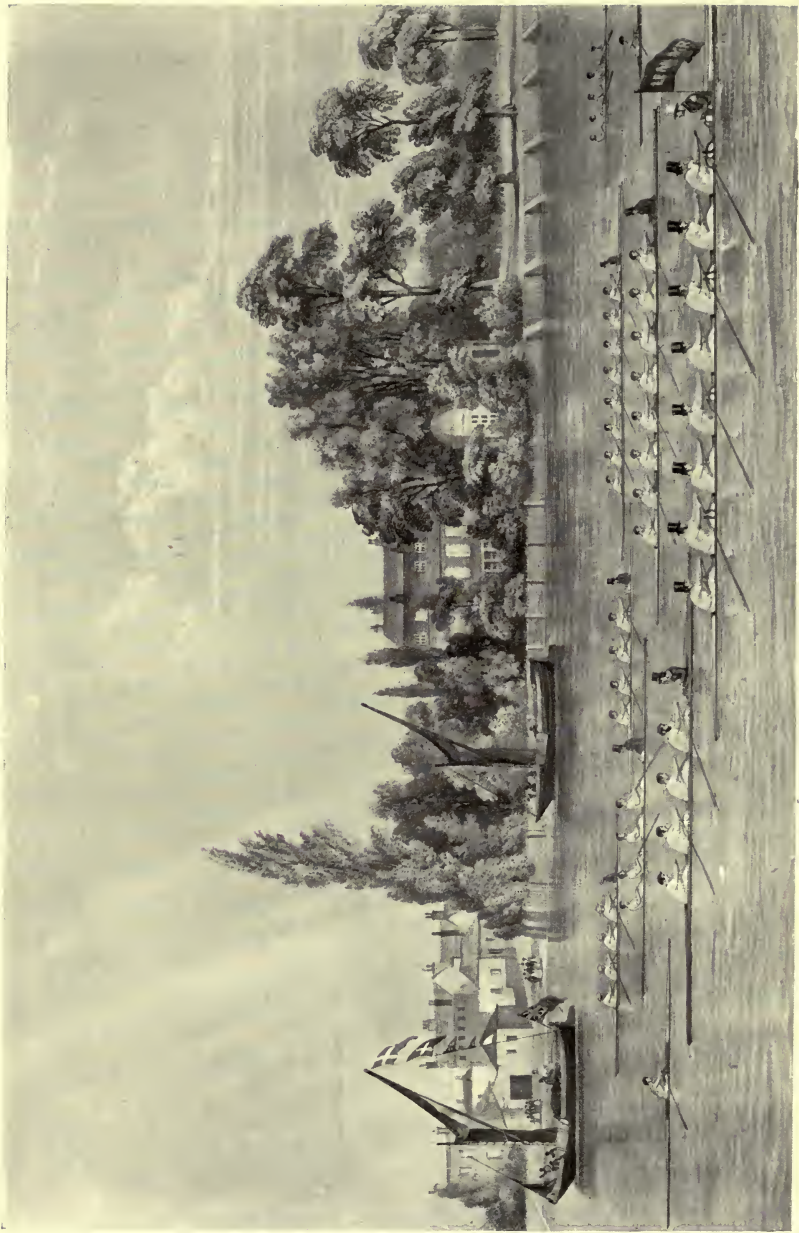
Early Professional Assistance—Tom Egan's View—The Two Universities and Amateurism

ROWING men of the present day, who know little of professional watermanship, for the very good reason that, apart from a very small number of professional scullers, it has no existence, may find it difficult to realise that when amateur oarsmanship had its insignificant beginnings there was a very large class of professional watermen who earned their living, not, indeed, by rowing races for big stakes, but by plying for hire on the Thames in their wherries. The advice of men of their class, living as they did upon the water, was naturally sought by the amateurs, and for many years, in London at least, the professional exercised a great influence as trainer or coxswain or trusted adviser upon the gentlemen who followed the sport. The Leander Club, for instance, used to be steered by James Parish, and there is on the walls of the club-house at Henley an old print of this famous waterman, on which he is described as "seventeen years coxswain to the Leander Club." He is arrayed in white stockings, knee-breeches (green plush was, I believe, the material), and a full-skirted "Brummagem" coat with a high velvet collar and shoulder-badges. A double-breasted waistcoat with heavy flaps and many buttons, and a tall white-silk hat, which he is carrying in his hand, complete this elaborate costume. I may mention parenthetically that the costume of the oarsmen would, to our eyes, have been no less remarkable than that of their coxswain. "There has always been," writes Mr. Sherwood, in the book to which I have already referred,



JAMES PARISH

SEVENTEEN YEARS' COXSWAIN TO THE LEANDER CLUB



THE GREAT RACE

BETWEEN ROBERT COOMBS AND CHARLES CAMPBELL FOR THE CHAMPIONSHIP OF THE THAMES ON THE 19TH OF AUGUST, 1864

“a tradition that the early races [at Oxford] were rowed in top hats. Fortunately, that tradition has been confirmed by a lady, who is still alive, the sister of J. Swainson, who came up to St. John’s in 1815, and rowed in his College boat soon after. We hoped to get more information from this lady, and travelled some five hundred miles to see her, but she was afraid of being carried away by her ‘girlish enthusiasm,’ and would commit herself to no definite statement beyond the high hat.” Whatever may have been the case on the Isis, it is quite certain that the top hat continued to be a part of an amateur oarsman’s costume for many years after the date fixed by Mr. Sherwood’s interview with Mr. Swainson’s sister. The Leander Club possesses an old print, representing the race for the championship of the Thames, between Bob Coombes and Charles Campbell, in 1846. The view is taken below Hammersmith Bridge, but Coombes has already gained a lead of four or five lengths. Immediately following him come four four-oars and then three eights abreast (all of them well ahead of the unfortunate Campbell), and conspicuous amongst these, on the Surrey side, with a large flag flaunting behind the coxswain’s seat, is the eight-oared cutter of the Leander Club, manned by a crew, every one of whom sports a black top hat. The coxswain’s hat is also a tall one, but it is white. The heads of the other crews are bare, but their coxswains, too, are in top hats. From the special insistence of the artist on the head-gear of the Leander men, we may perhaps infer that at this date the hat, though it was still *de rigueur* amongst coxswains, was not generally worn by oarsmen—was, in fact, a special little piece of Leander “swagger.”

Let me resume the consideration of the question of professional assistance to amateurs. Even in very early days it had become a vexed question. The controversy raged at Oxford in 1823, and, as a consequence, there were no “eights” in that year. “At the same time,” says Mr. Sherwood, “several eights were manned, Christ Church refusing to put on because Stephen Davis, the boat-builder,

rowed for Brasenose and Isaac King in the Jesus boat." The Christ Church men used to run on the bank alongside the Brasenose boat, shouting, "No hired watermen." After this year, however, watermen ceased to row in the races.

For many years after this, however, professional coxswains continued to exercise a large amount of authority over the rowing of amateurs, not on the Isis or the Cam, but on Metropolitan and other waters. In the Leander *v.* Oxford match from Hambledon Lock to Henley Bridge in 1831—it was a match, by the way, for £200 a side—Leander were steered by W. Noulton, a well-known professional of those days, while the Oxford coxswain was a boy named George West, who afterwards became boatman to the O.U.B.C. Noulton seems to have had a good deal to do with the Leander victory. *Bell's Life* describes how "the Oxonians, finding they were losing ground, made a desperate effort, and succeeded in coming within a painter's length. . . . Noulton seeing this (*i.e.* the imminent collapse of one member of the Leander crew), and fearing the consequence, observing the Oxford gentlemen fast approaching them, said that 'if the Leanders* did not give it her it would be all up with them.' They did give it her, and the consequence was they became victorious by about two boat-lengths. The exertions at the conclusion of the contest," it adds, "became lamentably apparent. Captain Shaw fainted and had to be carried ashore. Mr. Bayford was obliged to retire to bed instantly, so was also one of the Oxford gentlemen." The victors, however, had their reward, in addition to the £200 won in hard cash. The race was rowed on a Saturday. "The London gentlemen rowed to town on Tuesday, and were greeted on their way with cheering and cannon. On arriving at Searle's a *feu-de-joie* was fired." It reads like a salutation to the victors in the final of the Association Cup.

In 1837 followed the Leander race against Cambridge,

* At this time, and, in fact, up to 1858, the Leander Club was composed exclusively of Londoners, and had no connection with the two Universities.

from Westminster to Putney, which was won by Cambridge by seven seconds in the teeth of odds of seven to four offered on Leander. The Rev. W. F. Macmichael in his "History of the Boat-race" (Deighton, Bell, 1870), in speaking of this race, says: "It was agreed at the wish of Leander that the coxswains should be watermen. At this period it was the custom on the London water to allow 'fouling,' that is, to let one boat impede the other whenever it chose and was able to do so. This of course made the office of coxswain one of far greater importance than it is now; and at this time there were two London watermen, Parish and Noulton, who were celebrated rivals in this part of a coxswain's work. As, however, the object of the Cambridge men in challenging was to discover which crew was best they made it an express stipulation that no fouling was to be lawful." In the following year a return match was rowed between the two clubs on the same terms as before, and with the same coxswains. It resulted, however, in a series of fouls, and, though Leander came in first, the umpire decided it was "no match." I have no doubt that this unfortunate result must have strengthened the University men in their determination to keep clear of professionals. I note that in 1840 they believed that they had asserted the principles of amateurism as against professionals beyond all cavil. Already in the previous year Mr. J. C. Selwyn, the Cambridge umpire in the race against Oxford, had said that the true way to make the umpire's office unnecessary was to allow no waterman to have anything to do with the matches, but to leave it all to gentlemen. He did not wish, he added, to say a word against watermen, but watermen's ways were not their ways, or watermen's notions their notions. In 1840 Mr. Selwyn returned to the charge in his speech after the boat-race dinner. He congratulated the members of the Universities on the gentlemanly and generous spirit in which their match had been conducted. The principles, he said, which they always maintained were—first, that gentlemen should steer; second (which follows from the first), that fouling should be abolished;

and last, not least, that victory should be its own reward. These principles were now established, and this was a triumph in which all present might share. So far Mr. Selwyn, who doubtless had great reason for speaking so confidently. Not only did these principles seem to be accepted by the two University clubs, but in the previous year there had been established at Henley a regatta, the committee of which had laid down the following, amongst other rules, for its conduct: "That every boat shall be steered by an amateur member of the Club or Clubs entering for the Cup," and "that no fouling be permitted."

Unfortunately Mr. Selwyn's exultation was a little premature. It was Cambridge that fell away from the standard of excellence he had laid down. Although she had in Mr. T. S. Egan a member of no common skill and experience, ready and willing to help her, she preferred in 1849 to entrust the management and control of her crew to Robert Coombes, the celebrated professional sculler. If we may believe a letter that appeared in *Bell's Life*, the foul that marred the second boat-race in 1849 was in a large measure attributable to the instructions given by Coombes to the Cambridge coxswain. This professionalising on the part of Cambridge led to a breach between the C.U.B.C. and Mr. Egan, and in 1852, being then on a visit to Oxford, he offered his services as coach to the dark Blues. The offer was accepted, and the Oxford crew, one of the finest ever put on the water by the O.U.B.C., won the race against Cambridge by six lengths. In a letter which afterwards appeared in *Bell's Life*, Mr. Egan defended his conduct in thus helping the opponents of his own University. He puts the case for pure amateurism so forcibly and well that I am impelled to set out an extract from his eloquent plea—

"Our feeling," he writes, "has always been that our favourite science, rowing, ought to be the first object of our love; that the great object to be pursued, the chief end of these great contests, is to exhibit to the world rowing in perfection; whatever, therefore, tended to lower style in

rowing, or to diminish aught of the beauty and polish of the perfect eight-oar was to be resisted and condemned. Hence it follows that if at any time one's own University departed from its old, tried, and acknowledged principles of gentlemen's rowing, and took up another system prejudicial to the interests of rowing, one's higher and nearer allegiance to rowing itself should overrule the secondary duty and subordinate tie by which one was bound to the University. And now, having the opportunity afforded me, I make public statement of my belief—and my experience in rowing, especially in training crews, entitles me to make it—that the Universities did neither wisely nor well in ever allowing watermen to touch the yoke-lines of their match-boats. My conviction is that rowing has suffered from their interference; and, to speak more definitely, eight-oar rowing necessarily declines from its high perfection in the hands of a waterman. I never saw a crew trained by one which exhibited that entire uniformity and machine-like regularity of performance for which the eye looks at once in a University crew, and which is the glory and delight of the oarsman. We ought to be able to point to our match crews, and challenge the world to produce anything so uniform in motion, so polished in form, at once so speedy and so graceful, as one of these picked eights of the gentle blood of England. I speak not of mere lack of bodily training, endurance of fatigue, etc., but of those higher excellences which we have a right to look for in these crews, those highest beauties which we used to see year by year developed in them. Holding this belief, therefore, and being strengthened in my convictions by every successive appearance of the system in practice, I have felt that injury was done to rowing, whether by Cambridge or Oxford was not the question—injury was done; it ought and must be checked as far as possible. That school of rowing which reverted back to the principle of gentleman's rowing was the one to be supported, whether at Oxford or Cambridge. To support that would be to bear public testimony to the merit of that school, and to make its crew victorious would add another proof to the many foregoing

that the old hereditary way of training crews was the good, the right, the true, and the certainly successful way." *

To these knightly words every amateur of the present will most heartily say Amen. They represent with complete accuracy the principles by which we endeavour to guide ourselves in the sport we love. They appear to have had an entirely satisfactory effect at the time they were written. Cambridge reverted to better methods, the quarrel between them and Tom Egan was made up, and in 1854 he was not only put in charge of the Cambridge crew, but was actually made President of the C.U.B.C., though he had taken his degree so far back as 1839. Since that time there has been no professional control or coaching of University eights.† For the college eight-oared races coaching by watermen has for many years been prohibited by rule at both Universities. The Oxford rule was passed originally in 1841, and now stands on the books in this form: "That no crew be allowed to start in the races which shall have employed any waterman in the capacity of coach or trainer within three weeks of the first race." The rule, we learn from Mr. Sherwood, was suspended in 1871 on account of the difficulty experienced by small colleges in finding amateur coaches, but it was restored in 1874. It extends to fours and pairs and scullers. At

* It must not be supposed that Oxford had always been guiltless in this matter. They had been trained by professionals in 1839, 1840, 1841, and 1846.

† Perhaps, however, I ought to qualify this statement. In 1857, when keel-less boats were first used by the two University crews, Oxford employed Mat Taylor, the inventor of the boat. The Oxford book, quoted by Macmichael, says: "Taylor himself steered us during our training, *not to instruct Oxford in the art of rowing*, but to show us the proper way to send his boat along as quickly as possible." The distinction, as Macmichael points out, is not easily grasped. The Cambridge book for the same year says that "Oxford . . . began their training a week before Cambridge under the guidance of the wily Matthew, who was with them up to the day of the race"; and the *Field*, in commenting on the 1858 race, which Oxford lost, remarks, "Last year the Oxford crew were trained by Matthew Taylor, of Ouseburn, near Newcastle," and proceeds to wonder why an amateur coach was substituted for him in 1858, since, though "*ceteris paribus*, the amateur has the best of the argument . . . in our opinion, and as far as we know Matthew Taylor has no equal amongst amateurs." The passage from the Oxford book at any rate shows that the Oxford President felt that some justification for the employment of a professional was necessary.

Cambridge, curiously enough the rule stands in a permissive and not in a prohibitive form. It enacts "that watermen be allowed to coach members of college boats in tub pairs only till within a fortnight of the first day of the races." In practice, however, it is almost universally construed in a prohibitive sense, and waterman-coaching even in tub pairs is very rarely seen. At both Universities there exists a general system of inter-collegiate coaching, the strong clubs lending their help to the weaker ones. Outside the Universities professional coaching continued sporadically—the Kingston R.C. eight, in which I rowed at Henley in 1880, was coached, I remember, by old Joe Sadler, not greatly to its advantage—but it has now completely died out in this country. The recent rule of the Henley Stewards not to allow professional coaching of crews entered for their Regatta only confirmed a decision which every amateur club had laid down for itself long before. I hope the time is not far distant when all amateurs in every country will realise that, since rowing is a recreation and not a business, it ought to be controlled only by those who pursue it for pleasure, and not by those who make money out of it. The real thing, after all is said and done, is the game itself—that and the spirit in which it is played. Compared to that, victory or defeat in any particular race is but a trifle.

CHAPTER III

THE EVOLUTION OF THE RACING SHIP AND ITS OARS

Paracelsus—Early Racing Boats—Outriggers—Keelless boats

AS oarsmanship increased in importance and in the number of its votaries the opportunities for winning distinction by its exercise grew more numerous. We have seen how the College races at Oxford and Cambridge developed from casual beginnings. In 1829 was rowed the first match between the two Universities, and henceforward, at first intermittently, but from 1856 annually, the two clubs have contended against one another on the Thames. In 1839 Henley Regatta was established. It began in a small way with only two events, the Grand Challenge Cup for eights and the Town Cup for fours, and though the competitors for the open event were at the outset drawn exclusively from the Universities (Brasenose, Wadham, and the Etonian Club from Oxford, and First Trinity, the winners, from Cambridge), it soon began to attract other clubs, both from the metropolis and the provinces. The keen competition thus engendered raised the standard of oarsmanship throughout the country. The University Clubs and the rest of them might be matchless in their own localities, but at Henley they always ran the risk of finding themselves defeated, and having a lesson taught to them by some less celebrated competitor on the possession of whose scalp they had confidently reckoned. I do not suppose that the College crews entered at Henley in 1856 can have imagined that the Chester crew, who flopped along in the first keelless boat, were going to defeat them. They did, however; and in the following year keelless boats were universally used. I can imagine, too, how profoundly surprised the two University Clubs must have been when the

London Rowing Club appeared and won at Henley in 1857, and in 1859 beat them both. As Mr. Woodgate says in his Badminton book, "the foundation of the London Rowing Club did more to raise the standard of amateur rowing than anything in modern times." We may be certain that it was to the existence of Henley Regatta and the consequent chance of meeting and defeating the Universities that the foundation of this great club and the early skill of its members were in no small measure due.

Other regattas soon followed Henley. The Thames Regatta, with its famous Gold Cup, flourished from 1843 to 1849; and there were regattas at Erith and at Liverpool, at which the Leander Club competed and was victorious between the years 1845 and 1855. The Metropolitan Regatta started its career in 1866, and still flourishes between Putney and Hammersmith. Now every reach on the Thames and every rowing centre throughout England—to say nothing of Ireland's numerous clubs—have their regatta every year. And in every European country, as in America, great clubs have sprung up and follow the sport with enthusiasm. Have we not seen the Grand Challenge Cup carried off to Belgium in 1906 and 1907?

As rowing thus became more widely spread, and as competition grew in keenness, the quality of the craft in which races were rowed gradually improved. The earliest racing eights, with their gang-planks and their great breadth of beam, cannot have been far removed from those of which Paracelsus sings—

"Over the sea our galleys went,
With cleaving prows in order brave,
To a speeding wind and a bounding wave,
A gallant armament:
Each bark built out of a forest tree,
Left leafy and rough as first it grew,
And nailed all over the gaping sides,
Within and without with black bull-hides,
Seethed in fat and supplied in flame,
To bear the playful billows' game:
So each good ship was rude to see,
Rude and bare to the outward view."

A glance at the frontispiece to Mr. Sherwood's book, in which is depicted an eight-oar of the year 1817, will show how "rude and bare to the outward view" was the racing boat of those distant days. The races at Oxford ceased to start in the Lock in 1825, but it was not until 1838 apparently that the gang-plank was abandoned for eights, and not until after 1842 for fours. For many years, in any case, the boats remained very rough in construction and appearance, as we may see from illustrations of boats in 1831, 1833, and 1839 given by Mr. Sherwood—though it must be admitted that there is a distinct difference in smartness and the promise of speed between the look of the eights of 1833 and that of their successors in 1839. *Bell's Life*, in describing the 1839 race between Oxford and Cambridge, says:—"The Oxonian boat was built by King, of Oxford. She was 52 feet long, beautifully constructed and tastefully—nay, splendidly—'turned out.' She was painted white and blue, and pricked with gold, having the arms of the University emblazoned on the rudder, with the words 'Dominus Illuminatio Mea.' She was named the *Isis*, and numbers of persons went to Roberts's boathouse [at Westminster] to look at her. For the Cantabs, Messrs. Searle, of Stangate, built a new boat, but they had not sufficient time to complete her painting, and she had to be launched with only a priming coat of lilac inside. Both boats seem to have been models of perfect construction, and, as oak cutters, had perhaps never been surpassed in lightness." Two years afterwards we learn from the same authority that "both boats were built by Messrs. Searle, and were exactly alike in length (52 feet 7 inches), breadth, weight, and model, the only difference being that the Oxonians had their boat carvel built, viz. the edges of the planks being so brought together as to rest on one another, thus giving a perfectly smooth surface outside; whilst the Cambridge boat was constructed on the old clinker-built plan, *i.e.* with the planks overlapping each other."

The first revolutionary alteration in the construction of boats was the attachment of outriggers to their sides. This

new method permitted a considerable reduction in beam, and consequently in the dead weight of the craft. The innovation was generally used at Oxford in 1846, but, as I have already pointed out in a former book,* it had been creeping in during the three previous years. In 1843 the University College Eight, stroked by Fletcher Menzies, was fitted with outriggers at stroke and bow, and the bump by which it displaced Oriel from the headship of the river was generally ascribed to the use of the new invention. In 1845 the Oxford president's book, quoted by Mr. Sherwood, records that, "for the Cambridge gentlemen" (I pause to notice the almost startling politeness of the reference) "a boat had been prepared by Messrs. Slade, termed an 'outrigger,' on a new principle introduced by the Claspers of Newcastle, being 60 feet long and only 2 feet 10 inches wide." It is added that they thought it unsafe to row in her with so little practice. It is plain, therefore, that the beam had been greatly reduced. In 1846 both the University crews used outriggers.†

The year 1856 is memorable in aquatic history for the introduction of keelless boats, and from this year the rise of the modern style of racing boat may be dated. The first boat of this kind was built by the celebrated Mat Taylor, a ship's carpenter of Newcastle, for the Chester Rowing Club, who took her to Henley, and won the Grand in her. In the following year these boats were used for the

* "Rowing" (The Isthmian Library).

† Outriggers were used on a sculling boat at Henley in 1845. Mr. T. B. Bumpsted—he is still, fortunately, alive amongst us—had won the Diamonds in 1844. In 1845 he again entered, his craft being a wager-wherry. In the second heat he was defeated by Mr. J. W. Conant, who sculled in an outrigger. *Bell's Life* thus describes the race:—"In a few strokes Mr. Conant led by over a length, showing in an extraordinary manner the superiority of the outriggering boat over the others, for such an advantage could not be accounted for in any other way." Mr. Conant, however, came in last in the final heat, and the other two competitors do not appear—though this is nowhere definitely stated as a fact—to have used outriggers. "The result," says one account, "disappointed the expectations of many, as Mr. Conant in his outrigger had been looked upon as the likely winner." See Mr. H. T. Steward's "Records of Henley Royal Regatta."

University boat-race. The Oxford boat (a Mat Taylor) is described as being 55 feet long, and 25 inches broad, and as "quite eclipsing in speed all boats turned out of late years by Searle, or any Southern builder." Undoubtedly she must have been a great change from the boats built by Searle for the two University crews in 1854. These were 65 feet long, the greatest measurement I have found recorded for any racing boat. In very recent years, however, a length of 63 feet has more than once been attained. There is, in Mr. Sherwood's book, a picture of the first keelless eight introduced into Oxford—Exeter College bought her in 1856, and went head in her in 1857—and from this it may be seen that, in general appearance, this boat closely resembled the racing eights we now use.

One more radical change, however, remains to be recorded, viz. the introduction of sliding seats. Sliding had actually been practised by professionals, and even by some amateurs for a considerable time before the movable seat was invented. As I have already recorded in my "Isthmian" book, Mr. R. H. Labat informed me that so far back as 1870 he and his colleagues of the Dublin University Rowing Club fitted their rowing trousers with leather, greased their thwarts, and so slid on them. It was in America that the sliding seat was invented, and in the autumn of 1871 it was introduced into England by a crew of Tyne-Side professionals, who had rowed races in America in the summer of that year. In 1872, the London Rowing Club Four used such seats in their June race against the Atalanta Club, of New York, and in the Henley Regatta of that year all the London Rowing Club boats, as well as many of the other competing boats, were fitted with the new invention. In 1873, both the University crews adopted it, and the race was won in record time. Since that time, the changes in construction have been few and insignificant. The early slides had a "play" of 9 inches, coming up to within 5 or 4 inches of the "work," *i.e.* from a line drawn from the rowing thole straight across the boat. In 1885 long slides began to come into use, and soon



RUDDERS ANCIENT AND MODERN

RUDDER OF "THE BLACK PRINCE," THE FIRST TRINITY RACING EIGHT OF 1835;
AND RUDDER OF A RACING EIGHT OF THE PRESENT DAY



SCULLS ANCIENT AND MODERN

THE SQUARE-LOOMED SCULL IS ONE OF THOSE USED BY W. MAULF, FIRST TRINITY, WHEN HE WON THE DIAMOND SCULLS AT HENLEY IN 1847. THE OTHER IS A SCULL OF THE PRESENT DAY

afterwards they were universally adopted, the "play" being increased to 15 or 16 inches, and the slide being brought to a point level with the "work." Swivel rowlocks were imported from America in 1876, and I myself rowed with one in the following year. To scullers they are indispensable; but, though many foreign crews (not, however, the Germans) use them, and some English crews have experimented with them, it cannot be said that, in the opinion of the best judges amongst English rowing men, they have hitherto approved themselves as possessing sufficient advantages (at any rate in eights) to counterbalance their obvious defects. In general construction and appearance, inside and out, eights are now much as they were more than thirty years ago, save that the length over all has been increased from about 58 feet to 62 feet or 63 feet.

In regard to oars and sculls, it must be remembered that our early predecessors used heavy, square-loomed implements, the button being a wooden knob. These gave place gradually to lighter oars, and in 1856-57, when the keelless boat was brought in, the pattern of the oars was round-loomed. The blade in ancient days was a straight one. During the last twenty years oars have been substantially improved, first by Ayling's invention of a button which dispensed with long nails driven into the wood precisely where the strain is greatest, and, secondly, by the general adaptation of the girder-principle to the shaft, thus securing a gain in lightness without the least diminution in strength. Grooved, or girder oars, were first used in America. I brought a set of them to this country in 1897, and some of us used them with good effect in our rowing during the summer of that year.

CHAPTER IV

THE DEVELOPMENT OF STYLE

Tristram's Oarsmanship—Early Ideas of Style—Casamajor's Criticisms in 1858

IN the preceding chapters I have attempted to trace the origin and development of rowing as a sport for amateurs, its gradual abandonment of professional assistance, and the slow evolution of the modern racing ship from the rough craft in which our ancestors rowed their matches. A few words yet remain to be said as to the manner in which the early heroes rowed, and as to the evolution of our existing doctrines in regard to oarsmanship. The task is not an easy one, for the heroes themselves have long since rowed their last course, and the records they have left of their ideas on this subject are few and scattered. Indeed, the references to style are, as will be seen, mainly incidental.

If we plunge back into the past even beyond the musty files of *Bell's Life*, we can learn from Mr. Swinburne how Tristram of Lyonesse rowed—

“Then Tristram girt him for an oarsman's place
And took his oar and smote, and toiled with might
In the east wind's full face and the strong sea's spite
Labouring ; and all the rowers rowed hard, but he
More mightily than any wearier three.
And Iseult watched him rowing with sinless eyes
That loved him but in holy girlish wise
For noble joy in his fair manliness
And trust and tender wonder ; none the less
She thought if God had given her grace to be
Man, and make war on danger of earth and sea,
Even such a man she would be, for his stroke
Was mightiest as the mightier water broke,
And in sheer measure like strong music drave
Clean through the wet weight of the wallowing wave ;

And as a tune before a great king played
 For triumph was the tune their strong strokes made,
 And sped the ship through with smooth strife of oars
 Over the mid sea's grey foam-paven floors,
 For all the loud breach of the waves at will.
 So for an hour they fought the storm out still,
 And the shorn foam spun from the blades, and high
 The keel sprang from the wave-ridge, and the sky
 Glared at them for a breath's space through the rain,—
 Then the bows with a sharp shock plunged again
 Down, and the sea clashed at them, and so rose
 The bright stem like one panting from swift blows,
 And as a swimmer's joyous beaten head
 Rears itself laughing, so in that sharp stead
 The light ship lifted her long quivering bows
 As might the man his buffeted strong brows
 Out of the wave-breach ; for with one stroke yet
 Went all men's oars together, strongly set
 As to loud music, and with hearts uplift
 They smote their strong way through the drench and drift.”

And we learn, too, that when the rowing was done—

“ Tristram being athirst with toil now spake,
 Saying, ‘ Iseult, for all dear love's labour's sake
 Give me to drink—— ’ ”

and we know what came of that fatal draught with its ancient justification of all the canons that oarsmen have set against self-indulgence in the matter of drinking.

I pass now from Tristram to *Bell's Life* and others.

There must have been even in the early days of boat-racing a distinctive style which was considered the best for the purpose of ensuring victory. The big, roomy cutters used by the oarsmen no doubt precluded them from those niceties of form and watermanship so important to those who propel the frail pieces of refined cabinet-work that do duty as racing ships at the present day—but even in cutters the length of the stroke and the due use of the body-weight and the leg-power must have counted for very much. I cannot, however, find any reference to style earlier than 1836, when the two Universities rowed for the second time against one another, and for the first time on the Metropolitan water. *Bell's Life*, in commenting on the race, speaks very contemptuously of

the rowing in both crews: "We cannot," writes the critic, "say much in praise of the rowing of either party. Their style is bad for the Thames, whatever it may be for Cambridge and Oxford waters. . . . We saw the Cambridge [the winners] when they first went out after their arrival in London, and remarked upon their style of rowing as being nothing like that of the crack men of the Thames. They invariably begin to row where the London men leave off, and appear to have no notion of bending forward." It is plain from this that the standard style amongst Londoners was one in which the men swung their bodies, and thus by the use of their weight secured a hard beginning to their stroke. This they could not have done without a "kick" off the stretcher. In these essentials their style was the orthodox style of later years, and even of the present day. The University men, on the other hand, had no swing, and therefore no real beginning. All they apparently did was to lug with their arms towards the finish of the stroke. It must be remembered that in the only two races which had hitherto been rowed between the crack men of the Thames and University men (the Leander matches against Christ Church in 1828, and against Oxford in 1831) the former had triumphed. Cambridge seem to have taken the criticism of the experts to heart and mended their style, for in 1837, as has been already recorded, they beat Leander in an eight-oared match from Westminster to Putney.

In the next three races against Oxford, those of 1839, '40, and '41, they were also victorious. *Bell's Life* says of the 1839 race: "Their [the Oxonians'] style is not to our liking. The Cambridge men pulled like a piece of mechanism, so beautifully did they work together. Their stroke was really terrific; one of the severest we ever saw. It was as long as the men could stretch forward, and at the same time tremendously swift." Jones, a London waterman, had coached Oxford for this race. Cambridge had been looked after by T. S. Egan, their coxswain. I gather from *Bell's* comment that Cambridge had by this time not only mastered the

London style, but had improved upon it. Oxford were not long in following suit. In 1841, we learn from Mr. Sherwood, Fletcher Menzies, of University College, "introduced the long stroke with the catch at the beginning," and in 1842, as stroke of the Oxford crew, with his brother at No. 2, and the famous Arthur Shadwell as coxswain, he turned the tables on Cambridge in a race from Westminster to Putney. Mr. Shadwell, who had himself been a Cambridge undergraduate before he migrated to Balliol, was not merely a coxswain, but he afterwards became a coach of great renown, playing at Oxford the part played by Egan at Cambridge. From 1842 onward we may assume that sound theories of rowing style were firmly rooted in both the Universities.

The first mention I can find of a steady swing is in 1849. The account of the first University race of that year, given in the Cambridge book, states that the Oxford stroke was too fast for a long course, and that the Oxford men wanted the steady swing of Cambridge. This race was won by Cambridge. The second race of 1849 was won by Oxford, whose President in commenting upon it says of the Cambridge crew: "Their style of rowing was very different to that of their Easter crew, much quicker, not so far back, but somewhat short. The Oxford crew," he adds, "rowed a slower stroke than at Easter." This race was decided on a foul caused by an inexcusable manœuvre on the part of the Cambridge coxswain. He attempted to cross in front of Oxford in order to take the shore arch of Hammersmith Bridge, but, not being clear, was bumped. Oxford stopped rowing. Cambridge immediately went on and had secured three lengths of lead before Oxford started again. At the finish the nose of the Oxford boat was almost amidships with the Cambridge boat. The Umpire awarded the race to Oxford, who appear in any case to have been, by general consent, the better crew of the two.

For 1852 we have Egan's remarkable letter, which I have already quoted in Chapter II. Though it refers to style only in general terms, it shows that the chief points of amateur

form, the "entire uniformity," the "machine-like regularity," the polish of form and the grace were well recognised and firmly established.

In 1857 there is a curious entry in regard to style in the Oxford President's book, part of which, in reference to the employment of Mat Taylor as coach, I have given in the note to p. 16. The following additional reason is given for this professional coaching: "As the oars were all the same length (12 feet 7 inches) and the rowlocks on a different level to the old-fashioned boats, *the old style of high feathering and pulling out hard at the end was of no use.*" The italics are mine. In face of the evidence I have already cited I cannot believe that this is an accurate representation of the style previous to 1857.

The remarks of the *Field* on the race of 1858 (part of them I have quoted on a previous page) are interesting, both because they were written by Mr. Casamajor, the celebrated oarsman and sculler of the London Rowing Club, then in the first flush of his fame, and because they set out in some detail the points of a good rowing style: "Nothing," says Mr. Casamajor, "could be finer than Mr. Thorley's stroke [not this year, but the year before, in the Oxford crew], which was founded exactly upon the Clasper style, with the addition of the elegant fall of the shoulders and close management of the elbows, which is only seen to perfection among gentlemen amateurs. Again, not only was the stroke good in itself, being long, powerful, well-pulled through, and clean-feathered, but it was exactly followed throughout the boat, so that the most critical eye would fail in detecting the slightest fault in time, the consequence of which was that Taylor's boat had full justice done her, and travelled to perfection. Why all this has been changed this year we are at a loss to know. . . . Mr. Hall [the Cambridge stroke] rowed an excellent stroke, not nearly so high on the feather as Mr. Snow's of last year, but still partaking slightly of the 'soaring' style. It was, however, extremely well-pulled through, and finished very clean."

This extract enables us to judge how admirably sound and how clearly defined were the rowing principles held by the London Rowing Club, which had begun its brilliant career in 1857 by defeating the Oxford crew at Henley Regatta.

Beyond this point it is unnecessary, I think, to pursue my investigations into the history of rowing style, for from this time onward its principles have varied but little, though, to be sure, all amateur clubs have not at all times been able to demonstrate them in practice, however ardently they may have adhered to them in theory. The chief, in fact the only, modifications introduced in recent years will be considered in detail when we come to the discussion of sliding-seat oarsmanship.

PART II

THE ART AND MYSTERY OF OARSMANSHIP

CHAPTER V

THE GENERAL PRINCIPLES OF OARSMANSHIP

Elementary conditions of the problem—The beginning and what follows after

I DO not propose in this treatise to develop any new theory of oarsmanship. The principles on which the art is founded were laid down long ago, and nothing that I have either done myself, or have seen others do in recent years, has given me any reason for abandoning my faith in them. It is not in regard to these principles that men differ, but rather in the relative importance to be assigned to them and in the manner of their application—and even in these points it will often appear that the differences are rather theoretical than substantial. Oarsmanship is not a matter that every generation can invent *de novo* for itself, though not a few generations have proudly supposed themselves to have performed this feat. For my own part I am confident that, properly understood, the theory and the practice which produced good and speedy crews ten, fifteen, twenty, or even thirty years ago will avail to produce similar crews at the present day. I fear, therefore, that I shall be forced to disappoint those who expect to find anything revolutionary in this book.

I do propose, however, to approach my subject on paper in a manner differing, perhaps, from that which is ordinarily used, differing certainly from that which, in common with others, I should have to use if I had, say, beginners before me

in a tub-pair on the water. There, in view of the exigencies of time, I should have to content myself with enforcing upon them certain movements and processes without being able to explain to them fully why these are necessary. They would have to accept my dogmas by faith rather than by reason. Having in view their eventual oarsmanship in a racing ship I should have to insist on various points connected with "beginning," "finish," "recovery," "turn of the wrists," "quickness of the hands," and so forth, which they might in their heavy tub-pair feel inclined to consider as absurdly pedantic and exaggerated. Here, however, I shall introduce them to the art in a different way. I shall endeavour, first of all, to expound to them not only the principles of light ship rowing, but also the practical reasons which have brought oarsmen to lay down these principles. If I can carry them with me during this discussion I shall have prepared their minds for accepting my teaching as to the best elementary methods for conducting the bodily movements which will give practical effect to our theories.

My subject, then, will be the propulsion of a racing boat by means of oars, and I shall take as my standard an eight-oared crew. The essential differences between eight-oared and four-oared and pair-oared rowing are slight, and they can be discussed later on. Sculling will be discussed in a separate chapter by Mr. F. S. Kelly, that master of the art.

Now, let us first see what it is that we are required to do, and what are the elementary conditions of our problem. I shall deal with these questions here in general terms, and shall postpone details to a later chapter. The problem, broadly stated, is to propel a certain kind of craft at its fastest possible pace through the water by the movement of human bodies applying their weight and strength by means of oars to this propulsion. The conditions may be stated as follows:—

(1) The point at which the oar is inserted in order to create propulsive pressure is itself a yielding point, being composed of water. An oar is a lever of the second order, and the fulcrum is the water.

(2) This yielding pressure-point in addition recedes as soon as the craft begins to move, *i.e.* as soon as the force applied begins to take effect, and its pace of recession increases as the pace of the craft increases.

(3) The craft itself is highly unstable. It has no keel, and would turn over immediately if the oars, by which it is balanced, were removed.

(4) This craft, with her seats, stretchers, riggers, etc., weighs about 240 to 250 lbs. The weight of the machinery she has to carry—the crew, the coxswain, and the oars—is not usually far short of 14 cwt.

In reference to floating capacity this statement is, of course, inaccurate. To estimate that you would have to take on the one side the mere shell and transfer to the cargo side the riggers and all other fittings. Moreover, in an estimate of the weight of machinery which can be applied to create propulsion, the coxswain ought not to count. For this estimate he is, if I may say so with all respect, mere lumber.

In short, you are to move at the utmost pace which its machinery will produce a light, frail, and unstable construction heavily loaded; and you are to move it through a resisting medium by means of pressure applied to a yielding and rapidly receding point. This is the problem which confronts the oarsman. How shall he best solve it?

I will begin with an illustration. Let me ask you to imagine yourself opposite to a spoked wheel so arranged as to be capable of revolving freely on its axis in the air. To this wheel you are to impart its rotatory motion by striking the spokes with a stick. There is no difficulty about the first blow. You can insert your stick with deliberation and proceed to get pace on your wheel. When, however, the wheel has begun to move rapidly your process must change. The slow deliberate insertion of the stick would stop the pace of the wheel, even if it did not cause the stick to be wrenched from your hand. You must strike sharply and rapidly—with a pace greater than that at which the wheel is

moving ; and the faster your wheel moves the sharper and more decisive must the blow of your stick be.

Now, in an eight-oar, and, indeed, in any rowing boat, normal speed will be attained after three strokes have been rowed from a fixed start. Basing myself, so far as it will support me, on my illustration, I consider that I am entitled to say—

(1) That in order to maintain this normal pace against the resistance of the water, the power of the machinery—that is to say, the weight and strength of the men composing the crew working by means of oars—must be applied with swiftness and energy.

(2) That in order to increase pace, weight and strength must be applied with greater swiftness and energy.

And to these I must add—

(3) That the movements of the men in the crew must be absolutely uniform and harmonious in order that the component parts of the machinery may create the greatest possible effect by being applied to propulsion with a perfectly simultaneous precision.

Translating our first conclusion more closely into terms of oaranship, we may state it thus—

(1) The impact of the blade of the oar upon the water must be performed with a swiftness which shall not merely outstrip the receding water, but shall be sufficient materially to increase the speed of the boat. This impact must, therefore, have great swiftness and force.

(2) Seeing that this impact must be swift and strong, it follows that the movements that execute it—the grip of the hands, the rebound of the bodies by which weight is brought into action, the spring of the feet on the stretcher by which leg-power is united to weight-power—it follows, I say, that all these must also be carried out with a combination of swiftness and strength.

In short, the *beginning* of the stroke must be taken very swiftly and very firmly.

We have now established the beginning in a position of

great authority. Let us proceed to consider some further points.

It must be remembered that during a great part of the time that elapses between the beginning of one stroke and the beginning of the next no propulsive force of any kind is being applied to the boat. The normal proportion of swing forward (no propulsion) to swing back (propulsion) is as two to one. That is to say, if you divided the period between two beginnings into three equally timed beats, you would count one at the first beginning, two as the blade left the water, and three when the body had swung halfway forward, and so *da capo*. This, as I say, is the normal proportion. It may decrease very slightly at a very rapid rate of stroke for a spurt, but unless it is substantially observed there can be no true rhythm in the rowing, and if you disestablish rhythm you will find yourself forced into scrambling and raggedness and disunion, the greatest banes of pace in a crew.

Now, it is obvious that if you were to content yourself with a mere snatch at the water you might easily maintain proportion by a very short swing, but you would find that you had created very little pace. The impetus having been initially small, the tendency to diminution would assert itself very quickly during the non-propulsion interval. Your object is to create an impetus which shall keep the boat moving at her best pace during this interval, and thus, in rowing language, allow her to hold her way between the strokes. To affect this you must—

(A) Apply and maintain your strength and weight during the propulsive part over the greatest possible space of water ;

(B) Order all your movements at the end of the stroke and during the non-propulsive interval so as not to detract at any point from the pace created, and so as to prepare yourself to apply strength and weight vigorously to the next stroke.

(A) can be secured only by length of swing forward, a due extension of reach and an immediate impact of the blade at the furthest point attained to. Thus you produce length of stroke in the water, and you are enabled, having gripped the

water strongly, to maintain your power to the finish. Without a vigorous beginning there can be no firm finish to the stroke in any true sense.

To secure (B) the extraction of the blade from the water must be swift and clean. The hands must leave the body rapidly and be extended at once till the arms are straight, so that a proper balance may be kept on the oar. Then the body, having been smartly released for its forward swing, must continue the swing at a slow and even rate in a condition of good balance and control. Thus you do not impede pace anywhere, you prepare your body smartly for the resumption of its swing forward, and by means of your steady swing you collect your strength for the next stroke.

We have thus arrived at—

- (1) A hard beginning swiftly taken.
- (2) A long stroke in the water.
- (3) A firm finish to the stroke.
- (4) A quick and clean extraction of blade from water.
- (5) A quick extension of arms.
- (6) An elastic recovery of the body.
- (7) A long, steady, well-balanced forward swing, accompanied by
- (8) A good reach with the hands and arms.

In the next chapter I shall endeavour to show in greater detail how these desirable objects may be attained, and what are the movements of trunk, limbs, and joints which they render necessary.

CHAPTER VI

THE SLIDING-SEAT STROKE

Its Component Parts from A to Z

STRICTLY speaking, the stroke is only the movement of the oar-blade in the water from its beginning to its finish. For my purpose, however, I shall consider as part of the stroke all those other movements which lead up to it, and which, as I have said, occupy twice as much time as the strict stroke itself. If you row at the rate of thirty strokes to the minute, you spend twenty seconds of each minute on work in the water, and have to spend the remaining forty seconds in a series of complicated body-movements, each one of which is of the highest importance for the purpose of enabling you at each recurrent impact of your blade to add pace to your boat. Your actual water-work at this rate takes two-thirds of a second; the other movements take one second and a third. These two sections together must be considered as one stroke.

Now, of this stroke, so considered, the beginning is, as I have shown, the most important part. But in oarsmanship every movement is created by, and is dependent upon, every other movement into which the stroke may be divided. Quickness of hands on the recovery is necessary for a slow and balanced swing, just as a slow and balanced swing is the requisite antecedent to a swift hard beginning. If your hands are slow you have to make up time by rushing forward with your body, and if you rush forward with your body you lose control and must fail in the beginning of the stroke. So I might proceed with other movements, but the instances I have given are sufficient.



SLIDING SEAT

NO. 1. HANDS AND WRISTS AT THE FINISH



SLIDING SEAT

NO. 2. HANDS DROPPED AND WRISTS TURNED FOR FEATHER

I propose, therefore, to start my consideration of the stroke from the moment the hands reach the chest after the completion of the water-work. I assume, in fact, that one "stroke" has already been rowed. What are the tasks that lie before an oarsman, bearing in view the principles that have already been laid down?

A.—EXTRACTION OF BLADE FROM WATER

The blade must leave the water without a moment's pause. It must not be turned over before it is completely free of the surface, otherwise it will scoop up water, and to some extent hamper the pace of the boat and impede the freedom of the oarsman's movements. Therefore, it must be taken out square and clean. To effect this a slight downward pressure on the handle of the oar with the weight of both hands will be sufficient. It is to be noted that this movement must proceed, not from the wrists, but from the elbows. The fore-arms must go with it. It is important that this pressure should not be heavy, and that it should not be prolonged for a fraction of a second beyond the moment when the blade has been completely released from the water so as to be clear of its surface by some three inches.

B.—TURN OF THE BLADE ON THE FEATHER ✓

Immediately after the movement described above, the oar must be turned in the rowlock so that the blade may lie flat, concave surface upwards. This is done mainly by a very sharp and springy turn of the *inside* wrist, the outside hand helping by maintaining a balance on the handle of the oar and by a sideways finger-pressure which keeps the button of the oar firmly pressed, first against the thole-pin and, after the blade is turned, against the sill of the rowlock. The handle may be permitted to turn slightly in the outside hand.

C.—EXTENSION OF ARMS ✓

During the fraction of time occupied by A and B, the knees of the oarsman have remained rigidly braced down. Directly, however, the body will begin its swing, and will thereafter carry the slide with it and cause the knees to come up. But so far as we have proceeded with the hands they are still close to the body. If they remain there, how are they afterwards to get clear of the rising knees and assume a position in which they can keep a balance on the oar and prepare themselves for the beginning that is to come? Obviously they cannot do it. As soon, therefore, as the blade has been turned on the feather the hands must be shot out very slightly downwards to the full extent of the arms, with the weight of the hands still bearing on the handle so as to keep balance on the oar and prevent the blade dropping to the water, with the wrist still in the feathering position. No time must be wasted here, for the object of this movement is not merely to get the hands clear of the knees, but to enable the body to recover from its backward position and to start its swing forward in preparation for the next stroke. To delay at this point will produce a delay in the recovery, and will diminish the speed of the boat.

I desire to impress upon the mind of the oarsman that the three movements which I have described under A, B, and C, though they can be distinguished on paper for the purpose of sound exposition, ought in practice to follow one another in a succession so rapid as to blend into one smart and springy motion of which the parts are indistinguishable from one another. It is from these movements that the whole stroke derives its character. If they are dull and slow, or jerky and ill-combined, the body-swing will be diminished in effect and the beginning will be impaired. Swiftly and smartly performed, they produce an elastic recovery, make a long steady swing possible, and thus lead directly to the hard and instantaneous beginning which we desire. The extraction of the blade must in particular be prompt and clean, so that, at the



SLIDING-SEAT

NO. 3. ARMS EXTENDED ON RECOVERY



SLIDING SEAT

NO. 4 BODY SWINGING FORWARD AND CARRYING SLIDE

moment of recovery, the boat, which is then travelling at its fastest, may have suffered no impediment to its pace.

D.—THE BODY-RECOVERY

The body has now to be brought forward. In effect the three movements already described will have released it from the extreme point of its backward position, and will have enabled it, with a slight and elastic spring, to recover itself for the swing. This forms the initiation of the swing. I have insisted on smartness in turning the wrists and extending the arms because I desire the whole recovery, of which these motions form part, to be swift. That recovery, however, is not complete until the body has been started. This start, therefore, must be springily taken as a preliminary to the slow and balanced swing that is to follow. At the same time the feet, which have helped to sustain the body during the first part of the recovery by pressure against the straps, must be replaced against the stretcher and remain there until the finish of the next stroke.

E.—THE SWING FORWARD

Still keeping the knees pressed down—that is, not yet having begun to slide—let the body begin a slow, steady, even swing forward. I assume that the oarsman has been sitting on his bones, and has not collapsed on to his *os coccyx*. His body is to pivot on these bones in a solid column, and so continue swinging from the hips.

F.—THE SLIDE FORWARD

After the body passes the perpendicular the slide may begin to move forward. In other words, the body, having fairly begun its swing, may then—but not till then—begin to carry the slide with it, and continue to carry it as the swing continues. Seeing that the shoulders have to move through

a greater amount of space than the slide the latter must move even more slowly than the former, in order that both slide and swing forward may finish at the same moment.

G.—THE KNEES

As the slide begins to move, the knees, which have been rigidly pressed down, relax and begin to bend upwards and slightly outwards, until at the end of swing and slide they are opened to the breadth of the oarsman's shoulders, each knee being under one of the armpits. In this position the thighs form a support to the flanks. The knees must on no account be allowed to flop away from one another.

H.—HANDS AND ARMS COMING FORWARD

As the body, carrying the slide with it, moves forward on its swing the arms must still be maintained in the extended position described under C. The oarsman's object, however, is not to make his blade describe a lofty segment of a circle in the air, but to carry it back as level as possible, not allowing it at any moment to rise above the point which it reached when his arms came to the limit of their extension. To effect this—

(1) The weight of the hands on the handle of the oar must be relieved. They have been occupied, since the stroke was finished, in extracting the blade, in turning the oar, and in shooting it away from the chest, and during all this time they have had to put pressure on the handle. That pressure must now be lightened materially so that the surplus weight of the outboard portion of the oar may assert itself and tend to carry the hands upward. Especially must this be the case with the inside hand, which has had the chief share in the recovery motions, and which has, therefore, been grasping the oar more firmly and bearing more heavily upon it.

(2) The arms must have free play in the shoulder-sockets, so that they may not go rigidly with the downward movement of the body-column, but may rise, rise, rise as the body

swings. In other words, the angle which the arms make with the body after the recovery must gradually increase as the body keeps swinging. It is essential that there should be no bending of the elbow joints during this process. Many oarsmen "begin their beginnings" in imagination long before they have finished their swing forward. They do this by tightening their grip on the handle and by bending the inside arm, thus making the muscles rigid. The effort is quite useless; its only result is to impair their strength for the beginning, to diminish the effect of that beginning when they actually get to it, and to make their stroke in the water shorter than it ought to be, because their arms were not duly extended, and their blades, therefore, did not seize the water as far behind the riggers as was possible for them. I must, therefore, add that—

(3) The inside hand must, during the forward swing, constantly push away against the handle of the oar so as to help in maintaining the extension of the inside arm, and also in counteracting the common tendency to swing across the boat and to overreach with the outside shoulder during the development of the swing, and particularly at its end.

I.—THE SHOULDERS DURING THE SWING FORWARD ✓

At the finish of the stroke—I shall describe the movement under a later heading (see T *infra*)—the shoulders have been "rowed back." During the extraction of the blade, the turn for the feather, and the extension of the arms, they must maintain their position. In all these movements they play no part whatever. They are not to be unnaturally stiffened, but they do not move. As the body begins to swing and the hands to reach out, the shoulders necessarily move forward slightly. If they never moved at all what would be the sense of asking men, as every coach asks them, to row their shoulders back at the finish? What ludicrous and impossible consequence would befall a pair of shoulders which, having never moved forward by the fraction of an inch during the

swing forward, were rowed back obediently at the finish of every stroke? Some slight movement, as I say, there must be. This slight movement must, however, be an unconscious movement. Indeed, the oarsman must be specially on his guard to check it, so that it may not develop into an over-reach, which would mean that the arms were loosely coupled to the body and could not, therefore, transmit to the oar the springing weight of the body at the ensuing beginning. Under the next heading I shall describe an additional method for preventing this fault.

J.—BACK, CHEST, AND STOMACH DURING THE SWING FORWARD

The body, pivoting, as I have said, on its bones, is to move forward like a swaying column fitted on a sliding base. It must move from its lower extremity, *i.e.* from the hips. The back must not be curved so as to produce the effect of having a hinge in its middle. Otherwise, being reduced in length the body will move through a shorter air-space, and, being diminished in rigidity, it will less easily take up and bear the strain of the beginning.

The chest must not be hollowed, but must maintain its natural expansion in order that the heart and lungs may have free play.

The stomach must be well and firmly set out in support of the swing, and in relief of the tendency of the upper part of the body to topple forward; and, as the swing progresses, the stomach must go down between the legs.

K.—THE HEAD DURING THE SWING FORWARD


The head must not be strained back, nor must the chin drop on the chest. Having been well kept up during finish and recovery, the head must swing with the body, the chin slightly rising as the swing ends.

L.—ANKLES AND FEET

As the slide comes up the heels must remain in position against the stretcher. If they are allowed to come away the feet will not be fairly planted against the stretcher, and will lose most of their power of helping to spring the body back for the beginning. Moreover, if they are fairly planted, they help materially towards the end of the swing forward to balance the body, and to counteract its natural tendency to tumble. A great strain is thus placed on the ankles, but they soon learn to accommodate themselves to it. The heel-traps which are fitted to the stretchers are, of course, a great assistance to the novice, and even to the experienced oar whose ankles are naturally stiff.

M.—BODY TO SWING SQUARE

The further forward you swing and slide the more the arms cross the body in the direction of your blade. You must, however, vigilantly guard against any tendency on the part of the body and shoulders to follow the hands and to swing across the boat. Keep your inside knee from flopping, push out against the oar with your inside hand, and restrain your outside shoulder.

N.—TURN OF WRISTS OFF THE FEATHER 

So far as we have proceeded the oar has remained in the feather. At what point ought it to be turned back so as to assume the square position necessary for the beginning? I am strongly of opinion that this movement ought not to be left to the very last moment, so that the unfeathering and the beginning become practically one. Indeed, with fixed rowlocks it is impracticable thus to reserve the turn. In the turned position the oar "locks" in the rowlock sooner than in the square position. Besides, in the turned position your button is far removed from the rowing pin of the rowlock. For the

beginning it *must* resume its position against the rowing pin, but if this resumption is effected at the very moment when the beginning is due there is inevitably a loss of time. Even with swivel rowlocks there is, as Mr. Kelly shows in his chapter on sculling, a certain disadvantage in maintaining the feather to the extreme limit of the last possible moment. I advise oarsmen to maintain the feather until their hands reach a point just above the stretcher. From this point the *wrists* should be elevated with a slow and gradual movement. If, while this is being done, the hands exercise a slight pressure inwards, *i.e.* towards the rigger, the button will steadily adjust itself to the pin, and the oar will be firmly in its proper position for seizing the beginning without loss of time at the limit of the forward reach.

I know that some oarsmen hold that this re-turn of the wrists ought to be a quick sharp movement. I disagree, (1) because a quick sharp movement at this point may tend to the unsettlement of the body at a moment when steadiness and balance are more than ever essential; (2) because, as a matter of fact, all the best and most "watermanlike" oars I have seen have always performed it in the manner for which I have indicated my preference.

One *caveat* I must enter. There may be a head-wind so strong as to make it desirable at all costs to diminish resistance by keeping the blades flat for as long a time as possible. A good waterman should be able to judge of this and adapt his oarsmanship to the circumstances. But for rowing under normal conditions I believe the method I have described to be undoubtedly the better, as it is certainly the more usually employed by experienced oars.

At the limit of the reach the blade, in my opinion, should not be quite at right angles to the surface of the water, but should incline very slightly, so that its lower edge may be a shade nearer to the bows than its upper edge. Thus you get the advantage of an extra inch or so in the distance behind the rigger, at which impact actually takes place, and you are more likely, I think, to make this impact clean. This must

not, however, on any account be exaggerated so as to resemble the curious trick of the Cornell crew who rowed at Henley in 1895.

O.—LAST PART OF SWING AND SLIDE FORWARD

As the forward movements draw to an end it becomes, if that be possible, more important than ever that they should be slow and well balanced. The tendency of the body to rush forward increases as it moves. The planting of the feet against the stretcher, the pressure of the ascending thighs against the flanks, and the maintenance of the button against the thole will help to retard it, but this help must be reinforced by a conscious determination on the oarsman's part to keep his swing slow. As the tendency opposed to it increases so this determination should become more active. Be specially careful to make the last part of your swing slow, so that the last part of your slide may be even slower. Finish swing and slide together. If you finish the sliding first your body will "peck over" the front stop, and the beginning will be lost. If you finish body first you will never get the last part of the slide completed at all, and you will suffer in length and power.

I desire at this point to lay special emphasis on the necessity for keeping the hands light, and the arms moving upwards freely from the shoulder-joints. If you stiffen the shoulder-joints and thus bring the weight of the body to bear on the handle through the arms as the body swings, or if, independently of the shoulders, you depress the hands suddenly at the end of the reach, you will in either event cause the blade to rise high above the surface of the water. This is called "cocking the oar" or "skying the feather." The result must necessarily be to make you miss the beginning at its due gripping point. The first part of your stroke will thus be rowed in the air. The blade may smack the water with a fearful bang, but the resulting stroke will be short and ineffective, for at the moment when your utmost power should

have been applied to the water your blade will have been beating the air. Let your hands, therefore, keep reaching out and upward to the last moment. You are now ready for the beginning.

But before I actually tackle the object of my quest, with which we are now face to face, I must enter upon one more explanation.

P.—POSITION OF WRISTS AND HANDS FOR BEGINNING

The hold of the hands on the oar must be, not a vice-like compression, but a light firm finger-grasp, the thumbs being underneath. The little finger of the outside hand circles, so far as it can, the end of the handle. One hand's breadth of space intervenes between the two hands. The outside hand, in which the oar was permitted to turn slightly on the feather, has long since readjusted its hold on the oar. The hold of the inside hand has never varied or relaxed. At the limit of the forward reach the outside wrist must be flat, *i.e.* the line from knuckles to shoulder must be a straight one. The inside wrist, however, must be elevated, and that for two reasons—

(1) The arc traversed by the inside hand from the recovery to the limit of extension is shorter than that traversed by the outside hand. Since the two arms are presumably of the same length, and since it is impossible to lengthen the outside one, it results that the inside one must in some way be slightly shortened. This can be done either by bending the elbow or by so arranging the hold that the wrist shall be slightly elevated. I have shown [H (2)] why the elbow must not be bent. The wrist must, therefore, be elevated. The accompanying diagram will make my meaning quite plain. I do not pretend, by the way, that it is drawn to scale—

A is the rowlock. ABC is the line of the oar at the finish. B is the position of inside hand, C the position of outside hand at the finish. D is the position of inside hand at



SLIDING SEAT

NO. 5. BLADE BEGINNING TO TURN OFF FEATHER

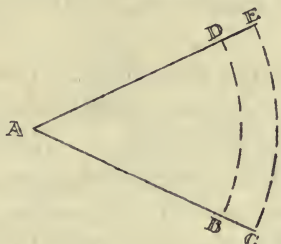


SLIDING SEAT

NO. 6. POSITION OF HANDS AND WRISTS FOR BEGINNING

beginning, E the position of outside hand at beginning. The dotted line BD represents the line of movement of the inside hand; the dotted line CE that of the outside hand.

(2) The second reason for this wrist elevation is to be



found in the increased leverage which is thus obtained for feathering the oar.

This elevation is in practice accomplished by allowing the hold of the inside hand to be taken further round the oar. When the hand is in this position the line of the handle runs diagonally across the palm from the pad at the outside corner to the pad at the root of the first finger.

Q.—THE BEGINNING

We have wandered through so many byways of discussion and explanation since we started on the consideration of the stroke that I may be pardoned for setting out again the rationale of the beginning as English oarsmen understand it. Its object, briefly, is to apply power promptly to the propulsion of the boat, and to apply it at a point which will render its duration in the water as long as possible. To prepare for this we have gone through a complicated and difficult series of movements. We have been smart and quick and springy at the points where it was essential that no time should be wasted; we have been slow and steady and well balanced where it was necessary and possible to rest ourselves with a view to the coming effort. Our bodies are now swung well forward, our arms are extended, our hands are resting lightly on the handle; our buttons are firm

against the rowing pins, and our blades, duly in position, are poised just clear of the water's surface. Our slides are at their front stops ; our feet, our knees, and all the other parts of us are in the positions that have been described. But the task of making the desired effort still remains. How is it to be done ?

(1) Still maintaining your hold of the oar, let the weight-pressure of your hands on the handle be still further decreased. The handle will rise and the blade will sink into the water. This movement may be said to be performed almost as part of the body-swinging and arm-extending movement already described. In effect, therefore, the hands move, not in a perfectly straight line from down to up, but as if they were circling a cylinder. When they reach the top of the cylinder, as it were, the blade is fully immersed. Under no conditions must the hands be flung violently upwards. If this is done the beginning will be chopped instead of gripped, the blade will be plunged down too deeply, and all the necessary concentration of power will be lost. The grip of the blade on the water must be square. It is a fatal fault to "slice" in with the top of the blade inclined towards the bows. The whole of the blade must be covered at once.

(2) As the blade thus sinks swiftly into the water the whole body must, without the waste of a fraction of a second, be hurled back, so that its weight may be applied to propulsion with a lightning celerity. The effect should be that of the swift uncoiling of a steel spring. Again, as in the forward swing, but now with tremendous rapidity and impulse, the body moves in a solid column from the hips. This impulse is helped by a springy pressure of the balls of the feet against the stretcher. The greater strain here will naturally fall upon the outside hand, which must maintain an unrelaxing grip of the oar. The arms must remain perfectly straight, for their chief function is to transmit the weight-power of the body to the oar. The head must go back with the body. It must not be jerked back independently. The beginning has now been accomplished.



SLIDING SEAT
No. 7. THE BEGINNING



SLIDING SEAT
No. 8. JUST AFTER THE BEGINNING

R.—LEGS AND SLIDE DURING THE BACK SWING

Immediately after the body has thus started on its backward journey the slide must begin to move. The two movements of body and slide take place in so swift a succession, and occupy so small a fraction of time, that it is extremely difficult to disentangle them even for the purpose of instruction on paper. The experienced oarsman is conscious of his body-beginning, but he is quite unconscious of the start of his slide. The coach on the launch or the bank knows well enough when the slide begins too soon or too late, but when the two movements are correctly performed he cannot separate them with his eye. He knows, however, that when he has strongly and repeatedly impressed upon his pupils the necessity of not driving the slide away too soon (a more usual fault than that of keeping the slide too late), and of letting it follow the impulse of the body, he will eventually secure a combination which will satisfy him as being the proper one. Most professional scullers drive their slides away before their bodies have a chance of getting to work. They have learnt their sculling by the light of nature, and the natural impulse of untaught and unpractised men is to ease the concentration of the forward position by letting the slide drift away. The consequence is that, having lost the first and necessary moment for the use of their bodies, they never get a chance of using them subsequently. They are thus compelled to throw on the arms a strain which these are not fitted to bear. Such was not the method of the late Edward Hanlan, the greatest professional sculler I have ever seen. His sculling was distinguished by extraordinary length and power, qualities which he secured, not merely by a remarkable suppleness, but by the perfect combination of body and legs for his work in the water. He seized his beginning decisively and instantly by the prompt application of body-weight. His body moved first; his slide followed so quickly that the movements were blent into one—but the body always kept its advance. His enormous leg-power, splendidly used,

helped him out with his stroke and enabled him to maintain its great power to the finish of it. I watched his sculling carefully more than twenty-five years ago, and have never forgotten the lessons I learnt from it. Mr. F. S. Kelly, too, amongst amateurs of the present day, shows by his example that the due use of the body is important even to scullers. His style puts to shame the scramblers and shufflers. It has enabled him to beat all sculling records over the Henley course, and even to defeat by five seconds the best time ever accomplished by a pair-oar!

The fault of using nearly the whole of the body-swing without the help of leg-power is never inculcated now, for there is a universal agreement in regard to the principles of the matter. It has, however, in times past, had its advocates and exponents, chiefly, I think, at Oxford. The late Mr. D. H. McLean, in his luminous and concise article on Rowing in the *Encyclopædia of Sport*, refers to the Oxford crew of 1878. This crew was composed of first-rate material, and gave a splendid exhibition of power, body-form, uniformity and pace, but its sliding was, according to our existing ideas, absolutely unorthodox. Mr. McLean may have seen the crew as a small boy at Eton, for they practised there occasionally if my memory serves me. I saw them during their practice at Putney, and I remember being particularly struck by one feature of their rowing. Though they used their bodies at the beginning with immense dash and gusto, they used their legs scarcely at all. As they finished their stroke their knees were bent, and in this position they showed above the sax-boards of the boat. This meant that they relied practically entirely on their bodies, and treated the slide as a mere incident of the stroke, and an unimportant one at that. As they started from this as a principle, they were doubtless wise in not attempting to use their legs to any great extent. Had they done so they would inevitably have split their waterwork up into two separate parts, and their uniformity would have suffered. Some little time after this, as a result of four successive defeats at the hands of Cambridge,

Oxford men recognised the true doctrine, and have ever since been among its most brilliant exponents. In regard to this point of rowing style we are all now in agreement. We desire that the body-impulse should precede very slightly the action of the slide. Immediately thereupon the power of the legs must be brought into play, and, as the impulse of the body decreases, the leg-power, thrusting back the slide, should develop in aid of the body.* In this way a uniform power will be maintained on the blade. The leg-power, therefore, must not be spent in a sudden shoot, but must be distributed through the whole of the rest of the stroke. It must be remembered that all this power of bodies and legs is to take effect through the blade in the water and to be by the blade transmitted to the point of leverage, the rowing pin. The pressure of the blade against the water must be continuous and unwavering, and all the oarsman's movements must be so ordered as first to apply and then to maintain it throughout the stroke.

S.—THE BENDING OF THE ARMS

While this has been going on the arms have been perfectly straight, the hands keeping a sufficient pressure on the handle to prevent the undue immersion of the blade. As the body in its swing back passes beyond the perpendicular the arms must begin to bend for the finish. A small amount of body-swing and a few inches of slide still remain to be completed, and during this completion the hands are to be rowed home to the chest. No doubt it is right to tell a novice who is apt to do all his work with his arms that the arms are mere connecting-rods, and that when they bend he must not pull with them. Thus you teach him to rely on his body and not

* I believe it to be possible (I have certainly found it so myself, and have seen others do it with good results) to renew the body-swing when about two-thirds of the stroke in the water have been rowed. At this point an experienced oarsman, finding the application of his weight-power to be diminishing, can put in an extra heave, so to speak, and help out the finish of the stroke. No mere novice, however, should attempt this.

to lug or "hoick" with his arms. But the experienced oarsman realises that after the arms are bent there is still a strain upon them which they have to overcome. Swing and slide are continuing: in other words, body-power and leg-power have still to be applied to the blade. If the arms are allowed to become perfectly slack there is no mechanism of transmission, and the pace of the boat will overtake the power of the blade. Hence come dirty feathers, and even crabs. The essence of the matter is that the power on the blade should be continuous and unwavering from the beginning to the finish.

The elbows must not bend outwards. They are to come swinging home in a straight line so as to pass the ribs. We have now come to the finish of the stroke.

T.—THE SHOULDERS AT THE FINISH

As the elbows bend and pass the ribs the shoulders are to be freely rowed back so as to disclose the chest. On no account must they jut up.

U.—THE KNEES AT THE FINISH

While the elbows are bending and the shoulders are being rowed back, the legs are squeezing the last ounce of power out of the slide until the knees are firmly depressed. The legs are thus braced into a position which they have to maintain until the recovery has been completed and the swing forward has started.

V.—ELBOWS AT THE FINISH

The ordinary instruction is "row the elbows close past the sides at the finish, especially the outside elbow." The inside elbow, of course, must be kept close, but with regard to the outside elbow I propose to commit myself to what some oarsmen may regard as a heresy. Very careful and prolonged observation has convinced me that the instruction I have



SLIDING SEAT
NO. 9. HALF THROUGH STROKE



SLIDING SEAT
NO. 10. POSITION OF BODY, HANDS AND LEGS AT FINISH

quoted is not quite correct. With the leverage of oars now in general use for racing craft, the man who insists on passing his outside elbow *very* close to his side (and on retaining a rigid grip on the oar-handle with his outside hand during the whole of the finish and recovery) will almost inevitably cramp his freedom and lose real power over his oar. The hideous contortion of the jaggedly protruding elbow must, of course, be avoided, but I advise the oarsman not to attempt to cramp himself. Let him swing his elbow straight back, clear of his ribs by some three inches, with the wrist flat. At the same time, while the oar is coming home to the chest for the last three or four inches, let him slightly alter the hold of the outside hand: in fact, let him accommodate it to the position of the oar-handle without in any way enfeebling it for the practical work of the finish. He will thus have greater freedom for the extraction of the oar and the recovery (see A and B *supra*). Those who cramp themselves in the manner I have described, and endeavour, as they usually do, to throw the feathering work of the inside wrist on to the outside wrist, almost invariably pull the button away and lose both steadiness and smartness.

W.—HANDS AT FINISH

The hands are to come home until the roots of the thumbs touch the chest. It is important to remember that the blade, having been covered in the water at the beginning, must remain so covered until the finish. The hands, therefore, must be maintained at the same level from start to finish. If they rise they bury the oar unduly in the water; if they are pulled down into the stomach they uncover the oar and cause a loss of power. In other words, the oarsman "rows light" or "washes out" at the finish.

X.—POSITION OF BODY AT THE FINISH

While the finish is being rowed home the body must on no account be pulled forward to meet the oar. It must, in

rowing language, "stay on the finish." When the knees are down and the hands are home to the chest the body ought to occupy a position beyond the perpendicular, but not so ostentatiously beyond it as to give the impression of lying back in the boat. It must be a position from which the recovery will be easy and elastic. There must be no collapse in any part of it. The oarsman should be sitting on the bones that nature has provided for that purpose, with his shoulders back, his chest open, but not artificially expanded, and his stomach duly supporting his chest. There must not be any wrinkles on the front of his zephyr. The head must be erect in a line with the body. The whole position should be erect, graceful, and easy.

Y.—THE OUTSIDE HAND AGAIN

As the inside hand and wrist have the greater share in the work of feathering the oar and pushing it forward (see B and H (3), *supra*), so the outside hand has to bear the greater strain during the water-work right up to its very end. A hard beginning will have made a firm finish possible; but to insist on what is often called "a hard finish" while neglecting the beginning, which alone makes it in any way feasible, is absurd.

Z.—THE FINISH GENERALLY

The text-books will tell you that slide and swing and hands ought to finish together. This, no doubt, is the ideal method, and to that extent I must agree with the text-books. I must add, however, that it has not been attained by any oarsman I have ever seen—and I think I have seen all the best performers during the last 33 years. Swing and slide—yes. But even if, as I think you must, you include the rowing-back of the shoulders in the swing, there has always been a very slight, but perceptible, interval between the conclusion of these movements and the attainment of the

chest by the hands. To keep that interval short and constantly to make it shorter must be the oarsman's effort. Thus he will have the satisfaction of striving after the ideal—though he may never be able quite to reach it before Time lays him on the shelf.

I have now taken the oarsman, letter by letter, through the alphabet of the stroke. It has been a dry, but not, I hope, an unprofitable task. Together—if I may put it in another way—we have dissected the dead body of rowing. It must be his part to apply the lessons he has learnt to the living and breathing body. I can promise him no short cut to perfect knowledge. Slowly, and sometimes painfully, and by constant practice he must seek the attainment of his desire. What seems at first impossible becomes in the end a second nature, and one fine day he will realise (and it may be that his coaches will acknowledge) that he rows with power, elegance, and effect, and, therefore, with a high sense of pleasure. In the mean time, if, being a novice, he is depressed by the painful minutiae which I have set out before him, let him for a space abandon the printed page and visit the banks of some renowned river on which he may see a good crew in actual motion. The spectacle cannot fail to raise his spirits and fire his ambition. He will see eight men moving in a gallant harmony of united effort. He will note their proud demeanour, the grace and ease of their carriage, the swift and almost disdainful departure of their hands, and the slow inexorable swing of their balanced bodies. No ragged ill-timed edge will mar the flashing level of their blades, no splash will disturb the surface of the water, and then, in a moment, before he can realise what has happened, the eight blades will have bitten into the water, the eight bodies, springing with one mighty impulse, will have hurled themselves back, and the long frail craft, gathering and renewing her speed, will glide on her way. Unison and rhythm he will observe, strength controlled by skill, and ardour tempered by discipline. And while he admires this

combination of energy and restraint, while his enthusiasm is stirred by the speed of the ship and the symmetry of those who have set her in motion, let him remember that only by patient toil and long and loyal striving have these men attained to their perfection. He too, if he perseveres, will in the future bear his part in such a crew, he will receive admiration instead of merely bestowing it, and will be made one in the noble brotherhood of oars.

CHAPTER VII

ELEMENTARY INSTRUCTION

Fixed Seats—Their Importance—The Method of teaching Beginners

BEFORE a novice can be set to row in a racing boat of any kind it is absolutely necessary that he should receive careful instruction in the rudiments of knowledge from an experienced and painstaking teacher. Unless a youngster comes from one of the rowing schools it must be assumed that he has a complete ignorance of the subject, and that, if left to himself, he would set about the work of rowing, no doubt with good will, but equally certainly with perfect inefficiency. Even the simplest movements of the correct style which he is to learn will be, not merely new, but in the highest degree difficult for him. For all efforts of strength he has hitherto used his arms, and his first impulse will be to rely on his arms for the effort of rowing a stroke in the water. He must learn to use his arms very little, and to obtain power chiefly from the swinging weight of his body. His hands, his wrists, his shoulders, his back, his legs and his feet will all have to assume unaccustomed positions and perform unusual functions, and each of them will present a new and complicated problem for solution. It is obvious, therefore, that instruction must be careful, and that the rate of progress must necessarily be slow.

I must emphasise another point. The object of instruction is to develop an oarsman capable of doing his work eventually in a racing-boat fitted with sliding seats. It must be remembered, however, that the *fundamental* principles of skilled oarsmanship are the same for a sliding-seat boat

as for one with fixed seats. Slides introduce a new and important element of strength—that is all. The elementary conditions of movement are not altered by the fact that the slide throws a greater share of work on the legs, and lengthens the stroke in the water. Swing, body-balance, a beginning taken with the body-weight, swift and springy wrist work, an elastic recovery, the immediate reversal of motion at both ends of the stroke—all these are common to fixed seats and to slides. Moreover, there is one essential part of oarsmanship, the body swing, which is made infinitely more difficult of acquirement to a beginner if he starts work on a seat that is moving under him instead of on one that is rigidly fixed. On all accounts, therefore, it will be the part of wisdom to begin the elementary instruction of a novice in a fixed-seat boat. The best kind of boat for the purpose is what is known as a tub pair, a clinker built, in-rigged or half out-rigged boat with a beam of about 3 feet 10 inches. The thwarts on which the oarsmen sit should be so fixed that a line drawn horizontally across the boat at right angles from the rowing thole would be 12 inches distant from the aft, or sitting edge of the thwart. The oars should measure 12 feet all over, with an inboard measurement of 3 feet $5\frac{1}{2}$ inches to 3 feet 6 inches, and blades $5\frac{1}{2}$ inches in breadth. Before he allows his novice to take his place in the boat the coach must satisfy himself that the oar he is to use and the rowlock in which that oar is to move are in good and workmanlike order. Rowing thole, the leather face of the oar, and its button must be in such a condition that, when they are brought together in their proper relation, the blade of the oar may move squarely and firmly through the water. Any defect here must be at once rectified, for if it is left untouched, the difficulties of the novice will be increased, and he will learn faults of which he may never afterwards be able to rid himself. The strength and due stiffness of the oar must also be tested. A weak, "whippy" oar will lead to any amount of trouble. Too often any kind of old oar, weakened by use, or warped, it may be, by long disuse, is

considered good enough for novices. As a matter of fact, they ought to use only the very best and truest oars.

Now let your novice take his place in the tub—I address myself to the coach, for in this way I can best convey what I desire.

(1) Let him sit on his bones close to the aft edge of the thwart or seat, and exactly opposite to his heels. When I say the aft edge, I mean, of course, the edge that is nearer to the stern of the boat. The knees must be parted by the breadth of the shoulders, and bent to about one-third of their scope.

(2) The feet must be placed heel and sole against the stretcher with the heels together. In this position they should form an angle of about 45° .

(3) The straps which are to keep the feet against the stretcher must now be adjusted. They should pass along the roots of the toes, and though they must be tight, they must not be so tight as to give the least pain.

(4) Up to this point the novice is "sitting easy." Now tell him to sit up erect, with his back straight, his shoulders back, his chest disclosed and his stomach firm, and explain to him shortly that his body is to swing from the hips forward and backward, that during its swing it is to keep its firmness and straightness unimpaired, and that it is by means of the body weight, acting through straight arms, and not by means of the mere muscular strength of the arms, that power is to be applied to the oar.

(5) Cause him, therefore, without taking the oar into his hands, to swing several times until he realises generally what is wanted of him. The swing will, of course, be very short at first, for the hip joints and muscles will be unused to the work.

(6) Now change seats with him, take hold of the oar, and show him accurately and deliberately the movements of the stroke. The length of this particular sort of instruction must naturally depend upon the amount of time you are able to spare for the whole lesson. All I can say is that it is of the

very highest importance that the pupil should not be forced to rely only on things *demissa per aures*, but should be helped by those *quæ sunt oculis subjecta fidelibus*. I need not add that you must be very sure of the correctness of your own movements before you set out to teach by example as well as by precept. It is the easiest thing in the world to acquire faults by watching others, and for this reason badness of style tends to perpetuate itself in a club. The novice studies bad examples and acquires their faults himself. I well remember being told by an oarsman, who afterwards became a brilliant and celebrated performer, that he had devoted a great deal of time during his freshman's year to riding along the bank of the river on a bicycle and watching the "blues" at work in their college boats and in the University crew. As the blues happened at this time to be of no very good quality he himself had acquired some very glaring faults, which it took him a great deal of trouble to eradicate.

(7) Now let him take the oar in his hands. The outside hand is to hold at the end of the oar, and the inside hand is to be separated from it by a hand's breadth. The grip must not be vice-like, but a firm finger-grip. When the oar is square to the water the outside wrist must be flat, the inside wrist slightly elevated (see 9 (1) in last Chap.).

(8) Place his body in the finishing position, and make him go through the movements for extracting the blade by the drop of hands and forearms, turning the blade on the feather by a sharp turn of the wrists, mainly of the inside wrist, and for the swift extension of the arms, impressing upon him the necessity of not using his shoulders for these various movements. Let him repeat these several times, at first separately and afterwards in a connected series. In doing this let him draw the oar gently through the water while the arms are bending from their extension until the roots of the thumbs touch the chest.

(9) Next get him into the forward position, with his blade covered in the water, and let him practise getting his body-weight applied through straight arms to the water. This is



FIXED SEAT
NO. 1. THE FINISH



FIXED SEAT
NO. 2. ARMS EXTENDED; BODY SWINGING FORWARD



to be repeated several times from a fixed position. Impress upon him that the whole body is to be sprung back in a solid column from the hips, and that the legs are to help by a vigorous "kick-off" from the stretcher. He is now ready to go through all the movements incidental to the whole stroke.

(10) Before he does this, however, you should explain to him the meaning of certain words of command, such as "hold her" or "stop the boat"; "back water"; "hold her up," etc. To hold her or stop her he must learn to lift his hands so as to immerse the flat blade, back down, in the water, and in this position to keep pressing forward with his hands against the handle. This is important, for by its use in due time a collision may be avoided. At Cambridge the words "hold her up" are used for the same purpose. At Oxford and on the tideway they are equivalent to a command to paddle gently. When a boat going against stream or tide comes to an easy the current soon begins to drift it back, and "holding her up" would originally mean the restoration of her to a fixed position by bringing her up against the current.

(11) Now, bearing in mind all that has been said in the last chapter, except in regard to sliding seats, let your novice go through the combined movements of the whole stroke several times, beginning in the first instance with the extraction of the blade. I must assume, of course, that in reality you have *two* novices, stroke and bow, in your tub.

(12) At first allow only about half a dozen strokes at a time. Then call an easy, and carefully point out faults and the best manner to correct them. Progress will necessarily be very slow, but you must not be dismayed by the early contortions of your pupils. Vary instruction repeatedly by practical example.

(13) Remember that on a fixed seat the body must, in the ideal stroke, be swung well back beyond the perpendicular, slightly further back, in fact, than on a sliding seat, and that

(14) The body must not shift its position on the thwart by attempting to slide on it. The knees, therefore, must not

by a conscious effort be flattened down, as on a sliding seat, at the finish of the stroke. The main object of fixed-seat rowing nowadays is to teach the essential movements, and especially the movement of swinging the body forward and back.

(15) The hands must come home to the chest in a perfectly even plane, never being raised or depressed from the moment the blade has been fully immersed at the beginning of the stroke. The roots of the thumbs should touch the chest, about three inches below the point at which the breast bones separate.

Beyond these very general instructions, I doubt if it is profitable to proceed. I have already, in the preceding chapters, detailed every separate movement that is involved in the art of oarsmanship, and have set out the reasons which, in my view, make each of them necessary. Except in so far as it deals with sliding seats, all this body of doctrine is applicable to the teaching of a novice. One important point I must again lay stress on. A coach should direct his chief attention to impressing on the minds and muscles of his pupils those movements which are least in accordance with the light of nature, and, therefore, most unfamiliar to the young idea—the body-swing, the straightness of the body column at all points, the application of body-weight to the beginning, the comparative inutility of the arms during the water-work, the due balance, varying at different points, which has to be kept on the handle of the oar, the prime necessity for making the forward swing slow and the back swing swift and vigorous, the quick turn of wrists on the feather, and the prompt extension of the arms. This, in itself, is no short list for coach and pupil to exercise their brains on. If you add to it the correction of the innumerable faults which the ignorance—I had almost said the perverted ingenuity—of the pupil will produce at every different section of the stroke, you will find that elementary instruction is a matter of no little complication and labour, both to you and to your charges. Constant practice and good will on both sides



FIXED SEAT
NO. 3. THE BEGINNING



FIXED SEAT
NO. 4. JUST AFTER THE BEGINNING

are required if any improvement is to be made. And this practice must, for some considerable period, take place in tub-pairs. Later, the novice may be tried with others—preferably with some more experienced man at stroke—in a four, and so he may proceed to the work of an eight-oar, still on fixed seats. Only after he has assimilated and can put in practice your elementary lessons with some reasonable approach to correctness and skill ought he to be hazarded on a slide.

CHAPTER VIII

ELEMENTARY INSTRUCTION ON SLIDES

New Difficulties—How to master them

THE beginner who has battled through his elementary stages on a fixed seat may be supposed to have acquired the main body of rowing doctrine. Though he may not have learnt to apply his lessons in practice with a full accuracy, he, at any rate, knows what is expected of him. The beginning, the finish, the recovery, the turn of the wrists, the extension of the arms, the balanced forward-swing of the body, the method, in short, of applying the utmost power to the propulsion of the boat with the greatest possible economy of strength—all these are no longer mysteries to him. He is now faced with a new problem. Hitherto he has sat and pivoted and swung on an immovable seat. Now he is suddenly placed upon a seat that slides backwards or forwards as the movements of his body set it going? At the very moment when all his limbs and muscles should be coiled up for the spring that is to immerse his blade in the water and help to send the boat spinning on her way, this terrible seat, in obedience to an uncontrollable impulse, slips backward with him, and the noble movement so carefully prepared ends in an ignominious dab. Then, again, when he has somehow finished his painful stroke and extracted his blade from the water, the slide shoots him forward, and his belated body cannot swing as he desires. His heels slip away, his ankles refuse to perform their flexible office, and the muscles that flank his unhappy shins ache, as if they had been pounded with mallets. What is to be done

to convert this new device from an instrument of torture into a powerful ally? There can be only one answer—persistent practice under a careful teacher.

A few hints, however, may be given :—

(1) The essential principles of oarsmanship are not altered by the sliding seat. Everything the beginner has hitherto learnt on a fixed seat remains equally important.

(2) The new power that is brought into play is the driving power of the legs. By their proper use, the durable force of the blade in the water is very largely increased.

(3) In order that this force may have its due effect, the slide must be controlled instead of being allowed to carry the body about aimlessly.

(4) At the beginning the pivot-point of the body, which on a fixed seat was at least 12 inches distant from the work (*i.e.* from a line drawn across the boat at right angles from the rowing thole), is by the slide brought up much closer to the work. Eventually it is to be brought up to a point level with the work. The knees and ankles, therefore, are to be much more bent, and the whole position is at first felt to be so strained that, as I have said, the natural impulse is to let the slide move back in order to ease it. But

(5) This natural impulse must be mastered. The beginner, therefore, must learn to take his beginning, as before, with a body-spring, while his slide, during that fraction of a second, remains firm and immovable. The body-movement must precede that of the slide.

(6) Immediately afterwards—so quickly in fact that the movements cannot be separated by the eye—the slide must be set to work by the feet pressing against the stretcher.

(7) The leg-power thus brought into play is not to be spent in one sharp piston-shove, but must be distributed through the whole stroke. Indeed, as the impulse of the body-spring slackens, the legs must take up a greater burden of work in order that the force of the blade in the water may be unwavering up to the finish of the stroke.

(8) While the hands are coming in to the chest there should still remain some two or three inches of slide for the final leg-pressure which is to help out the stroke.

(9) At the moment when the hands reach the chest, and the stroke is finished, the knees are to be flattened down.

(10) The hands must leave the chest and the body must begin to swing forward before the slide moves. Here, too, the body-movement must precede that of the slide and carry the slide slowly forward with it.

(11) Body-swing and slide forward must end together, and therefore the slide, which travels through the shorter space, must move even more slowly than the body. If the slide is allowed to end first the inevitable result will be that it will knock violently against the front stop and cause the swift precipitation of the body at a moment when it is specially necessary that it should be well balanced. Do not "peck over" your front stop.

One more hint I must add. Nothing could be more detrimental to a beginner's chances than to transfer him at once from a fixed seat to a full slide of sixteen inches brought up to the level of the work. It is impossible for his inexperienced muscles to perform the task demanded of them. A slide of seven inches so stopped as to come within six inches of the work will be quite difficult enough. Gradually, as the limbs accustom themselves to the work and become more flexible, this length of slide can be increased, fore and aft, until the full length of sixteen inches is attained. For such a seven-inch slide an oar used on a fixed seat with a leverage of, say, 3 feet $6\frac{1}{2}$ inches should suffice; but for the longer slide of 16 inches a leverage of 3 feet 8 inches will be necessary.

For the rest I must refer the reader to the precise and detailed instructions given in Chapter VI. I am aware that I have repeated some of them in this short chapter, but my object has been to bring prominently before the mind of the novice the chief difficulties that will confront him in his early adventures upon a sliding seat.



“REACH OUT AND ROW!”
A CAMBRIDGE EIGHT AT PUTNEY

CHAPTER IX

OARSMANSHIP IN EIGHTS

Boats and Oars and the Arrangement of the Crew

BEFORE I proceed to discuss the main points of eight-oared rowing, it may be as well to consider for a few moments the measurements of the boats and oars used for the purpose. The subject is one to which few oarsmen in my early days gave any attention at all. They ordered their ship and their oars with possibly a few very general instructions in regard to the weight of the crew and the breadth of the blades, and then they contentedly took what the builders provided, altering riggers or stretchers now and again to suit the comfort of individuals, but without any reference to general principles.

All this has now—and for some time past—been changed. Oarsmen nowadays would scorn to be without views on this important matter. Discussion rages over the length of oars, the breadth of blades, rigger-spread, the height of work, and many other minor points, and friendships have been broken because men could not see eye to eye with one another over a matter so simple as the height of the seats in an eight-oared boat. Undoubtedly it is all to the good that men should take an intelligent interest in their boats and oars, but I own that sometimes, when I see an oarsman poring over paper calculations or constantly chopping and changing the riggers and slides of his crew in order to experimentalise in measurements, I am inclined to sigh for the happy ignorance that distinguished the mass of us some thirty years ago. I do not pretend for a moment that the subject is unimportant. Indeed, it is essential that a boat should be properly rigged.

I only wish to warn oarsmen against an excessive and brain-destroying devotion to the science of minute measurements.

Another warning I must give. I cannot assume that the measurements I propose to give will suit without variance every possible kind of eight-oared crew. They are such as I have found, in the course of a long experience, to be generally right, but they must be taken as subject to exceptions, which the trained eye of a skilful coach will discover when the crew is actually in motion before him on the water.

MEASUREMENTS OF A LIGHT EIGHT-OARED RACING BOAT

The ordinary details of measurement usually recorded in the newspapers in regard to boats, though they are, of course, correct so far as they go, one of little practical value. What interests oarsmen is not so much the length and depth and beam of a boat as those other details of rig on which the comfort and effectiveness of the crew so largely depend. Here, then, is an average set of measurements for an eight-oared racing boat—

	ft.	ins.
1. Length over all	61	6
2. Beam amidships under gunwale	1	11
3. Depth „ „ „	1	1
4. Height of seats above heels	0	8 to 8½ ins.
5. Height of rowlock-sills above seat	0	6
6. Length of movement of slide	1	4
7. Position of front edge of slide in relation to rowing pin when full forward		level
8. Distance from rowing pin measured horizontally and at right angles to boat, to centre of seat	2	7 to 7½ ins.
9. Distance between tholes of rowlock	0	4½ to 5 ins.

NOTE A.—The heels should be as close as safety permits to the skin of the boat. The less you elevate the weight of the crew the greater will be the stability of the boat.

NOTE B.—The tholes of the rowlocks must on no account incline outwards, but must be set up erect. The wood of the rowing-thole should present to the oar a surface *slightly* inclined towards the stern, *i.e.* the top should project more than the bottom of the wood. You thus prevent the

blade from "slicing" into the water. The other thole should have its inner edge carefully bevelled away to obviate the locking of the oar in the forward position.

NOTE C.—The stretchers should be so set that when the oarsman is sitting easily with the slide full back the knees are just slightly bent, and so that pressure of the feet against the stretcher will straighten them.

NOTE D.—In measurement No. 5 the height of the work is given as 6 inches above the seat. Formerly we did not find $6\frac{1}{2}$ inches to 7 inches too high. Boats, however, nowadays seem to be built with a greater floating capacity, and in most modern boats I have found that 6 inches are ample. It is plain, however, that this measurement depends to a great extent on the floating capacity of the boat. It is in any case a fatal error to set it too high, and thus to cause unsteadiness, due to the vain efforts of the oarsmen to grip the beginning and to hold out the finish. The coach and captain must judge of the proper height. Let them, in any case, begin by setting all riggers at one height, and by refusing to make any radical changes until they have secured a certain amount of uniformity in the rowing of the crew.

NOTE E.—I had at one time a favourable opinion of centre-seated eights, but I have come to the conclusion that the side-seating principle gives greater stability to the boat. Moreover, with seats placed along the centre you must have longer riggers, and the longer you make your riggers the more you decrease their probability of strength. In a side-seated boat the seats, instead of being over the keelson are set away from it, and from the outrigger at a distance varying from about $3\frac{1}{2}$ inches in the case of No. 5 to $2\frac{1}{2}$ inches in case of bow and stroke.

MEASUREMENTS OF OARS

Personally I have always favoured a short oar, both on general principles and as a result of experience in rowing and in coaching. My view, generally, is that an oar gains an immense advantage by being light, and an even greater advantage by being well-balanced. With a constant rigger-spread of 31 inches (*i.e.* distance from rowing pin to centre of seat) you cannot increase your leverage on the oar. If you add length to your oar you must add it outboard, and thus you are liable to overweight that portion of the oar, besides rendering the whole implement heavier. On the whole, the tendency now is in favour of short oars. At Henley, or on the Isis or the Cam, an oar measuring 12 feet over all will be found sufficient for all purposes, and even at Putney, over the

long course, I should be well satisfied with 12 feet 2 inches. Anything beyond this is mere surplusage: it adds to the toil of the oarsman, and to the general difficulty of getting a crew to row together, and in a lively style. In their victories at Henley from 1891 to 1896 the Leander crews used 12-foot oars.

Here are detailed measurements—

	ft.	ins.	ft.	ins.
1. Length over all	12	0 to 12	2	
2. Length inboard (<i>i.e.</i> from rowing face of button to end of handle)	3		8	
3. Length of button from top to bottom, measured in a straight line	0		3½	
4. Length of blade, measured over the arc of the concave	2		7	
5. Breadth of blade	0		6	

NOTE A.—It may be found necessary in the case of clumsy, stiff-jointed men to add half an inch to the inboard length. For average men 3 feet 8 inches should, however, be amply sufficient. The more you add to your leverage the more likely you are to turn your blade through the water instead of driving the boat past your blade.

NOTE B.—I give 6 inches as a good average breadth for the blade. Even a very powerful man will find that he can exert himself fully with such a blade. As to the shape of blades, opinions are still divided between the "square" blade, which is broadest at the end, and the "barrel" blade, which has its broadest part some 6 inches to 8 inches from the end. Personally I prefer the square blade, though I admit there is not much in it. The "coffin" blade, invented and designed by Dr. Warre, is rarely if ever seen now, though the Eton boys used it with great effect some twenty-five years ago and onward. The blade is so shaped that the whole of the lower edge of it is parallel to the surface of the water at the beginning, and the gripping force is therefore said to be greater than in the ordinary square oar. I have rowed a great deal with this kind of oar, and always found it eminently serviceable.

NOTE C.—No oar, if made of good spruce properly seasoned, ought to weigh more than 8½ lbs. at the outside. It is quite a mistake to suppose that additional weight necessarily gives the oar greater strength. Usually it spoils the oar's balance, and makes it more difficult for the oarsman to handle with quickness and precision. When oars are ordered the oarmaker should be told that any specimen weighing more than 8½ lbs. will be returned to him. A weak or whippy oar is, of course, an abomination and must be discarded at once.

It is the duty of the coach, before he allows his crew to enter their light ship, to assure himself that the measurements

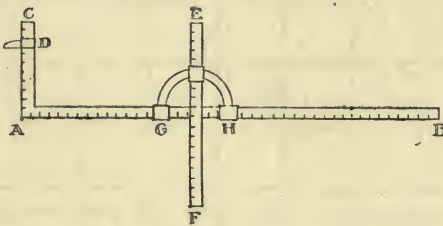


MODERN OARS

1. SQUARE BLADE
2. "COFFIN" BLADE

are correct and uniform. Afterwards, when he has seen the crew at work, he may find himself compelled to make a concession here and there to the individual peculiarities of one or two of the men. For instance, it may be necessary to "build up" the seat of a man who is long-legged and short-bodied, and this elevation of the seat will necessitate a slight corresponding elevation of the work. Such changes, however, should be very sparingly made, and in any case, as I have said, the first state of the measurements ought to be uniform.

Let the coach, therefore, be careful to measure up the rig and to note down the results, with a view to the correction of all inequalities before the men take their seats. For this purpose he requires a measurer and a measure-card. The measurer ordinarily in use is of the sort designed by Mr. W. A. L. Fletcher. It consists of an L-shaped rule with two attachments as thus—



AB is a rule 44 inches long, marked off in inches.

AC is a rule 8 or 10 inches long, marked off in inches.

GH is a semi-circular brass attachment sliding freely on the rule AB.

EF is a rule 24 inches long, marked off in inches, and sliding freely up and down in the attachment GH.

D is a wedge-shaped wooden tongue, flat on the under side, and sliding freely up and down on the rule AC.

If you lay the rule AB on the sax-boards with the rule AC against the sill of the rowlock you can obtain the height of the sax-boards from the seat by an application of the rule EF, and the height of the rowlock-sill from the sax-boards by an application of D to the sill. The sum of these two gives you the height of the work. Another application of EF will give you the height of the sax-boards from the heels.

Subtract from this the height of sax-board above the seat and the remainder gives you the height of seat from heels.

Keep CA against the rowlock-sill, and apply EF to the centre of the seat, and you will obtain the distance from that point to the rowing pin, *i.e.* the "rigger-spread," or leverage, which, as I have said, should be 2 feet 7 inches.

As you proceed with your measurements they should be noted down on a measure-card. The most convenient and comprehensive design is the following, by Mr. C. K. Philips :—

FRONT OF CARD

Boat..... Date.....

	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.
	Sill to Sax-board.	Sax-board to Seat.	Work.	Sax-board to Heels.	Height of Seat from Heels.	Slides.	+ or - from Work.	Length of Sill.	Lever age.
Bow									
2									
3									
4									
5									
6									
7									
STR.									

OARS.....
 Length over all.....
 Inboard.....
 Breadth of Blade.....
 Weight—.....lbs.

By adding together, in each case, the results in columns I. and II. you obtain the height of the work. By subtracting column II. from column IV. you obtain the height of seat above heels.

BACK OF CARD

ALTERATIONS+ Raise.
- Lower.

WORK (Rigger only)

SEAT

DATE				
Bow				
2				
3				
4				
5				
6				
7				
STR.				

		DATE
		Bow
		2
		3
		4
		5
		6
		7
		STR.

On this you note, for your own information and that of the boatman, the alterations in rig that you may decide to be necessary.

You should supervise all alterations yourself, and refuse to be satisfied with them until they correspond exactly with your decisions.

Work is altered by the insertion of leather washers at the point where the rigger-stays are screwed into the boat. To raise it you insert washers under the lower stays ; to lower it you insert them under the upper. A seat should be raised only when you see that, with the existing elevation, a man cannot clear his knees or swing his body forward with due freedom. In this case it is better to raise the seat above its wheels rather than to build up the slide-track.

I may assume now that you have got the rig of the boat to your taste ; that you have satisfied yourself that the slides run true ; that the centre-point of every seat is exactly opposite the point where the heels meet on the stretcher ; that the tholes are duly erect and otherwise in good order, that all the nuts are tightly screwed up ; in short, that everything is ship-shape. The boat can now be launched, the men can take their seats, adjust their stretchers under the coach's supervision, and insert their oars in the rowlocks. Before we shove her off, however, we may pause for a moment or two to discuss a few points which have their importance. For instance, a coach or a captain will want to know how long the crew ought to remain in a tub-eight before taking to the light ship. My answer is that if they are men of some experience—a Leander crew, for example—they will not need to use a tub-eight at all ; and even if they are men of small experience, like the majority of those who row in College crews at Oxford or Cambridge, the less time they spend in the tub-eight the more they are likely to profit in the end. There is a special kind of natural science known as watermanship which is essential to the proper management of a light ship, and can only be acquired in its highest form in that class of boat, and the sooner you put your crew into the racer the sooner you make it possible for them to begin on this necessary branch of aquatic learning. A week should be ample as the period of tub-eight work for all but the most backward and clumsy crews.

THE ARRANGEMENT OF THE CREW

Broadly speaking, the right arrangement is to place your heaviest and most powerful men at Nos. 4, 5, and 6, to keep your most stylish and level-headed oars for stroke and No. 7, to try your less experienced men at Nos. 2 and 3, and your lightest and quickest men at bow.

I doubt if it be possible to make a good crew with a bad No. 7 ; but I have often seen a reasonably good crew turned

out, in spite of many faults in the stroke-oar, when No. 7 was good. No. 7 is the key-stone of the arch; he keeps the whole fabric of the crew together, locks into one consistent whole the stones (if I may so term them) that without him would fall apart and bring everything to ruin. If supremacy in importance is to be allotted it must go to No. 7. If amongst my material for a possible crew I could count on a T. C. Edwards-Moss, or an R. P. P. Rowe, or a W. E. Crum, or a W. Dudley Ward for No. 7, I should be fairly confident of the ultimate excellence of the crew. On the other hand, even with a Kent or a Pitman at stroke, I should doubt my prospects if I failed to find a good No. 7 wherewith to back him. Smoothness and beauty of oarsmanship, a perfect adaptability, a capacity both for inspiring and for regularising his stroke-oar, unfailing watermanship (which means a sort of instinctive power of keeping his balance, of trimming the boat, and of rowing effectively under the most adverse circumstances), these are the special qualities that mark out a man for the position of No. 7. Happy is the coach who finds or develops such a paragon.

For the stroke-oar, if he is to be a hero at the game, most of these qualities, too, are necessary. He must have, in addition, a perfect mastery over his crew, so that he may steady them or wind them up to a spurt, and that rhythmical regularity which keeps the beat and music of the stroke even while it is being quickened. Polish of style he ought to have, but length and dash and the virtues I have named are more essential. No stroke better than C. W. Kent has ever, to my knowledge, existed, but his oarsmanship was often angular and uncouth. Yet he would have counterweighed faults ten times as serious as those he showed by his magnificent length, his splendid generalship, and his inexhaustible power of organising and carrying through a spurt. Many a time have I rowed and raced behind him, and many a time have I, as coach, watched his marvellous efforts as he welded his crew into one solid machine, or nerved them in the race and rattled them along to a victory snatched from the very jaws

of defeat. He had a genius for his work, and through that he triumphed.

A word remains to be said about No. 6. Usually he is a heavy weight, and his special duty is to back up stroke, to take pressure off his shoulders by seizing the beginning accurately with him, and holding his stroke through, body and legs, to the finish. Of the three customary heavies, he has, perhaps, the most responsible task.

Beyond such generalities as these I cannot go. Material for the formation of crews varies in every case, and a coach or a captain must make the best of what the club can provide for him. Preliminaries are now over, and the boat can be shoved out, and we can face our troubles.



PAIR-OAR
NO. 1. "FORWARD! ARE YOU READY?"

CHAPTER X

OARSMANSHIP IN EIGHTS (*continued*)

Practice for a Race—Faults and how to correct them—The Perfect Oar in Prose and Verse

WHAT is the object in gathering eight men together, and placing them in a light ship on the water? Why, in fact, have they come out to row? Incidentally, and quite apart from any sense which slang has attached to the expression, they may be said to do it for their health; but this is not their only object. Chiefly they desire, so long as they are in the boat, to cease to be eight individuals, and to be welded into one whole as a perfect crew in order that they may be qualified to row for the honour of their club and have a chance of winning a race. They will do their best with this in view, and they look to their coach so to instruct them generally and particularly, and so to plan out their practice and organise their training, that they may feel sure, in the end, that nothing has been left undone to promote their success. It is with the instruction and the planning of the practice that I am here concerned. I shall discuss "training" in a later chapter.

In what I am going to say I propose, in accordance with the method I have generally followed hitherto, to address myself more to an imaginary coach than to an imaginary handler of the oar. The boat is on the water. The men are waiting to begin. "Paddle on, cox," the coach will say; the cox will issue the necessary orders, and eight hearty gentlemen will start on the voyage which is to test their skill, their strength, and their tempers.

First, then, as to "paddling." What does the term mean?

Generally, it may be said that, as distinguished from "rowing," the word implies that the movements of the stroke are not to be performed with full strength, though they must nevertheless be performed with life and precision. In rowing, a man has to reach and swing to his full length, and to put all his power into every stroke. In paddling he takes it easily. He need not swing to quite the same length, or crash at the water with the same vicious energy, or cover his blade so deeply, or drive down his legs with the same force as he would employ in the harder work of rowing; nor is it necessary for him to use so high a rate of stroke. But, although all this is true, it is only applicable in its fulness at a later stage of practice, when some progress towards uniformity has been made by the crew. Then they can indulge in the alternate rowing and paddling, which, if smartly performed, adds so much to the pace and pleasure of the crew, and can make the paddling as easy, as steady, as light, and as little exhausting as the exercise can be made, while they reserve their highest efforts of brute force for the spells of rowing. But during the initial stages of practice these manœuvres are beyond them. The practice during the first few days will be almost entirely composed of paddling. It will not, however, be the paddling I have described above, but merely a modified form of hard rowing; that is to say, rowing not done at a fast stroke or in a manner so violently energetic as to exhaust men whose muscles and wind are not yet in good order, but still rowing in which length and hardness of beginning and the due proportionate force of the leg-drive are properly inculcated. Do not allow your men to start on their practice by doing their work in a slack fashion.

The next point is the rate of stroke for paddling and for rowing during the early stages of practice. As a rule, this is set far too low. I have taken up the coaching of a University crew after they had been at work for a month, and have found them paddling at the ridiculous rate of twenty-one or twenty-two to the minute. The inevitable result of this is to make the performance of the work ponderous and devoid of all life,



PAIR-OAR

NO. 2. THE BEGINNING



PAIR-OAR

No. 3. JUST AFTER BEGINNING

to accustom the men, in fact, to radical faults which it will be extremely difficult to extirpate in the later stages. The paddling in the initial part of practice (and, indeed, until quite late in the practice) ought never to drop below a rate of twenty-eight, while the rowing should always be two or three points higher. It is infinitely easier to keep the ship on an even keel at such a rate than at the funereal stroke of twenty-two. I may add that I have never seen any point in tubbing men in a gig-pair, as is sometimes done, at a rate of about fifteen to the minute. It may be urged that the object is to teach men how to swing forward slowly; but, on the other hand, liveliness and elasticity of movement cannot possibly be taught in this fashion. They will necessarily acquire a dull and pompous style, and be hopelessly at sea when they begin to work in a racing ship.

What are the faults which every crew displays to a greater or a smaller degree when it first sets out? Of course the boat is unsteady; there is a good deal of splashing and of feathering under water, the oars keep bad time, and there is a complete absence of rhythm. These faults, however, are mainly the result of other faults to which the coach must address himself. It is useless for him to say, for instance, "Keep the boat steady," or "Don't splash," or "Mind the rhythm," without endeavouring to remove the shortcomings by which these misfortunes are produced. If he watches his crew carefully he will, I am fairly certain, notice—

(1) That their movements are dull and slow where they ought to be quick, and quick where they ought to be slow: Their hands will be slow off the chest, their bodies will hang on the recovery, their wrists will turn without any spring, and their beginnings will be taken indolently. On the other hand, their bodies will rush forward with the speed of a rocket, and their slides will rush even faster than their bodies till they rattle against the front stops.

(2) The swing and the reach will be very short, and the slightest unsteadiness in the boat will make them even shorter.

(3) The hands will be "heavy over the stretcher," that is to say, their weight will continue to bear upon the handles of the oars, and the blades will be lifted sky high. Consequently,

(4) The blades will not strike the water even at the short limit of extension permitted by the defective swing and reach; the beginning will therefore be missed, and, as a necessary consequence, the finish will be clipped. The propulsive power of such strokes, especially when the eight men are taking them at different times, will necessarily be small.

The coach having watched this kind of thing for a few hundred yards must call an easy, and lecture the men collectively and individually. They will be ready enough to listen to him. They must desire, even more than he does, to get rid of their discomforts, and each one of them has probably realised in his own mind how they are produced and how they ought to be corrected. The collective lecture, then, will recall the crew to first principles in some such form as this—

"You are all bucketing badly. Sharp away with the hands, and remember to straighten the arms immediately. Then take your swing slowly and steadily, and keep the slides slower than the swing. Hands must be light over the stretcher, and the bodies must not tumble on the last part of the swing. Beginnings sharp and hard. Keep the feet on the stretchers, and use your legs to drive the stroke home. If the boat rolls help to redress her by the balance of your hands, and always rally on the finish and recovery. Listen for the click of the oars in the rowlocks, and lock your stroke up there."

Then he can take the men individually and impress upon each of them the correction of some one salient fault which is chiefly impeding him and preventing the steadiness and uniformity of the crew, as for example—

"Stroke, your slide is slipping away. Mark your beginning well with your body.

"Seven, your hands were heavy. Get the beginning exactly with stroke, and watch him all the time.

"Six, don't 'ride' forward on your slide. *Begin* your



PAIR-OAR

NO. 4. POSITION HALF-WAY THROUGH STROKE



PAIR-OAR
NO. 5. POSITION AT FINISH

swing forward with knees down, and let the swing then carry slide with it.

"Five, your finish is very short. Swing further, reach as you swing, and try to get the beginning well behind the rigger. This will enable you to keep the finish long. Do your work with straight arms.

"Four, don't pull yourself up to your oar at the finish. Keep your body back, and stay on the finish.

"Three, you are lying too far back at the finish. Sit up to your work on your bones, and row *your shoulders* back. Bring the oar well home to the chest with the outside hand.

"Two, you're swinging out of the boat at the finish. Use your legs evenly. Swing inward at the beginning, and lean against your oar as you finish.

"Bow, you're feathering badly under water. Raise your inside wrist more in holding the oar, and keep swing and pressure to the end of the stroke."

I offer the above, by no means as an exhaustive list, but as a sample of some of the chief individual faults which will call for a coach's correction in addition to the collective faults which I have enumerated. When the coach has thus instructed his men he can set them going again for another short effort. While they are actually at work his corrections should be short and precise, and limited in the case of each man to *one fault at a time*. Nor should he disdain to encourage as well as to correct. If he sees that a man is really trying his best, and is in a fair way to get rid of his fault, he must be told that he is doing better. Nothing wears an oarsman's spirits out more than a constant torrent of rebuke unmingled with any hint at improvement. Equally important is it not to nag at one man for a long period. Let him be told of his fault, instructed how to correct it, and then let him be left alone for a little. If it should be necessary, as it sometimes is, to take a longer turn at him, the coach can always secure his co-operation beforehand by saying, *e.g.*, "Three, you mustn't mind if I say a good deal to you during the next row. I want to get rid of that fault, and I think it can be managed." Three

will certainly acquiesce and not mind at all ; but this method must not be overdone.

With steady practice and the general improvement of conditions which practice brings, many of these faults may be expected to diminish and disappear almost of themselves—but the coach must help the process by constant reminders. To do this effectively he must have in his mind a standard of perfection, and to that he must be for ever levelling up his men. If he is fortunate, he may find such a standard in one of the oarsmen in the crew, and then his task will be all the easier. His chief efforts at first must be directed to getting the crew together. Want of uniformity, which produces many discomforts and faults, is itself the result of certain obvious and glaring faults such as those which have been enumerated. Before any real progress in pace can be made, the faults that impede uniformity must be eliminated. What anybody can see in a newly started and unwelded crew is that the blades neither strike nor leave the water together, and that there is a great deal of unsteadiness and splashing. The coach's business is to discern the ultimate causes of these manifestations which are only the outward and visible sign of certain faults of bodily movement. At the outset he must make no compromises with his rowing conscience. Where seven men row a short stroke and the eighth alone rows long—I have seen this phenomenon in several crews, especially in some stroked by C. W. Kent—it would, of course, be easy enough to diminish the length of the one and to leave the seven as they are. The harder task, but the necessary one, is to level the seven men up to the eighth, and even to make the eighth himself a little longer in the process. No coach, in starting, can be too careful or too insistent in regard, not only to the great and obvious faults, but also to those smaller defects of bodily style which often impede individuals only to a slight extent, but which, in their cumulative effect, destroy symmetry and largely diminish pace. The man who slouches at the finish tires more rapidly than the man who sits up free and erect, because he gives

his breast and lungs less room, and because his recovery is a greater effort to him. The man who overreaches is not in a position to get a firm beginning. Hands may be too far apart or too close together on the handle, chins may drop on the chests, or knees may be dropped loosely apart; elbows may be unduly stuck out, or wrists may be kept at a wrong elevation. These faults, occurring here and there, may seem a trivial matter to the careless coach, but if they are allowed to become a rooted habit he or his successor will find, too, that the polish and the pace of the crew suffer from them. Other things being equal, the crew that has all its points polished *ad unguem* will defeat the crew less perfectly polished. In rowing, as in other pursuits, it is the small things that matter, especially at the outset. And for the proper correction of these small things the tub-pair is an invaluable, nay, an essential auxiliary. In her the coach can drill and lecture his men at ease to his heart's content. He can try all sorts of "tips" and experiments in her, and, best of all, he can himself take a seat in her and show, by his own brilliant example, how the thing ought to be done.

All this, as I have sufficiently indicated, is for the early stages of practice, for the first four weeks in a crew which has seven weeks before it, for the first ten days in one which can command only three weeks of practice. Later on the tub-pair must be abandoned, or must be used only on exceptional occasions, and all the attention of the coach must be devoted to the "quickenings" of the crew and their final polish in uniformity and pace. Now comes the moment when real paddling can be taught and practised, the paddling, I mean, which not only recruits strength, but also aids enormously in perfecting the harmony of the crew. The rough edges have been knocked off, the bodies and limbs have grown accustomed to their toil, and have been hardened by it, and lungs and heart have duly taken up the increasing strain. What seemed impossible at first when the men were at sixes and sevens (not to mention eights) is being accomplished with reasonable ease; the men can row at the rate of 35 or

36 to the minute, and they do it with less exhaustion than was entailed by 30-32 a fortnight or three weeks ago. Now you do not want to drive a willing crew to death or to staleness no less perilous than death. Ease them down, therefore, on their spells of paddling; let them work lightly and gracefully, though with a due elasticity and briskness at the essential points, and, above all, make them, while they are paddling, observe the steadiness and balance of their bodies with the utmost care. As a crew increases the rate of stroke it always runs a risk of losing balance, of acquiring a rush-forward, and particularly that "peck" over the front stop which ruins the beginning of the stroke. I say again, then, ease them down in their paddling, make the rate of it slow—25 to the minute is by no means too slow—and pay great attention to the slowness of the swing forward, especially during the last part of it, when there is the greatest temptation to turn swing into tumble. So slowly should the bodies move as almost to give the casual spectator the impression that they are "hanging" over the beginning. And now, as, indeed, at all times, you must see to it that the buttons of the oars are kept duly against the rowing pins and the sills of the rowlocks. The fault of drawing them away is a most insidious one and often escapes notice.

Now is the time, too, for practising a crew in long stretches of work in which paddling is diversified with short spells of rowing. The coach should tell his men what he wants them to do, and insist particularly that the rowing, when it comes, is to be very long and very hard. Then he can start them paddling. When he sees them paddling easily and harmoniously together, he can warn them by calling out "Prepare to row." A stroke or two later he will tell them to "Reach out and row," making them lengthen out on the swing with every stroke, grip hold of their beginnings with their utmost force, drive hard with their legs, and hold out their strokes in the water to the last fraction of an inch. Then, after a dozen strokes or so, comes the command "Paddle again," the rate of stroke drops, the bodies, which



PAIR-OAR

NO. 6. AFTER RECOVERY. BOW'S HANDS TOO LOW



PAIR-OAR

NO. 7. THREE PARTS FORWARD, BLADES TURNING OFF FEATHER

have perhaps been unduly bustled, resume their balanced composure, and so *da capo*. There is nothing like this sort of practice for shaking a crew together. Finally, in order to teach them to watch their stroke-oar and to rely absolutely on him, the coach should tell stroke to use his own judgment, not to wait for any command from the coach, but to break into a row and to drop from rowing to paddling at his own sweet will.

In order to judge of the "togetherness" of a crew, the coach must observe not merely the time of the blades in striking and leaving the water, but also the proper unison and welded precision of the bodies. The effect of uniform swing-power forward and backward on the pace and steadiness of the boat cannot be exaggerated. The bodies ought to have the appearance of being pulled to and fro by one cord. Too often a neglect of insistence on this point produces what is known as a break in the crew. The four stern oars, for example, may be seen swinging fairly and freely back together to the same extent, while Nos. 4 and 3 manifestly check their swings too soon, and consequently execute a defective finish with great exertion and clumsiness. It is very difficult to eradicate the pernicious fault, which is equally detrimental to pace and to symmetry, during the final stages of practice. It results generally from careless and inefficient drill at the outset.

THE RATE OF STROKE *

A crew, if it is to be worth anything in a race, ought to be able to command a rate of at least 40 to the minute. In short courses, like that of Henley, or the other Thames Regattas, 42 should be aimed at and attained. I do not say that a crew on the tideway is to row 40 all the way from Putney to Mortlake, or that at Henley it is to keep up 42 from start to finish, but it ought to be able to command the rate I have mentioned for a start or a spurt and to command it with ease, during practice. In races over a very short course,

* See also pp. 112-114.

like that at Maidenhead, I have often started at 46 and kept that rate going with comfort until victory was assured. A crew must be gradually brought up to its fast stroke, first by short starts at an increased rate and then by longer pieces of work. Indeed, a crew ought to be practised at a rate slightly faster than that which it may expect to use during a race. After you have once rowed 42 reasonably well you will find it almost indolence to drive your boat along at 38. The great point to remember is that while the stroke increases the body swing must be slow. The increase in pace must be chiefly gained by rattling the hands away very fast, by striking the beginning with extreme swiftness, and by driving hard through the water. Great care, too, must be taken to use the outside hand well, and row every stroke right home, and to disengage the blade clean from the water. The tendency, as the stroke increases, is always to clip the finish, and, in order to correct this, special emphasis must be laid upon the force of the leg-work, particularly during the last three or four inches of the slide.

THE BACK-SPLASH FROM THE BLADES

Ordinary splashing comes from a rolling, unsteady boat, and unsteadiness is invariably produced by irregular work performed either in a slovenly or in a clumsy fashion. Yet a coach must not be too much dismayed by splashing and unsteadiness in the early stages, provided he can satisfy himself that his men are honestly endeavouring to work. Such a crew is more promising than many a smooth crew, the members of which exert no sufficient effort to produce even a roll in the boat. In good time, as the men get together, splashing will disappear.

One special form of splashing is more difficult to deal with—I mean the back-splash which comes from the blades as they seize the beginning. An undoubted fault it is, and its effect must be to check pace, but in the earlier part of practice it comes from the effort of the men to get a sharp

grip of the water. At that time it is useless to worry about it, but during the period of polishing the coach must not neglect it. He must, as I have said before, devote himself to perfecting the balance and steadiness of bodies and the lightness of hands "over the stretcher." As he secures these essentials the back-splash will diminish, until finally, when the bodies are perfectly poised and the hands are as a feather's weight, it will disappear altogether, and the beginning will be not only hard and swift, but absolutely clean.

STARTING PRACTICE

To be able to start at top-pressure without a splash, and to obtain the utmost pace with the least possible delay, must be the ambition of every crew. The moral effect of getting a lead is considerable. It is an inspiration to feel that your crew has started clean, that the men are rowing together, that the boat is speeding swift and clean through the water, and, above all, that the other crew is trailing in the rear. I say this with a full recollection of many races in which a crew, though it was left behind at the start, has afterwards rowed down and passed its rival. Still I am certain that all rowing men will agree with me that the acme of pleasure and comfort in a race is to obtain the lead at the start and never to lose it afterwards. The marvellous start of Oxford in 1883, for instance, so demoralised Cambridge—on whom, by the way, odds of 3 and 4 to 1 had been betted—that the race was decided before half a mile of the course had been completed; and there are many examples of the same kind. In any case the capacity to start well is an essential part of every crew's equipment, and great attention should be devoted to this point during the last week or ten days of practice.

Let me say, in the first place, that a coach must always stop a crew that starts badly. An unsteady, splashing, irregular start is always the result of carelessness, and must be corrected instantly and with severity.

For races with or against a slow stream, like that of the

Thames in summer on its non-tidal portions, the following method will be found the best—

- (1) Slides three parts forward.
- (2) Bodies half forward, *i.e.* slightly beyond perpendicular.
- (3) Arms outstretched, blades flat on the water, *i.e.* feathered.
- (4) At the word "Go" turn the wrists up rapidly, immerse blade *deep* in the water, spring the body back at once, drive very hard with the legs, and help the stroke home by wrenching it in with the arms.
- (5) Be particularly careful to finish well home to the chest.
- (6) A lightning recovery, bodies swung half forward, and the beginning of the second stroke taken when the hands are over the stretcher. The rest as in the first stroke.
- (7) Again a lightning recovery followed by a full swing.

For races rowed on the swift-flowing Putney tide certain modifications are necessary. I have seen three methods successfully tried—

- (1) Position of slides, bodies, and arms as above, the blades, however, being turned over more, so that the sternward edge is clear of the water, which thus runs under it.
- (2) Blades turned backs upward and all but clear of the water.
- (3) Bodies erect and slides full back. At the "Are you ready?" the oars are squared *in* the water and the force of the tide acting on them is permitted to draw the slides slowly forward till the word "Go" is given or the pistol fired, when the beginning is at once taken with bodies, legs, and arms.

The first method on the whole is the easiest to acquire. The second I do not recommend, as it is difficult to avoid unsteadiness and uncertainty. The third, when it comes off on the nick, is the best and most effective; but there is, no doubt, a risk that the interval between the "Are you ready?" and the "Go" may be misjudged. If it should happen to be unduly prolonged the slides might reach their front stops, the bodies might be drawn forward to their full extent, and the



A START IN THE EIGHTS AT OXFORD



PAIR-OAR

NO. 8. ARMS BENDING



PAIR-OAR

NO. 9. "EASY! HOLD HER, STROKE"

painful strain put on the arms in this position would spoil the first stroke. I must admit, however, that, though I have often seen this method used, I have never known it to fail. I must add, at the same time, that, in 1903, when the umpire had a difficulty in firing his pistol, the Cambridge crew were thus brought forward to their front stops with their oars square, and the weight of the boat in this position proved too much for the waterman in the moored skiff who held the stern. He had to let go, and Cambridge floated free and were nearly half a length ahead and moving when the report at last rang out. Four points I must specially impress on those who desire to start fast and well—

(A) The blades must be deeply covered on the first stroke. To tear them along the top of the water is absolutely futile.

(B) The legs must drive with particular firmness.

(C) The arms must be used for the first two strokes.

(D) Particular care must be taken to finish the first two strokes fully home to the chest, and to shoot away the hands with exaggerated swiftness.

Finally let the men be told to watch stroke's oar sharply for the first two strokes. Whatever happens they must start with him. On this occasion, but on no other, is it legitimate for the crew to have their "eyes out of the boat."

WORKING AND "SUGARING"

If a man covers his whole blade at the full extent of his reach, keeps it covered to the finish, and drives a swirl of bubbles in front of it during the stroke, it is fair to assume that he is working. If he immerses the blade too deeply he may yet be working, but the signs of his work in the water will be less obvious and his effort to perform it will be greater. On the other hand, a partially covered blade will make more disturbance, but the work will be ineffective. A blade that wavers or wobbles in the water indicates clearly enough that pressure is uneven. It will usually be found in such a case that leg-power is insufficiently and improperly applied, that,

in fact, swing and slide are not adequately combined. Blade-work must always be the chief test, but in the case of a blade too deeply covered the body-work must be fairly taken into account. No coach of any experience can fail to distinguish the "sugarer," *i.e.* the man who makes a show, but does no genuine work at all.

A HEAD WIND

The effect of a head wind, of course, is to decrease the pace of the boat, and, at the same time, to make the actual work of the men more laborious. It is impossible against this additional resistance to row at a rate which would be easy enough without the wind. The attempt to keep up the stroke would lead to a wretched display of shortness and clipped finishes. A coach, therefore, must be content to see the rate of stroke decreased, but he need not be troubled about this, if at the same time he can make his crew swing and reach out well, heave the weight of their bodies vigorously back into the heart of the wind, and row the stroke out firmly to the end. In a stormy sea, a coxswain will call on the men to "feather high," so as to clear the waves. No doubt, there must be a drop of the hands sufficient to cause the blades to clear the top of the waves, but a good waterman, in swinging forward against a wind, ought to keep his actual feather low, to avoid the wind's main force. It is almost needless to add that, under such circumstances, the blades must be kept as long as possible on the feather, in order to diminish resistance and the consequent strain on the muscles of the arms. Mr. J. A. Ford, the famous Leander oarsman, never raised his feathered blade more than an inch or so above the surface of the water; whether it happened to be smooth or rough. I never knew him to catch a crab.

A FOLLOWING WIND

A strong wind behind the crew is far more disconcerting than a head wind. It increases the pace of the boat, but,

unless the men are ready to adapt themselves to it by an increased swiftness of recovery (hands and bodies) and a sharper beginning, it will necessarily produce unevenness in the rowing and unsteadiness in the boat. The men will miss their beginning, and get tied up in extracting their blades and shooting their hands. They must be told to keep their forward swing very slow, to grip the beginnings very quickly, and to be very careful to extract their blades sharply, and to rattle away their hands. The rate of stroke, too, should be increased. The feet must be well planted on the stretchers.

A CROSS WIND

This is a high test of watermanship and temper. It blows the boat over on one side or the other, and can only be counteracted by give and take on both sides of the boat. Generally it is for the windward men to help their brethren, whose blades are in trouble with the water. A little elevation of hands on the troubled side, a little depression on the other, will restore balance. As in all moments of unsteadiness, feet must be kept firm on the stretchers.

PACE AND THE "TRAVEL" OF A BOAT

Judgment of pace is, perhaps, one of the last gifts that a coach acquires, the judgment, I mean, which is independent of the test of the clock. Only experience and a good eye can ensure it. Misplaced rapidity of movement in the bodies of the crew is often taken by the novice for rapidity of movement on the part of the boat, when, as a matter of fact, the boat is checking and "kicking" and shivering under the convulsive efforts of her crew. No man actually rowing in a crew, when once he has felt and *heard* a boat move swiftly, can ever mistake the sham for the real. The crash of the oars into the water, the sense of elation as the stroke is heaved through with every ounce of weight on the blades, the prompt,

elastic, locked-up recovery, the slow, inexorable roll of the slides forward while the water bubbles away from the boat's sides, the feeling of unbreakable control as the bodies swing—all these accompaniments and proofs of speed, once experienced, are never forgotten. Of these, too, though not to the same degree, a coach is sensible; and, to help his judgment, he can observe and mark the distance at which stroke or No. 7 strikes the beginning beyond the puddles made by No. 2 or bow on the previous stroke. When a crew is rowing hard at a slow rate, it should "cover" a long space of clear water between strokes, and, even at its fastest rate, it must cover by a foot or two. If you see stroke's or No. 7's blade popping into the previous puddles, you may be sure that somewhere in the crew strength has begun to fail, or that the whole rowing is radically wrong.

A coach ought often to drop behind his crew. In that position he can note the time of the blades, and, what is equally important, the behaviour of the ship as the blades are extracted and the hands are shot out. If at this point she wavers or trembles, or falters ever so slightly from side to side, he must realise that the recovery of the crew is badly at fault. A ship should "take" the recovery with a rock-like steadiness and imperturbability.

Then he should come alongside again, and watch the stern of the ship against the further bank. If the rowing is bad and the bodies are on the rush, he will see the stern pause and kick back as the men get on to their beginning. If the rowing is altogether good, he will see the stern moving onward without a trace of check, gathering way while the stroke comes through, until the culminating speed is reached as the hands leave the chest. When such is the progress of a boat's stern, the coach may know that there is not much the matter with the oarsmanship, and that the boat is "travelling between the strokes" as she ought to do.



PAIR-OAR
NO. 10. DOWN ON STROKE-SIDE



PAIR-OAR
NO. II, DOWN ON BOW-SIDE

DISCIPLINE

In the present chapter I have addressed myself mainly to the coach, whose duty it is to instruct the crew. A word or two to the men themselves must be added. A coach can do much with a willing crew, even if their oarsmanship is not of the highest order, and the best way in which they can show this willingness is to obey his instructions with the utmost promptitude and to preserve discipline while they are in the boat. Each of them sinks his individuality and becomes a number, a mere component part, of a machine, set in motion and guided by the coach's will.

(1) While the crew is rowing, no voice should be heard except that of the coach, who instructs, and that of the coxswain, who corrects the time. The captain of the crew sometimes takes it upon himself to shout instructions. He is within his constitutional right, but he will do better to keep silence. His own oarsmanship is generally as much at fault as any one else's, and in any case his shouting is sure to interfere with the coach.

(2) It follows from this that you are not permitted to "answer back" a coach. To murmur curses under your breath while the coach is instructing you is equally unpermissible and anarchic.

(3) When the crew has eased after a row, silence must be kept while the coach is delivering his opinions. It is, however, permissible and proper to tell the coach of any special difficulty or discomfort that you may have experienced. A coach, indeed, will probably ask his men now and then to tell him how they feel about their rowing, and he will make a point of asking the captain how the boat seemed to travel, etc. Long and diffuse explanations in answer to any such question from a coach must be avoided. To say nothing of the coach, the tempers of the rest of the crew will not endure this prolixity on the part of one of their number.

(4) During paddling and during rowing every man in the crew must keep his eyes in the boat, so as to watch the time and keep it true with the men in front of him.

(5) The commands of the coxswain as to paddling, backing, starting, etc., must be immediately obeyed.

I have now come to the end of this long and tedious exposition of virtue and style in eight-oared rowing. Many details, I fear, I have omitted, for, try as one may, it is not possible to set out on paper an absolutely exhaustive list of all the incidents which an oarsman or a coach may have to face during the varying circumstances of the daily practice. The chief points I believe I have brought to his attention. For the rest he must rely on his own experience and judgment, the result both of his work and of his observation. All I can promise is that, if an oarsman masters my list and learns to apply at all points the lessons I have tried to expound, and if he has, in addition, that combination of health, strength, and activity which is the foundation of success in rowing, as in most other things, he will be in a fair way to become a complete and perfect oar. And, since he may wish to have a more concise description of this pattern, I will give it in verse.

THE PERFECT OAR

“Once on a dim and dream-like shore

Half seen, half recollected,

I thought I met a human oar

Ideally perfected.

To me at least he seemed a man

Like any of our neighbours,

Formed on the self-same sort of plan

For high aquatic labours.

His simple raiment took my eyes :

No fancy duds he sported,

He had his rather lengthy thighs

Exiguously “shorted.”

A scarf about his neck he threw ;

A zephyr hid his torso ;

He looked as much a man as you—

Perhaps a trifle more so,

And yet I fancy you’ll agree,

When his description’s ended,

No merely mortal thing could be

So faultlessly commended.

I noted down with eager hand
The points that mark his glory ;
So grant me your attention, and
I'll set them out before ye.

His hands are ever light to catch ;
Their swiftness is astounding :
No billiard ball could pass or match
The pace of their rebounding.
Then, joyfully released and gay,
And graceful as Apollo's,
With what a fine columnar sway
His balanced body follows !

He keeps his sturdy legs applied
Just where he has been taught to,
And always moves his happy slide
Precisely as he ought to.
He owns a wealth of symmetry
Which nothing can diminish,
And strong men shout for joy to see
His wonder working finish.

He never rows his stroke in dabs—
A fatal form of sinning—
And never either catches crabs
Or misses the beginning.
Against his ship the storm winds blow,
And every lipper frets her :
He hears the cox cry, " Let her go !"
And swings and drives and lets her.

Besides, he has about his knees,
His feet, his wrists, his shoulders,
Some points which make him work with ease
And fascinate beholders.
He is, in short, impeccable,
And—this perhaps is oddest
In one who rows and looks so well—
He is supremely modest.

He always keeps his language cool,
Nor stimulates its vigour
In face of some restrictive rule
Of dietary rigour.
And when the other men annoy
With trivial reproaches,
He is the Captain's constant joy,
The comfort of his coaches.

THE COMPLETE OARSMAN

When grumblers call the rowing vile,
 Or growl about the weather,
 Our Phoenix smiles a cheerful smile
 And keeps the crew together.
 No "hump" is his—when everything
 Looks black his zeal grows stronger,
 And makes his temper, like his swing,
 Proportionately longer.

One aim is his through weeks of stress :—
 By each stroke rowed to aid work.
 No facile sugared prettiness
 Impairs his swirling blade-work.
 And, oh, it makes the pulses go
 A thousand to the minute
 To see the man sit down and row
 A ding-dong race and win it !

Such was, and is, the perfect oar,
 A sort of river Prince, Sirs ;
 I never met the man before,
 And never saw him since, Sirs.
 Yet still, I think, he moves his blade,
 As grand in style, or grander,
 As Captain of some Happy-Shade
 Elysian Leander."

CHAPTER XI

COXSWAINS

Their Importance, Characteristics, and Methods

IT is generally supposed (by coxswains themselves) that their title implies a kind of chieftainship, as who should say cock of the boat, *cf.* cock of the walk. This, however, is an error, and I am bound, much as I respect coxswains, to correct it. I gather from my dictionary that coxswain is derived from cock, a boat, and swain, a young man or boy in service, and the word, therefore, means a boat-boy, with an implication not of chieftainship but of servitude.

Coxswains, to be sure, will refer you to the early history of rowing, and will point to the honoured names of Tom Egan and Arthur Shadwell, who for many years not only steered the crews of their respective Universities, but also took command of them and coached them. Those certainly were the palmy days of coxswains. In and out of the boat their word was law. They did not confine themselves to trite admonitions in regard to time or feather, but they acted as style-masters and trainers of their galley-slaves, and lorded it over the world of oarsmen. It was my privilege some twenty years ago to meet and converse with the Rev. Arthur Shadwell. The ancient hero had been sculling himself and his little bag of belongings down the river when he had been observed from the grounds of Abney House by Mr. Charles Hammersley. More than fifty years before these two had been at Eton together, and Mr. Hammersley recognised his former companion. He also remembered his nickname, and hailed him by it. "Skum!" he called out; and the whilom king of the O.U.B.C. meekly answered to the call, made fast

his skiff, and stayed a fortnight in his old friend's hospitable house. It was there that I met him and hung upon his lips.

Mr. Shadwell certainly had strong views. He was willing to admit that modern oarsmen were usually heavy and sometimes powerful, but there his eulogy, such as it was, stopped. They were, he said, universally of an appalling ignorance modified by an almost insane rashness. Style had perished from the land. Where, for instance, were the straight backs, the polished feathers, the long and massive body-swings, and the crashing strokes of the brothers Menzies and other demigods of the past? They were gone, and movements fit only for an asylum of the halt and the maimed had taken their place. Talk to *him* about the sliding seat? In that invention of the devil you had the root of all our ills. Men had forgotten all about the true science of boat-building, and relied on a seat that moved backwards and forwards. They ought to be screwed to their thwarts, sir, yes, screwed to them; but, instead of that, they shuffled to and fro like a row of louts at a fair. I tried to reason with the angry old gentleman. I got into a boat to show him how we understood the matter and executed it. His peals of scornful laughter woke the echoes and startled the remotest waterfowl of the Cookham reach. Then he ordered me out and took my place, and for five minutes showed me the true style. Several times, having failed to adjust the straps to his feet, he fell backwards in the boat, but his ardour and his contempt were proof against the catastrophe; he waved it aside and proceeded with his demonstration. It was a remarkable lesson, and I have never forgotten it.

No coxswain in these degenerate days is quite so autocratic as Mr. Shadwell was. Still, with all deductions made, the steerer remains a person of very considerable importance. He holds in his hands the fate of his crew. A little movement on his part, a mere twitch of one of his hands, a failure of judgment, or a momentary aberration, may win or lose a race. He has none of the exhilarating delight of exercise. In wet weather as in fine, against a bitter Nor'-easter as in the gentle.

breezes of June, he has to sit still in his seat and watch the course of his boat and the rowing of his crew. It is no light task of endurance, self-control, and vigilance to which these men submit themselves, and gratitude should be their portion.

Lightness of weight is, of course, important in a coxswain, though, for my own part, I should always prefer to select a man for his experience and his judgment rather than on a mere consideration of avoirdupois. An automaton of 7 st. 7 lb. may lose you a length where an experienced Titan of 8 st. 7 lb. would have gained you that distance and more. Judgment and light hands are more essential even than lack of weight. Light hands, indeed, are as important to a cox as they are to a rider. With their help he can keep his true course to a hair's breadth without disturbing his crew. Nothing breaks up the rowing of a crew more or exhausts the men to a greater degree than unseasonable and exaggerated applications of the rudder. It is bad enough, though it is necessary, to have to contend against the drag of the rudder round the corners of such a course as that of the Cam or the Isis, but in the straight reaches there must be a rest.

Let me imagine a cox to be seated in an eight. His legs must be crossed tailor-wise. Into each of his rudder strings he will have knotted a small wooden handle, so adjusted that his hand may grasp it alongside of his hips on the outside of the sax-boards. The crew is shoved out and the cox gives his orders: "Forward! Are you ready? Paddle!" His first care must be to give these orders, and, indeed, all others that he may have to give during the outing, in a very loud and distinct voice. He is not conducting a private conversation with stroke, but must shout so that all the other men up to bow may hear him clearly. His first impression, as the boat moves along, will be that he can see nothing and never will be able to see anything ahead of him except the too solid bodies of stroke and No. 7. Soon, however, he will grow accustomed to this obstruction and will see his course distinctly enough. These are some practical points that he must bear in mind—

(1) He must sit firmly, balancing his body from the hips, and not allowing himself to be bobbed about helplessly by the movements of the boat.

(2) The pivoting point of a boat is not at her stern. She swings on a point which is somewhere near No. 5's seat, and a coxswain must realise that, as her bows move to the right or the left, so her stern moves in the opposite direction. For this he must learn to make ample allowance, and he must remember, too, that a boat will continue to swing in the direction he has imparted to it for an appreciable moment of time after he has restraightened his rudder.

(3) To take a sharp corner in a workmanlike way it is essential to give it a wide berth at first. Grassy Corner on the Cam, for instance, can only be successfully taken by a boat that has kept close to the tow path almost up to the very end of the "Gut." If a cox goes over too soon he will eventually find himself shot off into the tow path at the beginning of Plough Reach.

(4) Knowledge gained on the Isis or the Cam is largely inapplicable to the Putney course. There the longest way round in appearance is often the shortest way home in reality. A cox must learn the situation of shallows, the set of the tide, the eddies and back-washes made by the buttresses of the bridges, and all the peculiar intricacies of this difficult course.

(5) A barge crossing the stream ahead on the tideway is a dangerous obstacle. At a distance she looks stationary; as she is approached she will be seen to be moving very fast. A cox must shape his course, therefore, to go astern of her.

(6) A cox should always easy his crew and, if necessary, make them stop the boat rather than incur the risk of smashing her by a collision. He must make up his mind in good time.

(7) Unless a coach asks him to keep silence, as a coach sometimes will, a cox must call the attention of his men to faults of time and must admonish them if they look out of the boat. It is for the coach to say how faults should be corrected.

A cox (save in exceptional cases) is not to concern himself with the actual coaching of the crew. He must not, in any case, drive an oarsman to madness by perpetual iteration. A "Five, you're late," or a "Four, you're hurrying," or a "Three, you're out too soon," at reasonable intervals will be sufficient.

(8) A cox in a bumping race or a breast race must judge his own course for himself and keep it. In a bumping race he must pursue, but he must not follow slavishly. If he does he is sure to find himself in difficulties. In a breast race, if he is sure he is in his proper course, he must on no account allow his rival to press him aside. "I was much interested in the race, but I was also very much bored," was the terse comment of the Oxford coxswain at the Boat-race Dinner of 1894. It had been a foggy day and the course was not easy. His sportsmanship had induced him to give way for some time, but in the end he found himself compelled to exchange some terrific amenities with his little light-blue rival. A sarcastic politeness is eminently fitting for coxswains.

(9) A cox must shout with extra force when he requires a special effort on the part of his crew. It is for him to judge when the moment has come for ten hard strokes in a race. Then let him bellow out, "Now give her ten: all together!" and so proceed to count out the desperate numbers from one to ten. Only let him be sure that he counts each stroke precisely on the very beginning of it. He must warn his crew, too, against any slackening off when the ten are over.

(10) It is a coxswain's duty to encourage his men, but always within certain elastic limits of accuracy. It is useless, for instance, to tell a crew that they are gaining when they are ten lengths behind towards the finish of a race.

(11) To tell a cox that he must keep his head may not be very profitable, but the reminder must be given. As Mr. Owen Seaman sings—

"Remember there are things that sear
The soul with sore internal smarting;
E.g. to cross your steering-gear
At starting;

Or imitate the helmsman who,
Stop-watch in hand, acutely reckoned
The pealing of the cannon to
 A second ;
Then dropped it, and himself was shied
 Over the rudder like a rocket,
Having secured the bung inside
 His pocket."

(12) Finally, a cox ought in training to do what he can to help his crew in every way. When they come in from rowing he must be ready to take his turn in rubbing them down, and, generally speaking, he must try to keep them cheerful under the trials and hardships of practice. Often he will not find this easy, for a man in training is frequently short in temper and difficult to console, but it is worth a coxswain's while to make the effort. If he follows the varied instructions I have given him he may eventually become the trusted guide and counsellor of his crews, and take his place in a little niche of his own in the Temple of Fame with Egan and Shadwell and Tottenhám and Davis and Sheard and Maclagan and others. He may even follow the example of Mr. L. Portman, the novelist, who, having steered Oxford in 1893 at 7 st. 7 lb., now stands 6 feet 2 inches and weighs 13 stone.

CHAPTER XII

WORK AND TRAINING

General Considerations—A Country House Boat Club

A BOAT race, whether it be short or long, must always be one of the severest tests to which a man's physical organisation can be submitted. He has to concentrate into a period varying from, let us say, five minutes to twenty minutes all the strength and the power of endurance that he possesses. If a runner, or even a sculler, becomes absolutely exhausted in a race he can stop. This last resource is not open to an oarsman rowing in a crew. However great his exhaustion may be he has to struggle along to the finish with the machine of which he is a component part. It is essential, therefore, that he should prepare himself by the work that he does during practice, and by obedience to simple rules of health and diet, for the tremendous effort of the race to which he looks forward. The theories and rules of style which we have already discussed are based upon this:—by duly observing them the oarsman is to be enabled to lay out his strength to the greatest possible effect with the utmost economy of energy and the least possible result in exhaustion. A hard race, of course, must always entail a certain amount of exhaustion, but the oarsman who is well trained, who has prepared himself by steady weeks of work, will quickly recover and be ready to row another race.

The first and most important point, perhaps, is that an oarsman who intends to row in a race should submit himself to the inspection of a properly qualified medical man. He may be outwardly powerful and possessed of a well-built and well-developed body, but he may also have some internal

organic weakness which would make the effort involved in a race dangerous to him. He must, therefore, obtain a clean bill of health from a doctor, and be pronounced sound in heart and lungs and in all his other organs. The next point is the amount and quality of work which may be necessary to fit a crew for a race. All the men in a crew are not of equal strength, or of the same bodily equipment, and yet in the actual rowing all must necessarily go through the same amount of work. The only way in which a trainer can make concessions to the weaker members of his crew is by easing their work out of the boat, and by insisting less rigorously in their case on dietary restrictions which he will have to maintain in full rigour against the more "beefy" members of his crew. He must study the appearance of his men and their appetites from day to day, and must watch the way in which they go through their work. In addition to this, the weights which he must take every day will be an invaluable assistance to him, especially in the later stages of practice. He must expect that at first the weights will show a steady tendency to diminish. The men are throwing off their fat, but have not yet substituted weight of muscle for it. Then the weights should begin to maintain themselves, and in the last week or ten days they should begin to show an upward tendency. After the first period has passed any sudden or any steady diminution in weight may be taken by the trainer as a sure indication that all is not well with the man affected.

Most modern crews, even those which are engaged in the University boat-race, do too little work in practice. Let my readers refer to the account given by Mr. W. H. Eyre, in Chapter XVII., of the manner in which the Thames Rowing Club crews used to be trained for Henley. They will realise, I think, that during the last thirty years we have fallen away from the high standard of training that ensured success in those days. Of course a Henley crew composed of University men would not find it necessary to go through a preparation so elaborate and so severe. They will already during the year have taken part in a considerable number of contests

which may be looked upon as a preparation for the Henley work. Even in their case, however, greater care and severity would seem to be essential. Men are far too apt to consider that work ought to be avoided at the very time when, as a matter of fact, a few days of real grinding work are necessary for them. I therefore advise coaches and crews not to be afraid of hard work, especially during the early period of their preparation, after the changes are over, and the crew is definitely settled. A crew which has once been ground together by many stretches of long rowing, which has had its stroke gradually accelerated, and has had its bodily organisation brought to perfection by sound training, will never afterwards fall to pieces. It will go from pace to pace, and even if it should chance to be defeated, the men composing it will realise that they have been able to do their very best. Long steady stretches of rowing should form the basis of a crew's preparation. These can be varied by shorter work at a livelier stroke to teach quickness of movement, and to help to train the wind. Even towards the end of practice there should be no fear of rowing the whole course frequently, provided the health of the men remains good.

As to the length of time during which a crew ought to practise it is difficult to lay down a general rule. Much must depend on the quality of your men, or the amount of rowing through which they have gone immediately before, and the length of the course that has to be compassed. For the University boat-race the crews practise some ten weeks, but the first part of this period is usually occupied in making constant changes in the composition of the crew. If a President could be quite certain as to the places in which he intended to row his men he would find, I think, seven weeks amply sufficient. At Oxford three or four weeks are all that a college captain can secure for the practice of his crew in the eights, while at Cambridge the "May" races always take place in June, and a crew can therefore count on six or seven weeks of practice. The statistics of Henley Regatta show, I must add, that the longer period of practice at

Cambridge—it was instituted in 1882—has been of considerable advantage to Cambridge Colleges, and has enabled them to secure a larger proportion of victories than before, though they can now only afford to put in a break of a day or two between the Cambridge races and the beginning of practice for Henley. The fact that Leander crews, largely composed of College oarsmen in good training, have been able to win the Grand with a practice of three weeks, or even less, must not be taken as an argument in favour of short practice on the part of other crews which have not this advantage. For the London and Thames Rowing Clubs, for instance, Henley Regatta constitutes practically the beginning of their season, and a practice of some seven weeks is requisite for them.

One point I must insist upon. When the men are set to do a piece of *rowing* work, whether it be long or short, they should always attempt to “row themselves out.” Exhaustion, either at the end of a three minutes’ row or of a full course, so far from being a sign of the inferiority of the crew, is a proof that the men have done their best to work hard. Without such exhaustion it is impossible to get the men into good racing condition. Gradually, as the work progresses, the men will accomplish it more and more easily, and finally they will be in perfect racing trim. When a coach has once decided that it is necessary for his crew to do a piece of hard work, such as rowing a course, he should allow nothing except illness on the part of his men to prevent him from carrying out his purpose. The prospect of rowing a course often afflicts a crew (and a coach) with what is known as “a needle,” that is to say, they become nervous and shrink from the task. They are heard to hint that “the wind is in a bad quarter, that they are not likely to do a good time, and that, on the whole, to-morrow would be a better day for the performance.” Under these circumstances a coach must be absolutely ruthless. He must put his men through the mill, and he is sure to find them all the better for it afterwards.

HOURS AND DIET

A crew is not technically "in training" during the whole of the time that it devotes to practice. During the earlier part of that time, at any rate, men may be left to themselves to arrange their hours and their meals as they like. When, however, a crew actually goes into training, certain fixed rules as to hours and diet are insisted upon, and where this can be conveniently arranged the men take their meals together. So long as the men show by their appearance and their weights that they are in good health, these rules must be strictly observed. When, however, as sometimes happens, a man begins to fall off, when he becomes either listless or short in his temper, and when his rowing ceases to show the usual vigour, the strictness should be relaxed. He may be eased and coaxed back into condition by being allowed to sleep a little later, and to choose for himself at meals such eatables as may take his fancy. Ordinarily it will be found that a day or two of such relaxation will bring him back into condition. If work has been well arranged there must necessarily be a period in the practice of the crew when they will show the signs of it in fatigue and general condition. This is not real staleness, but is a necessary preliminary to the acquisition of perfect fitness and racing condition. A careful coach will, at such a time, ease the men slightly in their work, and may even give them a day or two of complete rest. I cannot lay down any fixed rule for his guidance; he must judge for himself according to the circumstances of each case, and the only factors which can guide him in his judgment are the appearance of his men, their weights, the condition of their appetites and the manner in which they do their work in the boat. No smoking is ever allowed when a crew is in training. I give here two tables in which will be found details of training suited, (1) To a University crew for the Putney and Mortlake race, (2) To a Henley training in the summer.

UNIVERSITY CREW

- 7 A.M.—Out of bed, and without bathing or washing, dress immediately in flannels. A cup of milk and a biscuit.
- 7.15 A.M.—Out of house. A brisk walk with one sharp run of 150 yards.
- 7.50 A.M.—Back to house. Bath, etc.
- 8.30 A.M.—Breakfast. Fish, plainly cooked, without sauce. Soles, whiting, and smelts, are best. Salmon is not allowed. Cutlets or beefsteaks, or grilled chicken. Eggs, boiled or poached, or fried, sometimes scrambled. Mustard and cress or water-cress. Toast. Limited amount of butter. In an Oxford crew marmalade is allowed only during last fortnight of training. Not more than a cup and a half of tea. Oranges.
- 11 A.M.—At Putney, when the state of the tide permits it, exercise in boat. It should be noted that the tide sometimes makes it necessary for the crew to do its rowing in the morning, sometimes in the afternoon. Occasionally work can be done both in the morning and afternoon.
- 1 P.M.—Lunch. Cold meat. Tomatoes plainly made into salad with oil and vinegar. Toast. Small quantity of butter. Oatmeal biscuits. One glass of draught beer, or claret and water.
- 3 or 4 P.M.—(According to tide.) Work in the boat.
- 4.30 or 5 P.M.—Cup of tea and biscuit.
- 6 P.M.—Walk of two or three miles.
- 7 or 7.30 P.M.—Dinner. Fish, as at breakfast. An *entrée* of pigeons or sweetbread, or spinach and poached eggs. Roast joint (not pork or veal) or else chicken, with potatoes mashed or boiled, and boiled vegetables. Stewed fruit with rice pudding. Sometimes jelly. Two glasses of draught beer, or claret and water. For dessert, figs, prunes, oranges, dry biscuits, and one glass of port wine.
- 9.50 P.M.—A glass of lemon and water or barley-water, or a cup of water gruel.
- 10 P.M.—Bed.

HENLEY TRAINING

- 7–8.30 A.M.—Same as in previous table.
- 8.30 A.M.—Breakfast. Same as in previous table, save for the frequent absence of meat. Marmalade allowed. Strawberries or peaches without sugar; no cream.

10.30 or 11 or 12 P.M.—Out on the water.

1.30.—Lunch. Same as in previous table.

4.45 P.M.—Cup of tea, with a slice of bread and butter or a biscuit.

5.30 or 6 P.M.—Out on the water.

7.30 or 8 P.M.—Dinner. Same as in previous table.

9.50 P.M.—Same as in previous table.

10.15 P.M.—Bed.

With most Leander crews, which are composed of experienced oarsmen, it has been found possible to abolish restrictions on the amount of liquor, and to allow the men to take what they want to satisfy their thirst, which at Henley time is naturally more severe than it is in the early spring at Putney. With a crew of younger and less experienced oars such liberty of action is not to be recommended. The trainer ought, during hot weather, to tell his men that if they really want an extra half glass or so, they are not to hesitate to ask for it. Men in training will, however, generally find that if they exercise a little self-control during the first few days of training, when the restriction on their drink seems specially painful, their desire for drink will gradually diminish until at last they are quite content with their limited allowance. If, on the contrary, they perpetually indulge themselves, they will always be wanting more.

Besides asking his men to drink slowly, a coach will do well to see that they take no drink at all before they have eaten a certain amount of food. Between meals, except as set out in the tables given above, no drink of any kind should be allowed.

Over eating, too, is a very common danger, especially in the case of youngsters, and a coach must warn his crew against it, and watch them to see that his orders are obeyed.

A University crew always has five weeks and a half (generally from Ash Wednesday to the Saturday preceding Palm Sunday) for its hard training. At Oxford and Cambridge, during the earlier part of that period the men meet for their morning run, and breakfast and dine together. At Putney, of course, they live together.

For a Henley race, or any similar event, the men should have three weeks under strict rules.

A COUNTRY-HOUSE BOAT CLUB: ITS TRAINING AND PRACTICE

For many years, from 1883 onwards, a few of us who were keen on rowing used to spend a part of the summer every year in getting together crews for Maidenhead and occasionally for Goring or Windsor or other post-Henley Regattas. First we rowed under the colours of the Orkney Cottage Boat Club, with our pleasant headquarters on the Bray Reach ; but later on we became the Fieldhead Boat Club, and did our work on the Bourne End water. We were all intimate friends, most of us University men, and we had great fun. Still we could not afford to treat the practice as a mere joke. In addition to the local crews we often had to meet the crew of the Abney House Boat Club, another country-house club, which commanded the services of Oxford and Cambridge Presidents and Eton strokes. Sometimes, too, Kingston would send a Four to Maidenhead, and if we went to Windsor or Goring we were sure to meet London and Thames. We therefore made it our rule to attend very strictly to our rowing business: we nearly always practised for close on three weeks, and during that time, though we lived in the midst of plenty—for there were generally other visitors in the house who didn't care for a training diet—we observed all the regulations as vigorously as though we had been practising for Henley. In spite of this we had a grand time. I only wish I could live some of those delightful days over again.

Most of the men who rowed with me in these crews were youngsters either actually in the undergraduate stage or only recently past it. Their rowing during the year had made them hard and fit. I myself was always in pretty good condition then, for I did a great deal of boxing and fencing, club-swinging, running, and riding—any kind of exercise, in

fact, that came handy. It never took me long to get my wind and muscles in trim for rowing.

At Maidenhead the great race was one for Coxswain Fours. At Goring we rowed in Eights and Coxswainless Fours. Our Maidenhead record stands as follows:—From 1883 to 1898 inclusive, I entered a crew every year, except in 1885 and 1888—fourteen years in all. During that period we won ten times, rowed one dead heat (not rowed off), and were beaten three times—twice (in 1883 and 1886) by Abney House crews, whom, however, we beat in 1884 and 1887, and once (in 1893) by a lively crew of the Formosa Boat Club, hailing from a hospitable house on the Clifden Reach. On this occasion, however, I had only been able to scrape a crew together four days before the race.

At Goring we entered regularly from 1895 to 1897, and again (in a Four only under the Fieldhead colours) in 1899 and 1900. We won the Eights, Fours, and Pairs in 1895 and 1897 (I rowed in the Eight only). In 1896 we won the Eights against Kingston, but they beat us in the Fours after we had defeated London in a heat. In 1898 we did not enter at Goring, but in 1899 and 1900 we came on again for the Fours and won them. In both these years our crews were exceptionally fast, especially in 1900, when I rowed my last race. Our 1900 crew was seated in the following order:—

	st.	lbs.
R. O. Pitman (bow and steerer)	10	7
2. C. W. H. Taylor	12	9
3. R. C. Lehmann	11	4
C. J. D. Goldie (stroke)	12	2

The remarkable point about this crew is that stroke-side outweighs bow-side by three stone. However, by dint of very hard work on the part of Pitman and myself, we managed to keep the boat very straight. We practised for about ten days, but before we began we were all fit and hard, and we shook together directly. No stroke was too fast for us, and the pace we got on the boat was amazing. "An Old Hand," writing in *The Horse and Hound*, said of us:

"Undoubtedly the Four proved themselves one of the fastest—if not *the* fastest—of the year. In their heat (at Goring) they simply romped away from the far stronger Thames Four, and in the Final had no difficulty in disposing of the powerful and well-placed L. R. C. crew, which had previously won all the Senior Fours after Henley. This really was a most noteworthy incident." In the final heat we were clear in less than 30 secs., and two lengths ahead in a minute. We rowed at least 44 to the minute, and without the semblance of a splash.

In order to show roughly how we practised for a race, and how work was distributed, I venture to give here an extract from my rowing log of 1891. We had got together a four for the Maidenhead Regatta under the colours of the Orkney Cottage Boat Club. It was composed of H. B. Cotton (bow), 2, W. F. C. Holland; 3, R. C. Lehmann; stroke, C. W. Kent. With the exception of myself all these men had been in rowing practice during the greater part of the year. I was in fairly good condition, and had little superfluous weight to get off. We got together not quite three weeks before the date fixed for the race. The course of the Maidenhead Regatta is a short one of about three-quarters of a mile. It necessitates, therefore, a very fast rate of stroke, which can only be rowed effectively when a crew is perfectly well together.

DETAILS OF PRACTICE, 1891

Monday, August 3.—Got the crew out, fixed the stretchers, made everything comfortable, did paddling work.

Tuesday, August 4.—Paddled at 28–30 strokes to the minute over course, inside, 3 mins. 51 secs. Quite smooth, no wind.

Wednesday, August 5.—Wind down stream. In morning paddled mostly. Notice-board to finish in 63 secs. (30 to minute). In afternoon rowed course (28–30 to minute). Strongish wind; inside course: 4 minutes.

Thursday, August 6.—Out in morning. Start to notice-board, 2 mins. 30 secs. (36–35 to minute). Smooth, no wind; good.

Friday and Saturday, August 7 and 8.—Did not go out in four, Kent and Holland being away. Cotton and R. C. L. in pair.

- Monday, August 10.*—Out in afternoon, Rowe being 2. Holland absent owing to accident. Rowed 2 mins. from start (73 strokes). Notice-board to finish, 57 secs.
- Tuesday, August 11.*—In morning rowed a minute outside from start, reaching the third tree past notice-board with No. 3's rigger (39 to minute). Starts. In afternoon a course (inside), leading breeze, stream strong (37-39 to minute), 3 mins. 29 secs. Went well. Then a start, 14 strokes in 20 secs.
- Wednesday, August 12.*—Out in morning only. A minute from start reached same tree as yesterday. Notice-board to finish, 56 secs. Nasty cross wind from S.W. and W.
- Thursday, August 13.*—Out in morning above Boulter's Lock. Rowed 2 mins. In afternoon course inside, cross wind (38-37 to minute), 3 mins. 33 secs. Rather dead.
- Friday, August 14.*—In morning rowed from start to Red House. Notice-board, 2 mins. 25 secs. In afternoon did alternate paddling and rowing, also starts at 42 to minute. From notice-board to finish, 55 secs. Cross wind as before.
- Saturday, August 15.*—In the morning to Bray Lock; rowed a minute from start, reached half a length further than before; half a minute start (21 to minute). Cross wind. Afternoon, course (outside), cross wind, rather against us, 3 mins. 31 secs.; started 40 to minute.
- Monday, August 17.*—Nice leading wind in the morning; rowed course, starting 41 to minute, 3 mins. 19 secs., record. For about half a minute were scratchy, otherwise fair. In the afternoon rowed starts. Tried to beat record from notice-board to finish. First time we gave a huge lurch just before steps and almost caught crabs; second time, owing to a crowd of boats, could not mark finish, and rowed a length beyond in 55 secs.; good.
- Tuesday, August 18.*—In the morning out at 10 a.m., rowed starts. One minute from start, added another half length (41 to minute). Half a minute (23 to minute), though Kent left his slide. Did not go out in the evening.
- Wednesday, August 19.*—Out in morning to Formosa and back. Paddled as steady as a rock, beautifully together. Rowed half a minute (23½ strokes). Then 20 secs., into which we crammed 17½ strokes; then a minute of 42. Finally 11 strokes in 15 secs.

In my log of 1897 I find another passage relating to the rate of stroke which we employed over this short course. Our crew in that year was composed of R. O. Pitman (bow) ; 2, H. Willis ; 3, R. C. Lehmann ; C. J. D. Goldie (stroke). "For some time we were unsteadier than usual, but we always had great dash and life, and when at last we managed to get the boat on a level keel our pace was remarkable, equal, if not superior to, that of the best crews we have turned out. . . . The day of the Regatta was very fine. . . . In the final we had the Bucks station against Marlow Rowing Club. We got off beautifully, and at a most surprising pace. Harcourt Gold and Carr, who were in the launch, timed us to row close on 25 strokes in the half and $46\frac{1}{2}$ strokes in the full minute. In the boat it felt like a comfortable 40. The consequence was that we simply romped from Marlow, whom we cleared in half a minute and headed by about three lengths in a minute. From this point we settled into a long brisk paddle, winding up with ten hard strokes close on five lengths ahead."

CHAPTER XIII

TRAINING PHYSIOLOGICALLY CONSIDERED

BY R. B. ETHERINGTON SMITH, M.B. ; F.R.C.S.

BY the term "training" is understood the adoption of certain rules of living by means of which the body is brought into the very best possible condition to withstand the strain of racing. These rules are the outcome of the experience of many years ; they have not been drawn up in consequence of any scientific experiments, but are, in fact, the simple common-sense rules of healthy living which would naturally be followed by men performing hard physical work. The period of training must be taken as covering the whole time spent in practice for the race, although it is not usual for the special rules of diet to be observed for so long. For instance, the practice of a University crew occupies some ten weeks in all, but only for the latter half of that time is strict training enforced. I call attention to this broader definition of training because, as I shall point out, by far the most important part of any athletic training is the physical work done. Indeed, a man who is taking regular hard exercise, such as daily eight-oared rowing, will require only a short spell of what is called strict training in order to make him "fit." I may go even further than this and say that three or four weeks of strict training will usually produce better condition in such a man than would a longer period. The case of a man who has not rowed for a year or more is very different ; he will usually require at least three or four months of hard exercise to get fit, and for the last five or six weeks of that time training rules must be very strictly observed.

A table showing the daily routine of a University crew in

training for the boat-race at Putney has been given in the previous chapter.

It will be seen from that that the rules of training fall naturally under three headings, of which the first is by far the most important—

1. Exercise.
2. Rest.
3. Diet.

EXERCISE

Theoretical Considerations

I propose to sketch out briefly some of the physiological effects of hard exercise upon the human body, and to show in what respects the man "out of condition" differs from the trained athlete.

The most marked result of a course of violent exercise is found in the development of the heart, for the heart is a muscular organ, and, like any other muscle in the body, increases in size as a consequence of work.

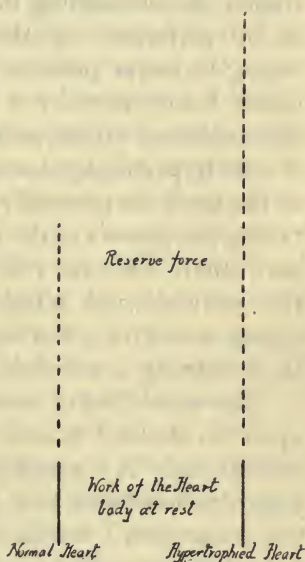
When a muscle contracts a chemical change takes place by which oxygen is consumed and certain products are formed. The blood carries oxygen to the muscles and other tissues of the body, and takes away the waste substances that are produced as a result of their activity; further, the blood becomes oxygenated once more in its passage through the lungs where an interchange of gases takes place. It is evident, therefore, that since the function of the heart is to pump the blood to the tissues and through the lungs, it will have to perform a much greater amount of work when the muscles are active than when they are at rest. In the case of an individual who is habitually taking hard exercise, the heart will share in the general muscular development and will become considerably increased in size. This development of the heart muscle is called "hypertrophy;" it enables the heart to perform a greater amount of work and so increases the efficiency of the skeletal muscles by maintaining the

requisite supply of blood to them during prolonged activity. When the body is at rest the heart is performing its minimum amount of work ; it is capable of doing much more—the difference between the minimum and maximum being the “reserve force” of the heart.

The effect of hypertrophy is to increase very largely the reserve force of the heart as may be graphically represented by the accompanying diagram. The man with the normal or not hypertrophied heart becomes rapidly short of breath on taking violent exercise ; the heart is unable for long to keep the circulation up to the pitch required for perfect oxygenation of the blood and “air-hunger” results. The trained athlete, on the other hand, having a much greater reserve force, does not become distressed till later.

What we commonly call a “good wind” means, therefore, a hypertrophied heart ; it has little to do with the lungs, although a large lung capacity is a valuable asset. If the heart is suddenly called upon to perform work far beyond the limits of its reserve force, the chambers of the heart become dilated and are unable to empty themselves at each contraction, so that the requisite quantity of blood is not propelled onwards.

This is known as “dilatation,” and may be merely a temporary embarrassment of the circulation, or may be more or less permanent. Dilatation is the exactly opposite condition to hypertrophy, although in both there is enlargement of the organ ; some degree of dilatation, however, accompanies hypertrophy, that is to say, the chambers of the hypertrophied heart are enlarged in capacity, but not to such an extent as



to be incompletely emptied at each contraction of the heart muscle.

This development of the heart is the most important factor in all athletic training ; it is probably more marked in oarsmen than in other athletes.

It is evident that the changes which take place in the heart as the result of violent exercise should influence the trainer in determining the amount and character of the work to be performed by the crew. For instance, it would be wrong to begin practice with very hard or fast work ; the men's hearts would not be in a condition to withstand the unaccustomed strain, and permanent damage might be done. As the hypertrophy develops so may the amount and severity of the work be gradually increased without any risk of overtaxing the powers of the oarsmen. University undergraduates and others who are rowing almost continuously throughout the year do not altogether lose their heart hypertrophy during a rest of a few weeks' duration ; consequently a very short training is sufficient to get them into condition.

The next effect of rowing exercise that has to be noticed is upon the skeletal muscles which are concerned in propelling a racing boat. It is a very popular but erroneous belief that great muscular development is essential to success in rowing, and in this connection I would draw a distinction between what may be called naturally muscular men and artificial strong men.

The latter are the outcome of one of the systems for muscular development which have come into such prominence of late years ; as fine specimens of humanity they may be all that their trainers claim, but as oarsmen they are, with very few exceptions, useless. I will not attempt to explain the reasons for their failure in this respect except to point out that great muscular power is not so essential to the oarsman as quickness of application. Indeed, rowing is far more nearly allied to track athletics than to weight lifting or any other feat of strength, and though, *cæteris paribus*, a strong man is better than a weak one, stamina and quickness are much more valuable assets than big muscles.

The naturally muscular man starts with a great advantage over the majority of his fellows, and his physique will bring him into the first rank of oarsmen, provided that he can learn the art of light-boat rowing and has stamina. Unfortunately, however, neither the art of rowing nor stamina are his to command.

Practice under good coaching will do much to teach him the former, but cannot ensure success in this respect. Similarly, training will increase his stamina by developing his heart, but there can be no doubt that the really great oarsman or runner is gifted by nature with a naturally capable heart, whereas certain individuals are quite unable to educate their hearts up to the standard required for winning a hard race. By this I do not mean to imply that rowing is harmful to those who do not possess what we call good stamina: I do not believe that any young man will injure himself by rowing, provided that he possesses sound organs to begin with, and pays due attention to the common-sense rules of training. Success, however, will go to the man who has the best staying power, efficiency in oarsmanship being equal.

In speaking of the effect of rowing upon what we may call the rowing muscles, we must distinguish between the development of the muscles themselves on the one hand, and of their nervous mechanism on the other. The movements that are gone through in the act of rowing a stroke are brought about by a vast number of muscles working in exact harmony with one another. Now each of these muscles is governed by its centre in the brain, and contracts in accordance with impulses sent up to and despatched from that centre. The novice has to employ considerable mental effort in order to perform the various movements, but as time goes on the act of rowing becomes practically automatic, like that of running or walking. I will not weary the reader by entering upon the theoretical considerations as to how the nervous system responds to repeated practice and produces this automatism; it will suffice for our purpose to notice that, as a consequence, the novice

becomes fatigued sooner than the old hand even though physique and condition are equal. Practice, therefore, has the effect of increasing the efficiency of the individual apart from any improvement in style, watermanship, and condition that may result. As regards the actual development of the muscles themselves, this is not such a marked feature as might be expected. A considerable quantity of muscle is laid on during training, especially in the thighs, back, and abdomen, but it is not very obvious, even to the watchful eye of the trainer, because practically the whole body shares in the development.

Moreover, as I have already pointed out, quickness of action and stamina are far more important to the oarsman than great power for a momentary effort, so that he develops the quality rather than the quantity of his muscle.

So far, I have only touched upon the physiological effects of exercise upon the man in training, which are—

(a) To produce hypertrophy of the heart, upon which stamina depends.

(b) To develop the power of and control over the skeletal muscles used in rowing.

EXERCISE

Practical Considerations

If we turn our attention to the practical side of exercise, the question immediately arises, how much work should a man do in order to get himself into the best possible condition?

No hard and fast rules can be given; the amount of work and the length of training which will give the best results differ with different individuals.

The work which is usually done by a University crew during the ten weeks of practice is as follows:—

For the first six weeks, while the eight is on the home waters, the boat goes out once a day only; for the last three or four weeks both morning and afternoon journeys are undertaken, if the state of the tide at Putney permits.

During the first two or three weeks it is usually necessary to make frequent changes in the constitution of the eight, and only light work is attempted, consisting chiefly of paddling at a slow stroke—twenty-six or twenty-seven to the minute—with occasional bursts of hard rowing for ten or twelve strokes.

No good purpose is served by starting practice with severe work ; as already pointed out, the physical condition of the men is not suited to it at this time.

A man who has not been in a boat for several months will become exhausted after a very few strokes of hard rowing, but he can manage to paddle at twenty-seven to the minute for a considerable distance without distress.

If untrained men should be given hard work at the very outset of their practice, the immediate result would be a deterioration, or, at all events, a lack of improvement, in their rowing ; for no man can get the better of his faults and pay due attention to his coach's exhortations when he is working to the utmost of his power. Improvement in style and watermanship is made when a man is rowing well within himself, and can spend the greater part of his energy in overcoming his particular faults ; later, his improved style of rowing will become so natural and automatic that he will adhere to it without mental effort, even when rowing at top pressure.

As soon as the order of the crew has been definitely decided upon, hard work begins in earnest ; a minimum distance of six miles is covered daily, and, on two or three out of the six working days of the week, this is increased to twelve miles or more. Moreover, some hard rowing is undertaken every day, the duration of which varies from five to twenty minutes. Two or three weeks of this kind of work should suffice to get the men hard and in fairly good condition, while particular attention is being paid to their individual faults. It must be remembered that it is quite unusual for any member of the crew to start practice in really bad condition ; the majority of the men will have rowed in their College fours and in the trial eights during the previous

October term. If, however, any man should be manifestly unfit and much over weight, he will, in addition to the work in the boat, be given land exercise, the character of which will be detailed later.

The first half of the ten weeks' practice usually reduces the weights of the men to some extent, the loss corresponding to the removal of superfluous fat ; during the latter half of training, especially in the last fortnight, the weights should rise slightly, but steadily, the increase being due to added muscle.

Five weeks before the date fixed for the race, the crew goes into "strict training," that is to say, the regular hours set forth in the table in the previous chapter are adhered to, all smoking is forbidden, and the special rules of diet are strictly enforced. During the last three weeks, the character of the work is altered somewhat, that is to say, the rate of stroke is increased day by day, until racing pitch is reached. Rows at full speed over some distance between one mile and two and a half miles will be done on alternate days, and short bursts of one and two minutes' duration on the other days. Three, or perhaps four, full-course trials will be rowed during these last weeks of practice, and, on the days that these are undertaken, the work is often limited to the one outing only. Very little work should be done on the three or four days immediately preceding the race—it is usually confined to starts from a moored skiff, half-minute, minute, and two-minute bursts at a fast stroke. All the hard rowing should have been accomplished before this, and the crew ought, therefore, to be at its very best as regards both rowing and condition ; light work for a day or two does no harm at this stage, but, on the contrary, brings the men to the post full of life and vigour, and, at the same time, avoids all risk of over-working them at the eleventh hour.

Such is, in brief, the average amount of rowing which is accomplished by University crews in training, but the exercise is not confined to the work in the boat. At least six or seven miles' walking should be done every day, and may be

fitted in as follows : One mile before breakfast, four miles in going to and from the river, and, in addition, two miles in the afternoon either before or after the second practice.

The early morning exercise before breakfast used to be insisted upon as a highly important part of the day's work ; of late years it has come to be regarded with less favour. Formerly it was the rule to run a mile or more before 8 o'clock, or at least to take a hard sprint for 200 or 300 yards as well as a brisk walk. I think that, for the vast majority of men, a stroll in the open air for 15 or 20 minutes is ample, whereas a long run or even a hard sprint for a short distance before breakfast frequently has the effect of making a man feel tired for the remainder of the morning. It is quite true that it suits some people to take hard exercise before breakfast, but these few fortunate individuals belong to the class of exceptionally strong men who need a vast amount of work to bring them into condition and who rarely, if ever, get overworked. The old idea used to be that there was some great virtue in getting thoroughly out of breath and so "clearing the wind" early in the morning ; but I have already pointed out that a "good wind" depends upon the action of the heart, and I can therefore see no special reason why violent exercise should be taken before breakfast rather than later in the day.

With regard to walking and running exercise at other times, I think that more attention might with advantage be paid to them. During the early stages of practice nothing is better for the man who is out of condition than a daily run of two or three miles, and, if he should be much overweight, walking and running will remove his superfluous fat quicker than will anything else. One of the greatest difficulties with which the coach has to contend is that, in training an eight, the work on the water has to be regulated to suit the weakest member of the crew. This may be a very serious impediment to improvement in the rowing both of the individuals and of the crew as a whole, but it is no bar to getting the stronger members of the eight into good condition. The trainer will

be guided by the state of each individual man, and will supplement the work on the water by such exercise on foot as may be necessary to bring all the eight men to the post in the pink of condition.

In this country Sunday is a day of rest as far as rowing is concerned, and I have no doubt that nearly every crew in training is all the better for having one day in the week away from the river. A walk of five or six miles is the usual extent of the day's exercise and is all that is required.

The work of a crew training for Henley Regatta is necessarily somewhat different to that of a University eight, since the length of the course is 1 mile 550 yards instead of $4\frac{1}{4}$ miles. More attention is therefore paid to short bursts at top pressure and less to long-distance rowing at a slow rate of stroke. In other respects the training of a Metropolitan crew for Henley will be essentially the same. Leander Club and College crews are differently situated—three weeks' practice being usually all that is obtainable. The men are, or should be, in good condition when practice begins, since the undergraduates have been rowing for the whole of the previous term in their College boats for the Eights or May races, and any old oars who have not been so employed should have been taking regular hard exercise for at least a month beforehand. Consequently, though the actual practice of the crew may only last for three or four weeks, the training of the individual oarsmen extends over a much longer period.

I will conclude my remarks on exercise by laying emphasis on the necessity for rowing hard during practice. When paddling no great effort should be made—every stroke rowed being well within the power of the oarsman. When rowing, on the other hand, every man must attempt to row himself out by the time the set distance has been covered. Only by so doing can the men get into proper condition and accustom themselves to undergo the physical strain which will be demanded of them in the race.

I have already alluded to the great number of muscles that are employed in rowing. A good style of rowing should

make use of the powerful muscles rather than those which are easily fatigued, and furthermore, should distribute the work as equally as possible among the various muscles. The reason for this is that if only one or two groups of muscles is relied upon to furnish the propelling force the pace of the boat will fall off owing to fatigue far sooner than if many sets of muscles had been employed to supply the same power.

Far greater general exhaustion can be produced by the use of many muscles than by the use of a few, but the pace of the boat is better maintained.

A good style of rowing does not avoid but rather aims at producing a very extreme degree of general exhaustion, but it gives in return great and well-sustained speed. It is for these reasons that we defend the English style of rowing against foreign methods. In the latter body-swing is usually conspicuous by its absence, and it is claimed that the strain thrown upon the abdominal muscles is thereby avoided. When body work is absent the propelling power is supplied almost entirely by the thigh muscles, and, powerful though these are, they will become fatigued sooner or later and nothing will then be left to maintain the pace of the boat. When body and legs share the work the powers of endurance must be much increased, and are limited mainly by the capability of the heart.

It has, on many occasions, been a most remarkable fact that a winning English crew at Henley has been more distressed than the defeated foreign opponents. We, with insular pride, have attributed the result to British pluck, but probably the true explanation has been that the staying power of the foreigners was limited by the strength of their thighs and arms, whereas the Englishmen could maintain their speed as long as their hearts held out.

REST

All the members of the crew, except the coxswain, should retire to bed at 10 p.m., and be fast asleep by 10.30 p.m.

They are called at 7 a.m., and have their eight and a half to nine hours' sleep. This is ample for any one, even when performing the amount of physical work which training entails. Longer hours for sleep do not improve the men's condition; on the contrary, they tend to produce a feeling of weariness and slackness.

I would lay great stress on the importance of sleeping in well-ventilated rooms; windows may be kept widely open without any fear that the men will take cold even in the depth of winter. There is no doubt that a man wakes feeling more refreshed and brisk after a short night's rest in an airy room, than after a long sleep in a stuffy atmosphere: it should be a rule that all bedroom windows are to be widely open at night.

DIET

I do not propose to go deeply into the theories of nutrition as applied to the oarsman in training. The study is a most interesting one, but further experiments and investigations are required before we shall feel disposed to make any radical changes in our training diet. We know that a crew can with certainty be brought into excellent condition if the generally accepted rules of diet are obeyed; any change must be more or less experimental in character, and carry with it some risk of failure, so that no trainer will be easily persuaded to depart from our usual standard. The living body is continually getting rid of the products of its combustion, the chief of which are CO_2 (carbonic acid gas) and nitrogenous substances; the loss is made good by the intake of oxygen and food.

During muscular work the output of CO_2 , which is mainly by the lungs, is very greatly increased, but there is little addition to the excretion of nitrogen; that is to say, the source of muscular energy is in the non-nitrogenous constituents of muscle. Evidently the food should supply carbon and nitrogen in the proportions in which they are being excreted, so that hard exercise calls for an increase in the supply of carbon.

The constituents of food are classified as follows :—

1. Proteid (containing nitrogen and carbon), supplied mainly by the meat.

2. Carbo-hydrates (containing carbon).

3. Fats (containing carbon).

Thus the carbo-hydrates and fats are the chief sources of carbon ; they are oxidised in the body to CO_2 and H_2O (water) and so easily eliminated. Nitrogen is furnished by the proteid, and its elimination is a more complicated process. It would appear, therefore, that it is wrong to increase the proteid and decrease the carbo-hydrates and fats, as is the custom in training, and, indeed, Professor Chittenden has shown that a very small quantity of proteid food is actually required even by an individual performing the work of a training athlete. Nevertheless, it is by no means certain that the physiological minimum is the optimum : it may be that proteid supplies the best source of energy, although it is reasonable to suppose that the highest state of efficiency will be attained by inflicting the least possible strain on the body in eliminating nitrogenous constituents of the food over and above the requirements of the body. An excess of carbo-hydrates and fats is also uneconomical, since they require the expenditure of energy for their digestion and oxidation ; moreover, they may be stored up in the body as fat, which is undesirable to the athlete. Whatever may be the ideal proportions of the food stuffs for the man in training, there can be no doubt that excellent results are obtained by giving a mixed diet of plain, wholesome, and easily digested food, such as that set out in the following table.

7.15 A.M.—A glass of milk and a biscuit.

8.30 A.M.—Breakfast. Fish (usually fried): soles, whiting, etc. Grilled cutlets or beefsteak. Poached or scrambled eggs. Toast. Butter (in small quantity). Marmalade. One or two cups of tea. Fruit : Oranges, grape-fruit, strawberries, peaches, etc.

1 P.M.—Luncheon. Cold meat, roast beef, mutton, or chicken. Salad. Toast. Small quantity of butter. One or two glasses of water, draught beer or claret and water.

4.30 or 5 P.M.—Cup of tea and a biscuit.

7.30 P.M.—Dinner. Fish, plainly cooked, without sauce. Joints : roast beef, mutton, or chicken. Vegetables : cauliflower, cabbage, spinach, etc. Fried potatoes. Sweets : Milky pudding (rice, tapioca, etc.), with stewed fruit. Dessert : Fruit as at breakfast with dried figs and prunes. Two glasses of water, draught beer, or claret and water.

10 P.M.—A glass of milk or barley water.

It will be seen from this table that the restrictions are not severe—plain wholesome food and drink in sufficient quantity are allowed. The above diet has not been deduced from scientific experiments—it consists of the ordinary food to which most men are accustomed, excepting the indigestible and unwholesome items.

Most of the investigations which have been made with regard to diet up to the present time have been carried out by vegetarians and non-flesh eaters with the object of demonstrating the physical inferiority of the human being who lives upon a mixed diet. Even should their contention prove to be correct, it could not be beneficial to make a radical change in any individual's diet for so short a period as five weeks.

Training men have notoriously large appetites in consequence of the open-air life and regular exercise ; they require more food than those who follow a sedentary occupation, but they are very apt to eat considerably more than they require, and probably more than is best for them. The smaller the amount of food taken the better, provided that it is adequate for the needs of the body. Professor Chittenden has shown, in his most interesting work, "Physiological Economy in Nutrition," that perfect condition can be maintained in men performing hard physical work and living on a very small quantity of a mixed diet—considerably less than half that consumed by most oarsmen in training.

I do not think it advisable to restrict the quantity of food, but the men should be encouraged to eat as little as possible. It will generally be noticed that the old oar who has trained

many times and knows how to get himself fit will eat very much less than the inexperienced members of the crew.

With regard to liquor, training of the present day offers a marked contrast to that of former years.

Half a pint of beer for lunch, one pint for dinner, and one cup of tea for breakfast used to be the inelastic maximum; now, three and a half to four pints of fluid per diem is a man's average consumption. No man should take more to drink than he actually wants, but there should be no necessity to place any restriction upon the quantity of liquor consumed except when training a very young crew. It is unreasonable to make hard and fast rules as to the quantity of drink; some men require more than others, and certainly more will be needed in the summer time than in the winter. It must be injurious to keep a man short of fluid when he is taking violent exercise and perspiring freely; thirst keeps him awake at night, and he soon loses weight and strength, since the loss of fluid is made good out of his own tissues.

In addition to the items set down in the diet table, champagne is allowed on certain occasions—once, or perhaps twice, in the course of training. This will be referred to in speaking of "staleness."

A glass of port after dinner is also allowed by some trainers; it is not necessary as a routine, though it may be given with advantage to any members of the crew who feel the strain of the hard work.

No smoking is allowed during strict training, and it might, with advantage, be curtailed during the early stages of practice. Tobacco has a deleterious effect upon the heart, consequently it is a matter of common experience, as well as a scientific fact, that smoking is bad for "the wind."

STALENESS

It is almost invariably found that at a certain period of training the men show signs of the hard work they have been undertaking by feeling "out of sorts." They are

depressed in spirits, feel tired and disinclined for exercise, lose their usual hearty appetite, and go down in weight.

These symptoms need cause no alarm to the trainer ; they merely indicate that the crew is on the way towards good condition. In fact, the trainer rather welcomes the onset of this staleness when it makes its appearance, as it should do, if the crew has been properly worked, about halfway through training, that is, some four or five weeks before the race. It enables him, as it were, to feel the pulse of the crew and to gauge its capacity for hard work. It is important that he should recognise these signs and temporarily relax the stringency of the training, otherwise the men may become so fine and overtrained that no measures will enable him to bring them to the post in good condition.

Light work in the boat, the omission of land exercise, especially that before breakfast, a more generous diet, and sometimes the substitution of champagne for the ordinary liquor of the evening meal will make the stale men perfectly fit again in two or three days.

This so-called staleness, which, as I have already said, is but a stage on the high-road to racing condition, is a very curious phenomenon and somewhat difficult to satisfactorily account for. No doubt it is in great measure due to the hard physical work which has been accomplished, the body feeling the strain of the much-increased rate of metabolism necessitated thereby, but there is also a very marked nervous element.

The monotony of training routine, disappointing progress in practice, anxiety as to final success and so on, all play a very important part in producing a state of mental depression which is largely responsible for the deterioration in physical condition. A crew of nine men who get on well together out of the boat as well as in the boat, whose practice is one steady improvement from beginning to end, who suffer no misfortunes or disappointments, but are always confident of accomplishing the end in view—namely victory—such a crew will frequently go through training with scarcely a sign of

staleness at any period. The social side of training life is apt to be disregarded; men in training, especially when on the verge of staleness, are occasionally irritable and, it must be confessed, bad tempered. It is a part of the trainer's duty to see that no friction or ill-feeling shall arise between members of the crew at any time, and his success as a coach will, to a great extent, depend upon his social success with his men.

In the treatment of staleness champagne is of great value; indeed, when a man begins to show the signs of overwork a bottle of champagne for dinner in place of his ordinary liquor will often suffice to pull him round. As a rule, it is not wise to give champagne except under these circumstances, or to allow it on more than two evenings during the training, but should any man remain below par for several days without any sign of improvement he may be given champagne diluted with mineral water as his regular beverage for lunch and dinner.

A week-end visit to the seaside is a splendid antidote to this kind of staleness; the bracing air and change of scene, even for so short a period, often work wonders in restoring the cheerful spirits and brisk demeanour which are so characteristic of a well-trained crew.

Besides this transitory loss of condition, there is another kind of staleness which is far more serious.

When it does come it makes its appearance at a later stage of training, and does not respond to such simple and easily applied remedies as those described.

It occurs most commonly in men who have been rowing continuously for many months, one training succeeding another with little or no interval. The signs are much the same as those already given in a more marked degree, and they do not disappear on simple relaxation of training routine. A complete rest from all rowing and other violent exercise for several months is the proper treatment, and will alone ensure a return to normal health. A week at the seaside will sometimes enable a man to resume his training, but

he will probably be for the rest of the time on the verge of a second breakdown, and will require very careful and judicious working if he is to be of value in the boat. When racing on several consecutive days is in prospect, as, for instance, at Henley Regatta and in College races at the Universities, it is advisable not to have the crew wound up to the absolute perfection of condition for the first day, unless the most formidable opponents are to be met then. It is far better to bring a crew to the post short of work than overtrained, and men who are inclined to be fine on the first day will almost certainly be thoroughly stale by the third or fourth.

During practice the weights should be carefully taken and recorded daily, for one of the first and most prominent signs of approaching staleness is a loss of body weight. In the first few weeks the weights will usually fall correspondingly with the removal of fat ; in the middle stage they will fall again with the onset of staleness ; during the last two or three weeks they should rise if the men are fit. Thus a chart of the weights gives the trainer an excellent guide to the progress that is being made in general condition, and the work can be arranged accordingly.

It will be evident from what I have said that there is a very narrow margin between perfect racing condition and real staleness. So narrow is this margin that it is impossible for any man to keep himself wound up to the top-notch of fitness for any length of time. The human frame cannot withstand indefinitely the expenditure of so much energy and live at such a high rate of metabolism, without breaking down sooner or later. While a man is in good training his resisting power to infection is abnormally high, so that he is in the very best possible condition to withstand illness of any kind ; no sooner does he overstep the boundary line of fitness than he becomes more than usually susceptible to infection, and is thus liable to be placed *hors de combat* by an attack of influenza or some other malady.

I will not attempt to add any suggestions for the treatment of the common ailments met with in training : the

coach will be well advised to call in a medical man even for comparatively trivial affections, rather than to attempt any amateur doctoring on his own account.

It is scarcely necessary to mention that every man before he embarks upon his rowing career ought to be thoroughly examined by a medical man. At the Universities it is a routine practice for candidates for trial eights or University boat to be examined at the beginning of practice. If this is done and a good report received, I have no hesitation in saying that no bad effects will follow boat-racing. On the contrary, improvement in physique and general health is usually well marked ; moreover, the advantages gained by the healthy life and even the moral benefits consequent upon the discipline of training, and the hardships of racing are not to be counted as naught.

In spite of the very obvious gain to be derived from so healthy a pastime, racing should not be indulged in for many years in succession. The high blood-pressure which necessarily accompanies such violent efforts throws a considerable strain on the blood-vessels, and if repeated too often must induce degenerative changes in them. Furthermore, the older a man is, the less resilient are his arteries, and not so well adapted to endure with impunity great alterations in blood-pressure.

CHAPTER XIV

FOURS AND PAIRS

MEASUREMENT OF A RACING FOUR

	ft.	ins.
Length over all	43-45	0
Greatest breadth of beam exactly amidship	1	8 $\frac{3}{4}$
From centre of seat to sill of rowlock	2	8 $\frac{1}{2}$
Length of play of slides	1	3 $\frac{3}{8}$
Height of sliding-seat above heels	0	8
Height of sill of rowlock above sea	0	6
Depth forward	0	6 $\frac{1}{2}$
Depth aft	0	5

MEASUREMENT OF OARS

Length over all	12	0 $\frac{1}{2}$
Length in-board	3	8 $\frac{1}{2}$
Length of blade	2	8
Breadth of blade	0	6

THE above measurements are taken from boats and oars used in races. The Leander four which won the Steward's Cup in 1897 measured only 42 feet 3 inches over all, and was some 3 feet shorter than the usual run of fours. It will be noticed that the distance from the sill of rowlock to the centre of seat is given as 2 feet 8 $\frac{1}{2}$ inches, which exceeds by an inch to an inch and a half the ordinary measurement of that distance in an eight-oar. I have, therefore, added half an inch to the in-board measurement of the oars, as compared with those used in an eight-oar. This may seem at first sight an insufficient addition, but, in fact, it will be found that it is not so. A good waterman will easily be able to accommodate himself to an oar of this leverage. To add more would have the effect of making the leverage too great in proportion to the whole length of the oar, and might have the effect of tearing the stroke through instead of anchoring it solidly in



THE LEANDER CLUB FOUR WINNING THE STEWARDS' CUP AT HENLEY, 1906



the water. It is customary to give this increased length of rigger spread in fours and pairs because they move consistently at a slower rate than eight oars, and it is supposed, therefore, that it is not necessary to take the beginning at the same acute angle. Fours and pairs are now usually built with their seats along the centre. It is obvious, therefore, that the rigger stays must be considerably longer than those of an eight, and that they must be made of very strong material, and very firmly fitted to the boat.

The rowing of a coxswainless four is a very high test of watermanship and skill. A rough and clumsy man may do valuable work in the middle of an eight, but in a four his peculiarities and his defects of form will often prove disastrous. It is essential, therefore, that those who row in a four should be skilful watermen, quick to adapt themselves to varying circumstances, and trained to row with that uniformity which makes for pace in any crew. I have already laid down the general rules of oarsmanship and style which govern the rowing of an eight-oared crew. For a four these require to be modified only to a very small extent. In the rowing of a first-class four it would be noticed that there is an even greater impression of smoothness and ease than in that of an eight. A four moves more slowly than an eight, but she is lighter off hand. Though it is necessary in a four, as in an eight, to seize the beginning firmly, and to apply the body weight at once, there need not be quite the same strenuousness as in an eight. Leg pressure steadily applied throughout the stroke is of the very highest importance. No doubt, the impression of superior smoothness and ease in a good four as compared with a good eight arises from the fact that a higher average of watermanship can be secured, and generally is secured in the former. The fact, however, remains that four-oared rowing is even theoretically subject to the slight modifications I have indicated, and any experienced oarsman (Mr. Guy Nickalls, for instance) will aver that the ideas with which he sets out to row in a four are not quite the same as those which he reserves for an eight. The first essential to

be aimed at in a four is the locking up of the finish and recovery. If the four men can learn to be precisely uniform and level at this part of the stroke, they will have gone far towards success. Their boat will remain on an even keel, they will have freedom for their swing, and it will be far easier for them to get the remaining portions of the stroke together. Let them study, too, to keep the forward movement of their bodies slow, and their slides even slower. "Don't throw your bodies about, don't jerk, don't hammer at it, get a firm and solid beginning, and keep applying leg pressure to your stroke. Make it smooth and even, and lock her up on finish and recovery." These should be the main instructions to a four-oared crew.

It is not possible for an eight to dispense with a coach, but for a four I think it is possible—indeed, I have often seen it done, and most of the fours in which I have myself rowed were unable to command the services of a coach, and suffered but little damage through this lack. Four good watermen ought to be able, without any difficulty, to note and to correct their own faults, and to attain for themselves to the necessary harmony. I must not be understood as recommending an ordinary College four at Oxford or Cambridge to practise without a coach. There the men are still, for the most part, in their novitiate, and coaching is necessary for them. For a Leander four, however, and for any four similarly composed of good watermen an occasional word or two from some trusted mentor, who may happen to be at hand, is all that is required. The rest they can do for themselves. With regard to the steering of a coxswainless four I may, perhaps, quote what I said in my Isthmian Book on Rowing: "Besides skill in oarsmanship, another element, which adds greatly both to the difficulties and pleasures of a four, has to be considered. This is the necessity that one of the oarsmen should not only row, but also guide the course of the boat by steering with his foot.*"

* There are innumerable devices for steering a four-oar. The simplest kind of steerage is that which is attached to a clog, the lower part of which is so

"It is evident that watermanship of a very high order is needed for this feat. The steerer must know the course and all its points perfectly. The ordinary oar often finds it difficult to keep time when his eyes are glued on the back of the man in front of him, but the steerer in a four has to keep time and regularity, even though he may be forced to look round in order to ascertain the true direction of his boat. An oarsman in an eight has both his feet firmly fixed ; a steerer of a four must keep one foot constantly ready for movement. And all this he has to do without making the boat roll, or upsetting the harmony of his crew. These difficulties, no doubt, are great ; but when once they have been overcome, and the crew has shaken absolutely together, there can be few pleasures in the world of exercise comparable to that of rowing in a four."

Bow is, perhaps, the best place to steer from, for when he looks round he has an uninterrupted view of the course. Many men, however, prefer to steer from stroke, so that they may judge their course by the track of the boat's stern. No general rule can be laid down except this, that he who is the best waterman and has the coolest head should steer. If a steerer knows his course well he will not require to look round very often, for he will be able to judge the direction of his boat by familiar landmarks behind him and on either side. A slavish adherence to "points" is not to be recommended. Most men steer more comfortably with the outside foot than with the inside. If the steerer finds that he must look round he should do so just as he is finishing his stroke.

For the practice and training of a four when the men

screwed in as to enable the foot to pivot freely on the heel to one side and the other. Attachments of picture wire, or strong cord, running on grooved wheels fixed into the sax-boards of the boat communicate with the cross-bar of the rudder. When the rudder is straight, the foot should be in the ordinary rowing position, and this position should be clearly indicated by marks on the wooden cross-brace which serves in place of a stretcher and over which the clog moves. When the steerer sees that his foot is within the marks on either side he will know that his rudder is straight without having to peer over the shoulders of the men in front of him. If he steers from stroke he will, of course, always have his rudder in sight, and this, no doubt, gives a stroke steerer some advantage.

composing it are rowing in no other race, the same rules apply as have already been laid down for an eight. When, however, the men rowing in a four are part of an eight, as is often the case at Henley, they can do the chief part of their work in the eight, and confine themselves in the four to such an amount of practice as may be necessary for getting them together. Light and watermanlike paddling of the genuine kind, with occasional bursts of rowing, and perhaps one full course, will be sufficient for their work in the four.

PAIRS

MEASUREMENT OF A RACING PAIR

	ft.	ins.
Length over all	37	1
Greatest breadth	1	3 $\frac{1}{2}$
Length of slide play	1	4
Distance from sill of rowlock to centre of seat	2	8 $\frac{1}{2}$
Height of seat above heels	0	8
(The clogs are assumed to be fixed so that the heels of them touch a rib of the boat.)		
Height of rowlock-sill above seat (<i>i.e.</i> "work")	0	5 $\frac{1}{2}$ to 6

The measurements of oars are the same as for a four. What I have already said with regard to four-oared rowing applies, with even greater force, to pairs. The two men should set themselves to row absolutely together, each of them compromising a little to meet the necessities of the other, but without sacrificing such essentials as length and steadiness of swing. Their object ought to be, at all times, to row with exactly even power. To "row jealous," that is to show your greater strength by rowing your colleague round, is disastrous in a pair, for it not only diminishes pace, but destroys that harmony of temper on which to a considerable degree the excellence of a pair depends. As a test and a school of watermanship no boat is superior to a pair. In such a boat all faults produce their results directly in unsteadiness and slowness of progression. In an eight, and to some extent in a four, a man is helped by his fellows, but in a pair he is thrown back on to his own bare resources, and if he is worth anything at all he soon learns his lesson. Let



A PAIR-OAR

a man in a pair swing short or take his beginning slackly or finish too soon, and the result is immediately apparent, for the boat will move round against him and lose pace and direction. The necessity of correcting his fault is therefore impressed upon his mind in the most direct and forcible manner.

For pleasure rowing no craft is superior to a racing pair, when the two men composing the crew have practised together and are good friends. I have rowed close upon fifty miles in a day in such a boat, and can honestly say I enjoyed every single stroke.

One question remains, namely, whether a steerage ought or ought not to be fitted to a pair. For earlier practice, before the two oarsmen are duly welded together, a rudder is no doubt a great advantage, and in a side wind something is gained by being able to prevent the boat from running up into the wind, without throwing undue labour upon one or other of the oarsmen. At the same time, it must be remembered that the mere presence of a rudder acts to some extent as a drag and that its use in one direction or the other inevitably stops the way of the boat. When two men are really well together in a pair, they should be able, by slight concessions to one another, or by a small amount of extra exertion, to keep their boat straight under all circumstances. My own personal preference is for rowing without a rudder.

CHAPTER XV

ROWING STYLE IN OTHER COUNTRIES

Belgium—New South Wales—Other Continental Countries—The Harvard Crew of 1906

AFTER I had written the foregoing chapters there came into my hands two important documents which explain theories of style that prevail in two other countries. The first was an article in the *Yachting and Boating Monthly* on the "Theory and Practice of Belgian Rowing," by Raphael Van Der Waerden, "trainer of the Belgian crew"—that is, I suppose, of the Belgian crew which won the Grand Challenge Cup at Henley. The second was a pamphlet entitled "Style of Rowing adopted by the New South Wales Rowing Association." I propose to examine these with a view to seeing how far the theories expounded in them coincide with or differ from our own.

THE BELGIAN STYLE

Mr. Van Der Waerden begins by defining style "as the simultaneous combination of suppleness, strength, elegance, and precision which distinguishes a first-class oarsman from a good average rowing man." And he goes on to say that "the primordial principle from which all the movements executed by the rower spring, from the moment the blade of the oar is dipped into the water until the time it is feathered, is the manner in which the contact with the water is effected by the oar in establishing the necessary fulcrum for propelling the boat." In other words, the beginning, or, as Mr. Van Der Waerden afterwards calls it, "the attack," is the



HENLEY, 1907

THE BELGIAN CREW WINNING THE GRAND CHALLENGE CUP



HENLEY, 1907
THE BELGIAN CREW WINNING THE GRAND CHALLENGE CUP

most important part of the stroke. After explaining that the oar is a lever of the second order, and that the fulcrum provided by the water is not a fixed but a yielding one, the writer shows that, in order to produce a good movement of the boat, the swing and reach and the consequent movements which go to make up the stroke in the water must be lengthened as much as possible, and these movements must be carried out with the greatest rapidity. "By bending the body forward," he says, "with arms outstretched, the progress to be made by the action of the oar will be considerably increased, and consequently the movement of the boat also. In the same way, in order to obtain a fulcrum in the water, it is necessary to strike it with a maximum of neatness and in a clean, exact movement." This is precisely our own theory of the clean, hard, swift beginning. Mr. Van Der Waerden proceeds to show how a beginner may be taught to acquire this movement and put it into execution. "When dipping the blade into the water," he says, "a sharp movement of the loins takes place, with the head upright, without moving the slide, which would throw the shoulders backward and fix the oar in the water." He insists that these movements must be performed without contraction of the arms, and he goes on to show that they "cannot be performed regularly, usefully, and to advantage except by a free attack or hard beginning." According to him, after the beginning has thus been seized, and while the backward movement of the body is continuing, the slide comes into play. "The sliding movement being simply a continuation of the stroke, it is indispensable not to make any change in the position taken when the pushing movement in the slide is commenced; consequently, this sliding movement must be executed with arms outstretched, the chest rigid and slightly thrown back. This movement must be executed without any contraction of the arms, which is an easy matter if the stroke has been started powerfully. At the same time the stroke in the water is not yet ended; the rower has brought his slide to the end of the thwart, and cannot go any further, but he

has his arms outstretched and can utilise their length for still further increasing the travel of his oar. In order to do this, remaining steady on his slide, he will bring his arms back to his chest to the height of his breast, elbows lowered and close to the body."

The chief comment I have to make on the above instructions is that the three movements of the backward swing, the slide and the finish are too sharply divided from one another, but this, no doubt, may be explained by the fact that Mr. Van Der Waerden was addressing himself to beginners. For them it is of the highest importance to realise that the body movements which execute the beginning must precede the sliding movement, and that the contraction of the arms which finishes the stroke must be postponed as late as possible. In a good crew all the three movements should be so well blended into one stroke that it becomes impossible for the eye definitely to separate them. I do not myself think that the contraction of the arms should be postponed until the backward swing of the body is finished and the slide is at its back stop, nor as a matter of fact do the Belgian crews that I have seen so postpone it, but with this caution I am prepared to accept what Mr. Van Der Waerden says.

For the rest he instructs his beginner that the oar must be taken out by a clean and rapid movement. "In order to do this the rower slightly lowers his forearm, which causes the oar-blade to come out of the water. At the same time he executes a twisting movement with his wrists, the result being to bring the blade in a position horizontal to the surface of the water. To lighten the boat forward and to give her the remaining impetus the arms are thrust quickly forward; then the slide is brought slowly forward, the rower remaining erect on his loins with shoulders low, profiting by this respite to take a deep breath. If, when the legs are shortened, it is found impossible to slide farther forward, there is nothing to do but to prepare for the next stroke."

Here it should be noted that no mention whatever is made of body-swing. All the instruction is directed to the slide

forward, and on this point there is certainly a considerable difference between the Belgian theory and our own. I submit, however, that a body-swing, though it is not expressly insisted on, is implied, for at the outset of his instructions Mr. Van Der Waerden had spoken of "bending the body forward with arms outstretched."

I have very carefully observed the Belgian crews that have rowed at Henley, including those which won the Grand Challenge Cup in 1906 and 1907. The first point that struck me about them was their admirable uniformity. They had evidently been coached according to a definite system equally well understood both by the instructor and by his pupils. They had mastered to perfection and applied with consummate ability the great theory which inculcates extreme steadiness and good balance of the body-movement forward, and of the sliding that accompanies it. To lead up to this they were very quick and springy with their hands off the chest. Then they moved forward very slowly, so slowly towards the last part that their blades seemed to hang over the water. Their bodies did not swing so far forward as ours, but they took their beginnings firm and clean and with a hearty good will. During the stroke they kept the leg-power strongly and consistently applied, but the bodies swung back less than ours. The finish was hard and the blades came out very clean. The bodies were erect, and all the movements were graceful and easy. No awkward plunging rush checked the even speed of the ship. She kept travelling beautifully. When I compare this style with that of a first-class English crew (for example, with the Leander crew of 1905, which defeated a Belgian crew in the final heat by a length and three-quarters), I note only one serious fault, and that is the comparative shortness of swing fore and aft. All other essentials are there. A genuine swing might entail greater exhaustion, but it would also increase pace, as it did in the Leander crew I have mentioned, by no small amount.

THE NEW SOUTH WALES STYLE

In order to adopt a uniform style of rowing the New South Wales Rowing Association in May, 1907, convened a meeting of the coaches of the various clubs, the Inter-State Eight crew, and other qualified oarsmen. Various meetings were held, and finally, on August 13, the following motion was passed:—"That the principles laid down in Woodgate's Shilling Book, 'Rowing and Sculling' (All England Series), read in conjunction with Mr. McFarlane's letter to Mr. Fitzhardinge, be adopted by the clubs as the uniform style, and that where Woodgate and Mr. McFarlane differ, Mr. McFarlane's ideas be adopted." Here are the essential parts of Mr. McFarlane's letter.

"Nothing need be said about the selection of a crew, but assuming that a crew has been carefully chosen and the men allotted their seats in the boat, we start them to work in a roomy practice boat—always a clinker. Care should be taken, even in the practice boat, that the work is properly laid out for the men—riggers the proper height and stretchers the proper length. In regard to the latter point it is always a *sine qua non* that the man must be able easily to touch his slide *forward* every time. If he is not able to do this the stretcher must be let out far enough to enable him to bring the slide up.* Should he then be unable to touch the slide *back* at the finish of the stroke, it is a usual thing with us to block a piece of the slide at the back. This is necessary, because in our style of rowing a man cannot do his best work at the finish of the stroke unless he has some leg support, and he can only get this support if the slide is right back against the chocks and the knees *not quite* flattened down.

"If the crew is composed of experienced oarsmen who

* This concession is dangerous. Men become more supple as practice progresses and end by being able with comfort to touch a front stop that seemed impossible of attainment at the outset. The method indicated in the text shortens a slide before it is *proved* that the oarsman cannot use its whole length. All men in a crew ought to slide the same distance [R. C. L.].

have rowed together before, we do not usually find it necessary to keep them in the practice boat for more than two or three weeks, but if we have to break maiden or junior men, it is necessary to extend the time to four or five weeks. For the first part of the time a very slow rate of stroke is rowed to enable the coach to correct faults. Personally, I first of all devote most attention to the blade work—seeing that the fellows all enter the water together and *leave it* together, which is just as important. Then the blades should be all turned off the feather together; as to when they should be turned off is a debatable point, but I believe that if the feathering is worth doing at all, it is worth while sustaining it right through the swing forward and only turn it off at the last moment. Care must be taken that it is not held too long, as an oar on the feather will ‘chock’ much sooner than one on the square. The blades should be all an even height from the water on the swing forward, and especial care must be taken to see that when the blades are turned off the feather, preparatory to the catch, they are *only an inch or two off the water*. A bad beginning of a stroke is often caused by the hands being ducked down over the stretcher and the blade consequently lifted high off the water. This necessitates a sharp raising of the hands and consequent, what we call, ‘sop’ into the water. We say that if the hands are brought to the proper spot and the blades right close to the water, no sharp lift of the hands is necessary, but the act of lifting the shoulders on the catch will enter the blade properly. The blades should be driven clean through, never sinking *more* than the blade, and lifted square out at the finish, then turned on to the feather again. So much for the blades, most of which you already know, no doubt, better than I do.

“ I spoke just now of the lift of the shoulders entering the blade into the water, that is if the blade is in the proper position for the catch. You will infer from this that the lifting of the shoulders and the entering of the blade into the water are simultaneous actions. This is so. There is no necessity to drop (or ‘throw,’ as I have heard coaches say)

the blade in and then set the shoulders going. Make one action of it, and the drive with the legs follows so quickly as to be *almost* simultaneous with the other. The shoulders must be driven very quickly *up over* the slide and carried back in one clean drive, without any pause whatever, right to the finish. Two points which we emphasise in regard to the shoulder swings are: (1) At the catch there must be no over-reaching or lunging down over the stretcher—the backs must be braced up and the shoulders squared (taking care not to let the outside shoulder drop round); keeping a strain on the footstraps will assist this action; and (2) at the finish the bodies must not be allowed to drop away—they must be swung back past the perpendicular, of course, but should be held up in such a position that when the last part of the stroke is rowed home with the arms, the handle of the oar is moving in an upward direction to the chest. This keeps the weight of the body *on the oar*. If the body is allowed to fall away at the finish the weight is inevitably thrown in the boat and not on the oar. The recovery is also more difficult and not nearly so smart as when the body is held well up. The hands should be rowed *smartly* in to the chest at the finish. The finish must necessarily be with the arms, and the quicker the hands can be brought in, the harder one is finishing in the water. Then the drop of the hands to bring the blade square out of the water is a thing one very frequently sees overdone. It stands to reason that with so much more of the length of the oar out-board than in-board, a two-inch *drop* at the handle means a very much greater *lift* at the blade, so that the knuckles should be dropped just sufficiently low to bring the blade out clean. A drop of the hands right down into the lap only makes the boat roll and sends the blade flying into the air. Of course the actions of dropping the knuckles down and shooting the hands away must be *blended*, as all the different parts of the stroke should. The hands should be sent out smartly over the knees, and the body then brought *quickly* to the perpendicular, or, if anything, to a shade beyond the perpendicular, *i.e.* the shoulders should be brought to a

point *slightly* in advance of the slide before the slide begins to move forward. It will assist the smart recovery with the body if the toes are pulled away from the stretcher, against the straps. The object, of course, of the smart recovery is to relieve the pressure on the boat and allow her to gather way between the strokes ; it also enables a man to get quickly out of what is his weakest position in the stroke. The shoulders having been brought into the right position the slide is started. Too much emphasis cannot be laid on the 'steady forward.' A light pressure should be kept with the inside hand against the button to steady the body forward. Our practice is to take the *last part* of the slide forward very slowly. It is during the last part of the slide forward that we brace up the shoulders and stiffen the bodies preparatory to the hard catch and drive. You will easily understand that if the last part of the slide forward is taken steadily and the bodies braced up a good hard catch is possible, but this cannot be said if the bodies are tumbling over the stretchers. It is this very steady last part which gives many people the impression that the Park crews hang over the catch, but there is really *no* hang. This, in my opinion, is one of the strong points of our rowing, and will bear repetition—the very steady last part of the slide forward, the bracing up of the shoulders and stiffening of the back, then the quick drive back of the shoulders with a simultaneous start of the blade and an almost simultaneous leg drive. Regarding the leg drive, it should be carried out vigorously. Too often we see the legs just pushed gently against the stretcher, but I like to see them *driven hard*. A crew when being drilled in the practice boat should be constantly reminded about their legs by the coach, and they would then get into the habit of using them properly. When on this subject, the position of the legs at the catch is important. One sees some fellows let one or both legs drop right down almost on the gunwale of the boat, and in this position it is impossible to get a quick leg-drive. Others again keep their knees close together, but it will be found that this invariably prevents them bringing

their slides right up. The correct position, we think, is to bring the knees just outside the arms, touching them, in fact.

“I have said that all parts of the stroke should be blended. There should be no distinct or separate actions, and no pause at any part of the stroke. The points at which one often sees a break in the stroke are, I think, (1) after the catch, when the blade is dropped into the water, and then a tug made with the shoulders; this is making two bites of it, instead of driving it through in one piece as already described; (2) when the drop of the knuckles and shooting of the hands over the knees are made two actions; and (3) when the shoulders are lifted up over the slide and then checked until the legs come into play.”

At the end of the pamphlet is printed the following :—

SYNOPSIS OF STYLE

1. *The Seat*

Sit on the buttocks (not in “the tail”), adjust the stretcher so that when you slide right forward you can touch the front chocks with ease. When the slide is right back, the legs are still a little bent. Sit square, plant the feet square and hands square.

2. *The Grip of the Oar*

Grip the oar with the hands about three inches apart. Grip with the fingers—not with the palms of the hands—thumbs underneath.

Grip firmly, but not rigidly. A rigid grip causes cramp in the forearm.

3. *To Reach Out*

Bring the slide right forward against the chocks. When the slide is in this position, the body should have swung so far forward from the hips (with the arms straight) that the blade of the oar is well ahead of the poppet—*i.e.* reach well

out, but without screwing the body round after the oar handle.

4. *To Catch*

Keep the arms straight and lift the shoulders smartly from the hips, throwing the whole weight of the body on to the oar. At the same time press the feet firmly against the stretcher and do not move the slide until the body has swung back just beyond the perpendicular. Grip the water exactly where the blade is when you are right out.

5. *To Drive*

Almost, but not quite, simultaneously with the catch, drive both feet against the stretcher as vigorously as possible. As the slide is thus being driven back, keep the arms straight and continue to swing back from the hips (without screwing).

This brings into action at the same time the full strength of the legs, the back, and the loins.

6. *To Finish*

When the slide has reached the back chocks, bend the arms and rip the hands home to the body as hard and as fast as you can—the root of the thumb against the ribs. Let the elbows pass close to the sides of the body.

While bringing the hands home, keep the abdominal muscles firm so as to prevent the body from sinking away or rolling (*i.e.* "sit up at the finish").

7. *To Recover*

The instant the root of the thumbs touch the ribs drop the hands and forearm from the elbows sufficiently to lift the blade clear of the water. Turn on the feather and drive the hands right out until the arms are quite straight. Do not turn on feather until the hands have been dropped. Swing

the shoulders up after the hands until the shoulders are just past the perpendicular.

Then start the slide forward. As the slide is coming forward continue to swing the body forward from the hips. Control both slide and body on the recovery (1) by keeping the feet pressed against the stretcher, and (2) by pressing the button of the oar against the poppet.

Raise the hands gradually while coming forward (to counteract the swinging down of the body) and keep the blade of the oar close to the water. Turn off the feather gradually when nearing the end of the swing forward.

Throughout the recovery keep the shoulders braced firmly down and back, particularly when about to catch.

The moment the slide touches the forward chocks, without the slightest pause lift the shoulders sharply, cover the blade, and thus begin the next stroke.

GENERAL

Keep the blades perfectly square and just covered from the catch to the finish.

The drive should follow the catch so quickly that only one movement is apparent, otherwise there will be a break in the stroke.

At the finish, the dropping of the hands, shooting them out, and bringing the shoulders up past the perpendicular should be blended so as to appear almost as the one movement.

It is most important that the recovery should be steady, and that the body should swing from the hips straight forwards and backwards along the line of the keel.

At the finish avoid swinging so far back that it is a decided effort to bring the shoulders up again to the perpendicular.

The toe-straps may be used to slightly assist the early part of the recovery.

Any one who compares these instructions with those I

have already given in Chapter VI. will notice that there is no essential difference between the Australian theories and our own. There is, perhaps, a danger in their method of catching the beginning. Sufficient stress is not, I think, laid on the light and delicate hand-play which enables the blade to seize the water as the body lifts itself back. To enforce a beginning merely by the lift of the shoulders entails a risk that the blade will travel some distance through the air before striking the water, and that the result will be a false beginning. The hand-play of which I have spoken may almost be considered as a continuation of the reach—and it ensures the proper immersion of the blade at the extreme limit of that reach. One other point of difference I must mention: I doubt the wisdom of telling a man, as No. 6 of the synopsis tells him, “to rip the hands home to the body as hard and as fast as he can.” This tearing kind of action almost inevitably results in the blades being only partially covered at the last part of the stroke. It is enough, I think, having insisted in the hard beginning, to tell a man not to relax pressure towards the finish, otherwise I have no exception to take to the very valuable exposition of theories and instructions contained in the New South Wales pamphlet.

OTHER CONTINENTAL COUNTRIES

In Germany, France, and Holland the sport is enthusiastically followed, and attracts an increasing number of votaries. In Germany the great regattas at Berlin, Hamburg, and Frankfurt are always able to command a large number of entries. The Germans, having tested the matter, still continue, as we do, to use fixed rowlocks, and their general ideas on rowing are not to be distinguished from our own, though, in common with other continental amateurs, they use longer slides. The crew of the Berliner Ruder Club, which rowed at Cork in 1902, was a formidable combination, marred only by two faults. They were short forward and went too far back. Thus their finish was rendered weak,

their recovery was unduly exhausting, and their beginning was not taken far enough behind the rigger.

The French we have not recently seen, owing to an unfortunate difference of opinion (now, I believe, in process of adjustment) between their governing body and the Stewards of Henley as to the amateur qualification.

The oarsmanship of the Dutch, if I may judge from crews they have sent to Henley, is similar in its fundamental ideas to that of the Belgians.

STYLE AND RIG IN THE HARVARD CREW OF 1906

After Cambridge had defeated Harvard in September, 1906, a controversy arose as to the relative value of the style and the rig adopted by the two crews. A well-known oarsman had committed himself to the statements that Harvard were in reality faster than Cambridge, that Harvard gained great advantage by using swivel rowlocks and long slides, and that they failed to beat Cambridge because they did not understand how to make the most of their strength or how to race, and because their boat was a bad one. I took exception to these statements, and as the controversy raises important points, I will venture to repeat here the substance of what I said at the time.

“Both crews rowed in the race pretty much as they might have been expected to row by those who had watched their practice from day to day. Harvard, no doubt, moved best at a slow stroke, but during the race, as during practice, it seemed to me that, stroke for stroke, Cambridge had the superiority in pace. At any rate, I have the race as evidence of pace over the whole course ; Mr. X—— has nothing in the way of evidence to support him. Not even a prophet is entitled to ask us to believe that a defeated crew is faster than its conquerors merely because it did not happen to win a race in which both had equal opportunities of showing their best pace under the same conditions. Now as to details. I will take first the question of swivel rowlocks. Mr. X—— justly says

that there is nothing new under the sun, and that swivel rowlocks are not unknown in England. I have myself rowed with swivel rowlocks in an eight and a pair long before Mr. X—— had even thought of beginning his distinguished career as an oarsman. Since then I have watched their use by others very carefully, and I am persuaded that, for eight-oared rowing at any rate, the old fixed rowlock is superior. It makes precision and uniformity easier both to attain and to maintain. The rigid support of the thole at the beginning is invaluable. The combined click which, as it were, locks the oars together as they leave the water and are turned for the feather has advantages equally great and equally obvious. I am convinced, too, that with a fixed rowlock it is easier to shoot the hands away quickly. No man's reach has ever been curtailed by a fixed rowlock, for in rowing there is a point beyond which, with the outside arm crossing the body, it is impossible and would be disadvantageous to reach. Fixed rowlocks do not make this point more difficult of attainment than do swivels. Indeed, I have noticed that most crews rowing with swivels (I am not now referring to the Harvard crew) swung forward less and reached less than the best of our English crews using fixed rowlocks. I am, of course, aware that the London R.C. have for some time used a Lowe swivel, which gives the oarsman a fixed rowing pin, but this obviates only one half of the disadvantages which, in my judgment, are inherent in swivels. Oxford used the same sort of device in 1902, and have never used it since.

"I pass now to Mr. X——'s other point, the length of slides. The Cambridge crew slid 16 inches, the Harvard crew slid 21 inches. In both cases the starting-point of the slide was on a level with the work, *i.e.* a line drawn straight across the boat from the rowing pin would have passed along the front edge of the slide in the forward position. It is obvious, therefore, that the Americans finished 5 inches further away from their work than Cambridge, and in order to enable a man to use this length of slide his stretcher (or clogs) would have to be fixed 5 inches closer to his thwart than would be

the case with a man using a slide of only 16 inches. Any practical oarsman will realise that, owing to the diminution by 5 inches of the space between his heels and his seat, the American oarsman must necessarily at the full reach have been in a more cramped and tucked-up position than his English antagonist. In order to counteract this disadvantage, the Americans greatly decreased the rake of their stretchers. Their clogs looked as if they were almost parallel with the keelson. They had realised that in no other way could even the supplest oarsman attain a proper extent of forward swing and reach on a 21-inch slide. It follows manifestly that, with these depressed supports for their feet, the Americans were at a very great disadvantage in driving backwards at the beginning of the stroke, in continuing their drive throughout the stroke, and particularly towards the finish of the stroke, when, owing to the peculiar position of their stretcher, they had no genuine foot support at all. As a matter of fact, the points of their rowing which struck all qualified observers were these: A defective beginning, in which body work was conspicuously absent, and a wavering, sloppy finish, followed by a very dirty and uncertain extraction of the oars from the water. These faults were, I am convinced, very largely due to the stretcher position necessitated by their extreme length of slide. I notice with some amusement that, although Mr. X— grows almost lyrical in his enthusiasm for the length of the American slides as compared with the 16-inch of the Englishmen, he only advises us to shorten our stretchers by 2 inches. According to his previous statements, we should thus wantonly sacrifice three magnificent pace-producing inches! One of the Harvard oarsmen, who in the week following the race had had an outing in an English-rigged boat, himself told me that what had chiefly struck him was the freedom and strength of the position attained by the body and the legs at the full reach by our method, which he held, for the reason I have given, to be greatly preferable to the rig with which he had been rowing in the Harvard eight. With this rig, if the oarsmen

are not to be impeded by catching their calves against the thwarts long before they have finished sliding back, they are forced to adopt certain calf-saving devices. One of these is to raise their seats above the thwarts on 2-inch wheels; the other is to slope the slide track. Yet Mr. X——, while advocating these long slides, denounces one of the two devices which are intended to make long slides practicable. For my own part, though I prefer the Sims ship, I do not think so badly of the Harvard ship as Mr. X—— does. She was built by Davey, an Englishman living in Cambridge, Mass., and was built, as to her bluffness, strictly according to orders, the rowing authorities at Harvard being convinced that a boat with a bluff entry is better adapted for speed than a boat with a fine entry. Her bow wave was certainly startling, but I think she held her way remarkably well and evenly. Out of the water she did not look so pretty as Sims's new boat, but appearances are deceptive, as Mr. A—— found when he backed the English boat for lightness against the American, only to find that the English boat was 15 lbs. heavier. Had this test not been made, I am inclined to think we should have had Mr. X—— denouncing the American boat, not as a mere cockle-shell, but as a ponderous tub.

“I agree with Mr. X—— when he insists on quickness of wrist and arm action on the recovery as essential to good rowing. Cambridge were in this respect by no means perfect. Harvard were conspicuously quicker, but some part of their quickness they had attained by sacrificing the finish of their stroke, which they tore in in a very ugly and ineffective fashion. Cambridge coaches are just as much concerned as any others to impart this quickness to their pupils, and their efforts in the last few years have met with a great measure of success, but there is still room for improvement, as every Cambridge coach would acknowledge.

“Finally, I may sum up by saying that, in my opinion, the result of this race does not justify English oarsmen in abandoning either their traditional style or the rig which makes

that style possible. The Harvard men were heavier than our men, and of a stronger physique ; yet they suffered defeat. Style and rig are closely associated, and if you change the latter you will inevitably have to modify the former. No amount of special pleading can make this race anything but a triumph for the English style, and therefore for the English rig."

CHAPTER XVI

SCULLING

BY F. S. KELLY

SCULLING, in its essentials, does not differ from rowing, and it is a fact which has often been too little recognised that the ideal style for an eight—if considerations of convenience be excepted, such as the desirability in eight-oared rowing of emphasising particular parts of the stroke, so as to give the members of the crew a better opportunity of performing all their motions simultaneously—that this ideal style for an eight would probably also be found to be that which is most conducive to the greatest pace of a sculling boat. Within recent years, this fact has become more generally recognised, and scullers have admittedly achieved better results in adopting the long swing and the method of using the slide, which, in English rowing, at all events, have been universally recognised as producing the fastest pace of the boat, together with the necessary husbanding of the strength, so as to ensure its holding out over a given lapse of time.

A single sculling boat does not differ in kind from a racing eight so much as to make it likely that such a thing as the habit of kicking away the slide at the beginning of the stroke, which was in vogue among some professional scullers a few years back, should be good in a single sculler while it is admittedly bad in an eight; and, while it must be admitted that slight differences will be noticeable between the styles of an ideal sculler and an ideal oarsman in the motions they both perform in common, *i.e.* swing, use of slide, etc., it cannot be too strongly insisted that what differences

appear are differences of degree, and are caused by the complication of the problem in rowing, in the fact that the perfect style must have certain marked points, which will enable all eight oarsmen to go through their motions simultaneously.

I. STYLE

The Functions of Style in Sculling

The functions of a perfect style in sculling are twofold. (A) The most effective use of the weight and strength of the sculler for a continuous application of both in those parts of the stroke which propel the boat, *i.e.* when the blades are in the water. (B) The accomplishment of those motions, whose function it is to prepare the body for the next propelling part of the stroke, with the least possible expenditure of strength, and yet with as great a celerity as is compatible, not only with the necessity for some recuperation of the wind and muscles, but with the almost greater desirability that, when these motions are completed, the body shall be under sufficient control to start once more upon the propelling portion of the stroke without loss of time.

Position when Full Forward

(A) At the beginning of the stroke the body and slide are as far forward as they can go without undue strain; the stomach well down between the legs, the arms straight, and the chest as far forward as such a position will allow. This latter particular as to the chest is important, since, if the chest is maintained in its ordinary extended posture, it will prevent a fault, known as the overreaching of the shoulders, in the effort to get as far forward as possible. Such extra length as is obtained by this forward movement of the shoulders is valueless, for not only are the arms thus thrown into a less natural position for the delicate task of slipping the blades into the water without loss of time, but, since in some portion



SCULLING

NO. 1. FORWARD POSITION



of the backward swing of the body the shoulders must regain their normal position in order to obtain a firm and powerful finish, and as the muscles which control their forward and upward movement are not in themselves powerful, this righting of them during the backward swing can only result in a weakening of the grip of the blades on the water, and extra length is obtained at the more serious loss of the steady and uniform pressure which should be exerted on both blades equally throughout the entire backward swing.

When the body is full forward in the position just described the blades of the sculls should be at right angles to the water and not more than half an inch from the surface—at the same angle in which they will presently be when in the water itself.* Since it is obviously important that no force exerted for the propulsion of the boat should be without its effect on the water, this close proximity of the blades to the surface just before the beginning of the stroke is occasioned by the desirability that they shall have the minimum of distance to travel in dropping to their proper level, and that they shall not still be in the act of descending when the legs and body have already begun their pressure. This latter is a common enough fault, and, with regard to it, it is no exaggeration to say that, if two scullers were equal in all points of form and strength, with the exception that one of them obtained a grip of the water instantaneously with his leg and body pressure, whereas the other “skyed” his blades some 9 inches above

* It should be observed, with reference to the position of the blades as just described, that some professional scullers do not turn their blades off the feather until they are in the act of taking the water—in fact it can best be described by saying that their blades are not off the feather until they are in the water. That such professionals command considerable pace cannot be denied, and no doubt some advantage is gained in sculling against a head wind by their not offering the flats of the blades as a resistance to it; but each stroke they scull is shorter by half the breadth of the blade (say 3 inches) than it would be if their blades were upright, since the blade so manipulated cuts into the water at the point the rearmost part of it reaches when full forward, whereas if upright it would take the water half its own breadth further forward. These three extra inches may not seem much gain in a single stroke, but their value will be appreciable when the number of strokes mounts into hundreds.

the water just before dropping them into it, the difference in pace between their respective boats over the Henley course (1 mile 550 yards) would be from 3 to 4 lengths.

The Beginning

We now come to the much-disputed question of the sculling "beginning." Within recent years, when a crew of eight-oarsmen has displayed the fault of "oiling-in" to the water and has not obtained the instantaneous grip of the water to which all the strength of the body and legs should be applied, it has been the habit of rowing critics to term their "beginning" a sculler's "beginning," and a belief has consequently arisen that such a "beginning" is the one to be aimed at in a sculling-boat. The truth is that any hesitation at the beginning of the stroke, or failure to obtain an instantaneous grip of the water is no less fatal in a sculling-boat than in an eight-oar, and that the "beginning" in either case is essentially the same, though it may not appear to be so. So much doubt still exists on this point that it is worth while to discuss some of the considerations which lead to a belief in the identity of the two "beginnings."

The desirability in an eight-oar of applying all the strength the moment the blade enters the water, and of never relaxing the grip so firmly obtained throughout the entire stroke, is admittedly one of the ideals of English oarsmen, and the object aimed at in so doing is to take the utmost advantage of every moment during which the blade is in the water, as well as that no strength intended to propel the boat shall be without its effect on the water. If this makes for speed in an eight, what reason is there to suppose that it will not be so effective in a sculling-boat? The reason given by some, that the violence of an eight-oared "beginning" would have the effect of causing such a small boat as a single-sculler to bounce up and down in the water, and so take off from the uniform pace with which it has been found that all boats travel their fastest, cannot be considered really a cogent



SCULLING
NO. 3. THE FINISH, WEAK POSITION (STATIONARY PHOTOGRAPH)

reason when it is borne in mind that a single-sculler *in proportion* to the weight of its single occupant, is only a very few pounds lighter than an eight-oar is *in proportion* to its eight oarsmen, so that whatever violent motions all eight oarsmen perform together should have just as disturbing an effect on a racing eight as the similar violent motions of the sculler on his boat. To "bounce" the boat at any part of the stroke is undoubtedly a fault of style in any boat, and it must not be forgotten that the best eight-oared crews accomplish their "beginning" quickly, firmly, and, it might almost be said, quietly. Seeing that such is the case, it is as unfair to eight-oared rowing to term the energetic upheaval of a sculler's body, when unsupported from the stretcher, the wrong application of an eight-oared style as it is to the art of sculling to say that an eight, which does not succeed in applying all its weight and strength at the beginning of the stroke, is an eight composed of scullers.

That an effective sculling "beginning" will never look quite like that of a good eight is inevitable from the difference of pace at which the two boats travel. With an oarsman or sculler of no extraordinary strength the body, in its backward swing, cannot travel faster than the pace of the boat allows—provided the blades are always well covered; and when we consider that a good eight over the Henley course travels nearly two miles an hour faster, on an average, than a fast sculler, and that, in consequence, it can maintain an average of from four to five strokes per minute faster than he can,* we shall realize the difference in pace at which the respective bodies of the eight-oarsman and the sculler swing back at the beginning of the stroke, and the consequent wrong inference, that, because the sculler's body does not move so quickly, he therefore is not applying all his force.

Whatever force shall be applied to the propelling of a

* It is of common occurrence that an eight will maintain an average of 37-38 strokes per minute over the Henley course, while it seldom happens that a sculler will exceed an average of 33 strokes. This is almost entirely due to the difference in actual pace of the boats.

sculling-boat should be applied at the beginning of the stroke, and it is one of the objects of a good style that all this force shall be applied *only* to the propelling of the boat, and that no misdirected energy shall in any way cause the boat to stagger or become unsteady. From what has been said, however, concerning the "beginning," it must not in any way be inferred that the pressure here should be greater than at the middle or finish of the stroke. The pressure throughout the entire backward swing should be uniformly hard. At the beginning of the stroke, then, the legs and body should exert their full pressure at once—not before the blades are in the water, nor, on the other hand, should the blades be in the water before the work comes on. In order to ensure this being the case, great attention must be paid to the action of the arms in putting the blades into the water. The moment the body has completed its forward swing the arms are raised slightly, without bending them, yet sufficiently to let the blades sink at once to their proper depth. This action must, however, be performed so quickly that, although it takes place when the body is full forward, it shall not occasion even the smallest pause between the swing forward and the swing back.

The Swing Back

The next part of the stroke to be considered is that portion of it from the "beginning" until the body is in an upright position. Legs, blades, body, and slide start work simultaneously, and for the rest of the backward swing the sculler's shoulders always travel faster than the slide, and always in the same proportion—the ratio of speed being determined by the respective distances the shoulders and slide must travel, so that they shall finish together. The shoulders should not travel faster at one time than another, nor should the slide.

During this part of the swing, and, in fact, whenever the arms are straight, the muscles which control the angle they make with the body should never be stiffened. The sculls,



SCULLING

NO. 4. A CLEAN HARD BEGINNING



SCULLING

NO. 5. THE BEGINNING; TOO MUCH BACK-SPLASH



SCULLING
NO. 6. HALF-WAY THROUGH STROKE

too, should be held at the end of the handle, with the thumbs across the outside to prevent the hand from shifting its grasp, very lightly, but not so feebly as to make them liable to fly out of the hand in case the blades meet a wave or a sudden gust of wind. While the arms are still straight—*i.e.* from the beginning of the stroke until the body is upright, the angle they make with the body is always contracting. It is at its largest when the blades take the water, and as the depth of the blades while in the water should not vary, it is their task merely to connect the force originating from the clogs to the blades, and in no way to be influenced by the necessary upward movement of the body. Any stiffening of the muscles of the shoulders, arms, or hands, in this part of the swing will inevitably affect the blades, and, instead of their remaining at a depth of about 2 inches below the surface,* they will perform a curve in the water, descending to the greatest depth when the body is upright. The result will be not only to destroy the effective grip of the blades, but to cause the boat to lift above its uniform depth in the middle of the stroke, and to bury at the finish when the body sinks and the blades rise to the surface.

The Finish

When the body is in an upright position and is ready to descend to the point, slightly past the perpendicular, at which it finishes its swing, the elbows begin to bend and the hands to come in at a rate that will bring them as far as they will close up, so as to finish closing up simultaneously with the finish of the body swing. In drawing in the arms no greater muscular effort should be made than is sufficient to ensure their being home by the time the body has finished its swing, as the extra pace that could be got by performing this motion with all possible strength would in no way compensate for the almost inevitable consequence of the giving out of the muscles of the arms before the course or race is over. When an arm

* Measuring from the top and end of the blade to the surface.

has given out really badly, a sculler finds he is obliged to stop. It must, however, be confessed that, when a sculler has obtained mastery over all other points of style, that this action of the arms, in bringing the hands in to the body, can be performed with an extra firmness that is hardly the conscious effort of any muscles in the arms themselves. A beginner will have far more fundamental problems with which to occupy his attention, and such a finesse must only be attempted by a good and experienced sculler who knows well his own powers, and who possesses a critical faculty, born of experience, which will be a sure guide as to whether his attempts in this direction really do add a fraction to the boat's pace.

Body, slide, and arms should finish simultaneously—the elbows being drawn close past the sides, and continuing back in the same straight line until the wrists reach the hips. The shoulders, at the finish of the swing, should be well back and the chest extended, though not unnaturally so.

Such, in its separate parts, is that portion of the stroke which propels the boat. The legs must exert a uniform pressure throughout its duration, the hands should be uninfluenced by any upward or downward movement of the body, and whatever effort is made should have its direct effect on the blades, else it is valueless. As it is a fault commonly seen among scullers that one blade or both wash out at the finish of the stroke, attention should be drawn to the importance of keeping both blades well covered till the moment it is intended they shall leave the water. Such a fault may have a variety of causes, but the commonest cause is the desire to get extra power into the finish by giving a sudden jerk either with the body or the arms. Both blades should, of course, take and leave the water exactly together, and, in fact, in every action, which goes to make a complete stroke, both in the swing forward and in the swing back, both legs, both arms, hands and sculls should perform identical and simultaneous motions. There is only one exception to this rule, which occurs in the



SCULLING
No. 7. THE FINISH



SCULLING
No. 8. EXTRACTION OF BLADES



SCULLING
NO. 9. BLADES EXTRACTED; WRISTS TURNED [FRONT VIEW]

middle of the swing forward, and also in the middle of the swing back. In consequence of the handles of the sculls overlapping one hand must scull over the other. It is usual to scull with the left hand over, and in this case the outrigger on the right hand is set a little lower than the left outrigger, so that the blades, in their relation to the surface, shall not be affected by the necessary inequality in the level of the hands.

The Recovery

(B) When the propelling part of the stroke is finished the first task to be done is to get the blades out of the water. As in rowing, this is done by dropping the hands and wrists in the same position in which they are when the blades are still in the water. It is a movement that extends as far as the elbow, though not further, and the drop should be just sufficient to raise the blades clear of the water without turning them. When the blades are clear, the wrists should be turned so as to bring the blades on the feather, and then the arms should be straightened before the body has begun to move forward. The moment the arms are straight, the body resumes an upright position, while the slide is held back at the furthest point it ever reaches from the stretcher. These are the separate motions of the recovery in detail, and, although they should all take place one after another in the order above, the time that has elapsed, from the moment the hands drop until the body is upright, should be the merest fraction of a second. The recovery, in fact, cannot be performed too quickly, provided that its several motions are not confounded together. It would, perhaps, be rash to assert that the boat's pace is increased by the instantaneous recovery of the body; yet the suggestion is worth more than passing notice, that the shifting of the weight further aft, without loss of time, relieves the bows and so gives the boat a better chance of travelling while the impetus it has obtained from the last stroke is still fresh upon it. There is, too, the further reason for its being performed with all possible

despatch, that, since recuperation for the wind and muscles is desirable during some part of the swing forward, it should be indulged in where the necessity for steadiness and perfect balance precludes any haste, *i.e.* during the swing from the perpendicular until the body is full forward. There is not time during the forward swing for two periods of recuperation; and since the recovery, in consequence of the action of the wrists, arms, and body, is not so well suited for such a purpose as the latter part of the swing forward, in which there is nothing to be done except swing forward steadily, the recovery should be performed as quickly as possible. Since such is the case, too much attention cannot be paid to wrist work and the shooting out of the arms. A proficiency in wristwork, in addition to aiding the recovery of the body, will ensure a clean finish, and so guard against any hindrance to the free and sharp action of the arms in the shape of one or both blades bumping along the surface of the water instead of their being clear of it.

A sculler will do well, in practice, to regard the recovery as belonging to the previous stroke, or, in other words, to look upon the stroke as incomplete until the body is once more in an upright position, with the arms straight out in front of it. This will help him in his endeavours to obtain the elastic movement that is so desirable, though he must always beware, in so doing, lest any action is shirked, or lest two or more should be confounded together.

The Swing Forward

There remains now to be considered the swing of the body from the perpendicular until it is full forward, and the accompanying movement of the slide. The body, in its swing forward, must always be in advance of the slide in such a proportion that they will both reach their furthest points together. Steadiness in this part of the swing is most essential, since any loss of control will be sure to make the beginning of the next stroke faulty in some respect. This



SCULLING

NO. 10. BLADES EXTRACTED; WRISTS TURNED [SIDE VIEW]



steadiness is not to be attained by any stiffening of the muscles, but is rather an easy balance from the only stationary point, the feet, helped by the muscles of the thighs which control the downward swing of the body. As this is the only part of the stroke that is suited for a recuperation of the wind and muscles, it should be performed as easily as is compatible with a perfect control and balance of the body.

About halfway between the time when the body is perpendicular, and when it is full forward, the blades should be turned off the feather by raising the wrists up to the level of the hands—not by lowering the hands to the level of the wrists, and the utmost thought should be constantly exercised at this part of the swing, to let the action of the arms be free of the downward movement of the body, and to know, without looking out of the boat, whether the blades are close to the surface, and not several inches from it.

It is, perhaps, unnecessary to add that the moment the body is full forward it should again begin to move back on the next stroke; for it is not only in the most effective application of power and weight to the blades that a good style excels an imperfect one, but in the continuity of motion throughout the entire stroke, so that no fraction of a second is wasted at those points where a delay would serve no useful purpose.

II. PRACTICE

There is much difference of opinion as to the length of time that should be spent in preparation for a race after a considerable period of physical inactivity. It is not a question concerning which a definite period of time can be laid down which will suit all alike, for the amount of practice required must vary according, not only to the time that has elapsed since a sculler was last in his boat, but also according to the physique of the sculler himself. Two and a half months will be ample practice for a man of average strength and wind, who does not put on much extra weight when out of training,

and who has not let more than a year go by since he was last in regular sculling practice. This is sufficient time to ensure his getting up to his old form, but of course a longer period will give him more chance of improving his previous form.

Supposing that he has not less than two months a-head of him, a sculler should not attempt heavy work in the first week or so of his practice. After a period of physical inactivity, the heart, lungs, and muscles are not in a condition to stand hard and prolonged work, and a too energetic application at first may very possibly be followed by a week or more of enforced inaction, caused by the straining of some muscles, if not of the heart itself, which, of course, is a more serious matter. The commonest form of strain is that of the abdominal muscles which, as they get little work to do in any ordinary routine, are very susceptible to strains in the early part of practice, and, if the strain is really a bad one, it may mean a week's loss of practice if not more. The object of this initial stage of practice should be to exercise the muscles, together with the action of the heart and lungs, in preparation for more serious work without danger of straining any of them—though the attention now, as in every succeeding stage of practice, should never cease to be occupied with matters of style.

When the danger of early strains is over, a series of long outings is recommended for the further improvement of the wind and muscles, alternating with days of short outings with some short pieces of really hard sculling (about three minutes without an easy). These long outings must be undertaken with the fixed determination that the maximum of attention shall be devoted to every stroke; for if a sculler looks upon a journey of 10 to 15 miles as a sort of necessary purgatory, and toils on with the sole object of getting it over, his style will have deteriorated in the process and he would have accomplished better results by devoting himself to short and lively outings. Not the least virtue of these long outings is the accustoming of the mind to tackle difficulties when the muscles are fatigued. Whether or no the muscles become



SCULLING

NO. 11. ARMS EXTENDING



SCULLING
No. 12, COMING FORWARD

more docile by being fatigued, it is undoubtedly a fact, that the trouble taken at the end of a long spell of paddling without an easy (of 2 to 3 miles) has more lasting results than trouble taken at times when the muscles are fresh. These long outings may be continued for a period of three weeks with profit—that is to say, two, or, at most, three long journeys in a week, varied by days of sharp paddling and short bursts at full pressure. By this time the muscles, lungs, and heart will be in sufficiently good condition for harder work, and if we suppose that three weeks still remain before the race is due, a sculler should now go into strict training.

During this final stage of practice it will greatly contribute to the polishing up of the sculler's whole style if an outing is divided up into comparatively short pieces of paddling at three-quarter pressure—varying from a quarter to half a mile—in which something approaching to a racing rate of stroke is maintained, and with power applied that is not quite equal to racing pressure. The chief advantage gained is the thorough accustoming of himself to a racing rate of stroke, while this high rate of stroke will tend to make all the actions sharper, provided that constant attention is devoted to their becoming so. The habit so commonly indulged in by some scullers of “slumming” about in their boat at an absurdly slow rate of stroke, within a few days of the race, can only tend to a deterioration in their style. If they have already done too much work in their previous practice, it would be better to curtail the length of their outings to the minimum duration necessary to their keeping in form rather than to make longer journeys in this slovenly fashion.

It is as well to scull over the whole course at full pressure at least three times before the race, though every sculler must be careful that he does not become “stale” by doing too much work. Provided that he is otherwise in good health there should be no danger of this happening if the three courses are spread out over the three weeks preceding the race; and in this case there will be ample time for as many half-courses at full pressure, if not for more. It is advisable

to treat the first two courses merely as means towards getting the body into thorough racing trim, and not with the object of accomplishing the distance in a fast time. A greater benefit will result from a man being thoroughly "cleaned out" in his first course (even if he struggles in at a very slow pace), than if he accomplishes the whole distance in a faster time without having exerted himself to the utmost. But the last course, provided by this time the wind and muscles are in thorough racing trim, may be negotiated with the object of accomplishing the fastest time possible, since the knowledge of the greatest average pace a sculler can command over the whole course will be of immense service to him in the subsequent racing. It may sound paradoxical to say that it is not by sculling his hardest that a man goes fastest, but it is undoubtedly a fact that if, in a full course, all his strength is expended in the desire to accomplish the half course in the fastest possible time, he will accomplish the remaining half of the course at such a lamentably slow pace that the fast time for the first half and the slow time for the second half, when added together, will be considerably in excess of the time he would have done, had he been content to reach the halfway mark several seconds slower, sculling hard yet without reducing himself almost to a standstill. The strength, in this course as in the others, should be entirely exhausted by the time the finishing post is reached, not by its excessive application at any particular point of the course, but rather by its gradual expenditure during the entire distance. Many races have been lost by a too feverish desire to get the lead at any price, and, if a sculler has tested well his powers of endurance, and knows his own pace, he will be less likely to make such a mistake. It will also contribute to the knowledge of his own pace if he occasionally takes an opportunity to accompany an eight, or four, when it is paddling. It is no easy matter to keep pace with an eight that is paddling at a rate of 28 strokes to the minute, and the value of doing so lies in the uniform pace at which an eight travels, when paddling, so that, if a sculler falls behind, he will know that it is probably

due to a decrease in his own pace rather than to an increase in the pace of the eight.

Rate of Stroke

The rate of stroke it is desirable to maintain varies a little according to the measurements of the sculls. With a span of 4 feet $11\frac{1}{2}$ inches, and with sculls the measurements of which are, over all, 9 feet $8\frac{3}{8}$ inches, out-board (measuring from the outside of the button) 6 feet $10\frac{3}{4}$ inches, length of blade (measuring across the arc from the neck to the end of the blade) 2 feet, greatest breadth of blade $6\frac{1}{4}$ inches,* a minimum rate of 28 strokes per minute should be maintained in practice, while from 32–34 strokes per minute can be maintained without undue expenditure of strength when sculling at full pressure during eight or nine minutes. Generally speaking, scullers err on the side of a too low rate of stroke. Their low rate of stroke (sometimes 28 strokes per minute when racing) is not so much due to a deficiency in their work, as to a waste of time at the beginning and finish of the stroke in all those actions of the arms and wrists over which no time should be wasted. In the first minute, naturally, the rate of stroke is very much higher. Scullers have been known to complete their forty-second stroke or even more in the first minute, but the energy expended in doing so (provided all the strokes are well finished out) is in excessive proportion to the small extra pace that is gained, and it must also be remembered that the great drop in the rate of stroke which must ensue in the second minute, in lapsing into the rate of stroke they will maintain for the rest of the course, is extremely difficult to manage without becoming unsettled. For these two reasons a maximum of 38 strokes in the first minute is recommended, after which the rate should be

* These were the measurements I used myself, and I insert them here, not only because, during several years, I thoroughly tested the rate of stroke that can be maintained with them, but also lest any one with different measurements should be misled into essaying a rate of stroke which, under different circumstances, might be either too slow or too fast.

gradually diminished until the sculler is in his accustomed stride. It is, however, very profitable to be able to scull a higher rate of stroke than that intended for the race, and if a sculler can complete 41 strokes in the minute in practice it will mean his accomplishing 38 strokes in the first minute of the race with comparative ease.

The Start

Great trouble should be taken throughout practice with the object of being able to start clean. Even when a sculler is starting out for a short paddle he should try to get his first half a dozen strokes absolutely clean and without any clumsy feathering along the surface, for it is only by constant care throughout the whole of his practice that he will arrive at that unerring perfection in getting off clean and hard in the race which should admit of no faulty exceptions. During the last three weeks the constant practice of bursts of ten strokes at full pressure will further contribute to this state of perfection. The body and slide before the first stroke should be only two-thirds of the way forward, and care should be taken that one hand is not further forward than the other. The fact of one blade having further to travel than the other during the first stroke is, in nine cases out of ten, the cause of an unclean finish, and an unclean finish at the first stroke will tend to make the next half-dozen strokes ragged. The first stroke should be an abnormally hard pressure on the part of the legs, with the blades well covered; no time should be lost in getting forward for the second stroke, which should again only be two-thirds of the length of an ordinary stroke; the third stroke should be longer, while the body, in getting forward for the fourth stroke, should be using its full swing. In these three short strokes the length is curtailed at the beginning of the stroke, while the finish in each case is as long as in an ordinary stroke. It has been found by experience that two or three short strokes at the start get a boat under way more quickly than a corresponding number of long ones, and they have the further advantage that, since

the slower a boat is travelling the more difficult it is to balance, the sculls, in this case, are out of the water for a shorter period and the boat does not get the same opportunity to lurch. The first stroke can only produce a comparatively small impetus, and to attempt a full swing when the boat is travelling so slowly would require exceptional powers of balance. Many races have been won in the first minute merely by a superiority of watermanship, in the one case, which has produced a slight lead that can never subsequently be reduced, and, seeing that this has so often been the case, no trouble should be spared in acquiring that perfect watermanship which, with an equal expenditure of strength, will add a boat's length or more to a sculler's pace in the first minute.

III. RACING

There are practically no principles which can be laid down for general application in racing, unless one except the well-known yet valuable advice to race with the head, or in other words, not to let one's excitement get the better of one's judgment. The only way to deal with the question at all thoroughly would be to write the account of all sculling races which had been admittedly decided on a question of racing powers alone, and for that there is not sufficient space in this chapter.

Sculling races differ from rowing races in the fact that in the former there frequently comes a period when a sculler, who is really hard pressed, undergoes a complete collapse and is incapable of finishing the course, whereas a crew of oarsmen nearly always manages to reach the winning-post somehow, even if they have long before been at their last gasp. Whatever may be the reason of this, it is an important fact to bear in mind when engaged in a sculling race, and every sculler should beware of approaching that extreme of exhaustion, bordering on collapse, without very good cause.

If a sculler who, with a slight lead, is sculling within his powers, finds that his opponent can make no impression on

him, and yet that he, for his part, cannot increase his lead without a great effort, it is as well for him to continue as he is doing and to await the development of events.

Spurts

He must be prepared for a sudden spurt on his opponent's part, and make up his mind that such an eventuality will not upset him by calling forth a hasty answer, which, if caused merely by the momentary excitement at seeing the distance between the two boats diminish, will only unsettle his stroke without increasing his pace. Speaking generally, all spurts should be premeditated for some strokes previous to their taking place, and an important thing to remember in spurting is that the extra pace must be got by an increase of power and an almost extra quickness at the beginning and finish of the stroke, and *not* by hurrying forward to the next stroke. This is less likely to occur if, in spurting, the attention is directed to an increase of power at the finish, rather than to the beginning of the stroke.

In the above instance, the sculler who is leading should regard his opponent's spurt as a signal to prepare for his own spurt several strokes later, when the short interval that has elapsed will have given him sufficient time to allay his excitement and to make sure that the increase of power he intends will not be accompanied by any unsteadiness. Of course, if the boats still lie close together towards the finish of the course, and the leader feels he could maintain a higher pressure throughout until the winning-post is reached, he should act on his own initiative without regard to what his opponent intends to do, since, at this stage of the race, whoever spurts first will have the advantage of the few extra strokes at higher pressure.

It is always well, when engaged in a race which is likely to end in a victory for one's self, or even when the result, as far as can be foreseen, is doubtful, to let one's normal pace be such as will enable one to complete the course at the same continuous pressure, and to reserve the

maximum of pressure which can be maintained for a comparatively short time, for a very definite object in view. Advice, however, cannot be offered as to how a sculler may win a race against an opponent who is faster than himself. Such races have been won, and the result is due to the possession by the winner of a sort of genius, akin to that of a good stroke in rowing, which cannot be wholly taught. This genius makes its possessor instinctively aware of his opponent's weak spots, and, as he cannot win by continuous pace alone, his only tactics are to judge at what part of the course a sudden increase in his own pace is most likely to unsettle his opponent, and to stake every thing on this extra effort ; or he may, perhaps, begin spurting before the first minute is over so as to prevent his opponent from settling down into his stride, in the hopes that, by taking him out of his pace at whatever cost to himself, his opponent may be the first to "crack." At what part of the course, though, this extra pressure should be exerted is a question which must be decided anew in every race, and the more experience a sculler has of racing the more likely is he to choose the moment.

IV. MEASUREMENTS

Span

The breadth of span (measuring from the insides of the swivels, as they lie parallel with the side of the boat) should vary according to the sculler's reach. For a man of small reach a span of 4 feet 9 inches is advised, for a man of medium reach one of 4 feet 11 inches or 5 feet, while a man with a very long reach will require one of 5 feet 1 inch or even 5 feet 2 inches. The adjustment of the span to suit the sculler will obviate the "pinching" of the boat at the beginning of the stroke, as well as ensure an effective position at the finish, in which the elbows may come close by the sides, instead of sticking out in an ungainly fashion, as will occur if the span is too small for

the sculler's reach. A boat is being "pinched" at the beginning of the stroke when the blades are pressing out from the sides rather than driving past them, with the result that energy and time are wasted without a corresponding effect upon the boat's pace. It occurs when a sculler with a long reach is using a small span, and a similar disadvantage is also experienced at the finish when the blades are pressing too much in towards the boat, instead of driving it forward.

Six inches may be taken as the height of the slide above the heels—which are as close to the skin as will not entail a danger of their going through it—and it is usual for the front stop of the slide to be placed on a line between the tholes, or, perhaps, what is meant may be more easily explained by saying that most scullers slide up to their work.

Of the proportion of in-board to the out-board measurement of the scull, and of advantage or disadvantage of curtailing the out-board length for a greater breadth of blade, and all such disputed questions, it is not within the scope of this chapter to treat. The measurements of the sculls already quoted on page 171 may be taken more or less as those that are usually employed by scullers at the present day, though it must be remembered that a smaller span will necessitate a shorter scull, and a broader span a longer. In theorising about the proportion of in-board and out-board measurements, it is well not to lose sight of the human element, for it is of small value to demonstrate that a particular measurement will add to the pace if it calls for a greater expenditure of strength than most scullers are capable of sustaining for any length of time. One cannot treat the human body merely as a machine, and it has been observed every now and then that scullers, whose scull measurements make every stroke a great labour, though for a short distance they may obtain great pace, yet become so done up and disheartened with their heavy toil that they are incapable of making an extra effort at the critical point.

To get comfortable in his boat should be a sculler's first object, but a caution should be entered against his lapsing into that frame of mind in which anything that goes wrong

is attributed to the measurements used, with the consequent result that a series of changes will only unsettle his whole style. In sculling, as in every other form of sport or game, every man has what are known as "off days," in which his skill seems unaccountably to desert him, and during such periods he should beware of over-haste in seeking for external causes.

PART III
FAMOUS CREWS AND MEMORABLE
RACES

PRELIMINARY NOTE

By the courtesy of Mr. W. H. Eyre, I am permitted to publish here an account written by him of the Thames Rowing Club, and of the manner in which their famous crews (especially that of 1876) used to be trained for their races. This crew of 1876 is memorable for several reasons. It was the first Thames Rowing Club crew that won the Grand. It was by no means a heavy crew, and for mere weight and muscle was obviously inferior to most of the crews entered against it. The men, however, had taken an enormous amount of trouble. They had been handled with excellent generalship by their stroke and captain, the late Mr. James Hastie, and they had trained and worked with a rigour and devotion equalled by few modern crews. They owed their victory, not only to their skill as oarsmen, but also, and perhaps chiefly, to the splendid physical condition and the perfect uniformity which enabled them to row a very fast stroke effectively over the whole course. However, I must let Mr. Eyre speak for himself of the days in which he played so brilliant a part in oarsmanship.

CHAPTER XVII

THE THAMES ROWING CLUB: THEIR METHODS OF TRAINING AND THEIR VICTORIES FROM 1874 TO 1882

By W. H. EYRE

THE Thames Rowing Club was started in 1861 as a pleasure-boat club, called the City of London Club, the members being principally clerks and salesmen in the "rag trade," *i.e.* the big city drapery warehouses—Leaf's, Pawson's, Cook's, Foster Porter's, Morley's, the Fore Street Warehouse Co. (formerly Morrison's, of whom, I think, came George and A. Morrison, of Oxford fame), and other big houses all about the rag trade district, namely, St. Paul's Churchyard and the vicinity. There are very few (if any) "rag trade" men in the Club now. The social status (conventionally speaking) is, I suppose, higher, but we are still happily a "mixed lot."

About two years afterwards it took on club racing, and altered its name to the "Thames," asking leave to assume that title from old Frank Playford, who was the only known survivor of the celebrated Thames Club crews of the "forties." Wherefore he was ever after asked to the Thames dinner, to which he invariably came, and was an honoured and valued guest.

They managed to knock up a good crew when the Metropolitan Regatta was first started in 1866, and won the Junior Metropolitan Eights Challenge Cup; but they did badly in 1867 and in 1868, at the latter end of which year I joined the Club, rowing my first race on the Thames in their opening scratch eights in March, 1869.

I was then tremendously hot on athletics in general, going in for boxing, swimming, Rugby football, and cross-country running with the Thames Hare and Hounds, which started out of the Thames Rowing Club in November, 1867.

This brought me into touch with a small, but intensely enthusiastic, set of amateur swimmers, boxers, etc., of whom W. L. Slater, known as "Micky," then of the West London Rowing Club, and G. H. Vize, afterwards heavy-weight champion in 1878, and for many years president of the Amateur Boxing Association, were the ruling spirits.

Vize was then considered the best amateur swimmer in England, and I have no doubt he was so, though there was no such thing as a championship. He joined the Thames at the same time as I did, and we both went in for the (to us) new sport heart and soul.

In those days the professionals of all sorts used to train very hard indeed, and we were full of the stories and traditions of various "pros" in the different branches mentioned. But Slater was the master spirit. He was the son of a Yorkshire sporting squire, who married very late in life, after running through a fortune at all sorts of sport, a good deal with Osbaldestone. He had brought his son up to be a rare hard one, and full of enthusiasm for sport and struggle.

Some nice characters we used to "collogue" with in those days. Old Nat Langham, of the Mitre, St. Martin's Lane; Bill Richardson, of the Blue Anchor, Shoreditch (a noted place for obtaining a good evening's pummelling at a small expense); Bat Murphy, young Dutch Sam, Siah Abison, of Bowlea, who held the professional mile record for many years; Teddy Mills, a beautiful distance runner, of Bethnal Green; Hayward, the Billingsgate fish porter and long-distance walker (also a "college youth" of note, if you know what that is; if not, inquire of the big bell of St. Paul's); Miles, of Brixton, the "walking coachman"; Jack White, of Gateshead, the best man from four to ten miles who ever put on a shoe, who is now, and for many years has been, favourite trainer and rubber-down at Cambridge in the Lent

and October, and at the London Athletic Club at other times. A very nice fellow, just such another as Jack Harvey, of Cambridge.

From these and other similar worthies and old Micky's maxims we derived our notions of training, and did our best to impress them upon the other Thames men.

We could not, however, get the Thames Executive to go our pace; but we managed, with the aid of two others, whose training was of a doubtful sort, to win a Junior four-oared race at Walton (over which there was as much jubilation as if we had won the Grand), and made a good fight for Senior fours at Kingston and Barnes.

Vize and I were very ambitious, and wanted the Thames Committee to make up a four for the Wyfold the next year, which they regarded as far beyond our legitimate aspirations. Just then old Micky (he was well on to thirty, which *we* considered very ancient) had trouble with the West London leaders about something, and coming one night to see Vize and me, who lived together at Putney, he bemoaned with us the degeneracy of the times. Ultimately he arranged to bring to us, from the West London, another youngster, a worshipper of his, and a very good stroke, and it was settled that we four should have a try together, off our own bat. The man he brought was A. J. Lowe (known as "Chang"), as fine a natural stroke as Drake Smith in later days, but one who, alas! ultimately proved a backslider in the way of training, and dropped out after 1870.

However, he was all right at the start. As the Thames authorities had practically interdicted us, we arranged to row together from the boathouse of Harry Salter at the Feathers, Wandsworth, a well-known waterman's pub. and training place at the mouth of the Wandle, some three-quarters of a mile below Putney Bridge.

We were all, except Vize, kept pretty late at work, Slater not as a rule getting away much before 9 p.m. Consequently we arranged to do our practice spins at 6 o'clock in the morning, so soon as it became light enough; but before that,

and all through the winter of 1869, we practised assiduously together whenever we got the chance, doing very long rows in a heavy tub boat. We had all been doing a good bit in the winter, but towards the end of March we began regular training for the Wyfold at Henley, and stuck to it without a break.

Vize and I lived at Putney, and used to get up and walk over to the Feathers, arriving there at 6 a.m. when we joined Slater and Lowe. We never paddled easily at all. Having little time to spare we used to get into the boat and row hard at a slow stroke up to Putney Bridge. Then we turned round and pegged away down to the West London Railway Bridge, a little over $1\frac{3}{4}$ miles, as hard as we could lick, turned round, and came back at a hard slow stroke. It did not run to shower baths there, but we used either to have a dive in "the Cut," the barge entrance of the Wandle, or in the Thames itself at low water (when it is beautifully clear), or have buckets of water thrown over us, rub down, snatch a hasty breakfast, and bustle up to town.

The breakfast fare was always cold meat (though occasionally we could get a chop), stale bread and no butter, watercress if available, and two cups of tea. Dinner in town was always supposed to be a light meal (for me this was in those days generally compulsory, training or no), but one generally had some cold meat.

By the way, did you ever partake of a quarter of a pound of ham and beef, shoved inside the crust of a penny roll, like the artful Dodger's treat to Oliver Twist on first acquaintance? It really isn't bad, and in those days $5\frac{1}{2}d.$ would see it through. Also, did you ever partake of the beverages known as "Cooper" or "six ale"? If not, never mind; but what Vize called a "flatch tinnip" (I write as pronounced, not as it should be spelt) of that, was the potation that usually accompanied the solid refection mentioned.

When the day's work was over, we repaired again to the Feathers. If Micky came down early enough, which was very seldom indeed, we went out again in the dark, and

again rowed the distance hard, or sometimes down to Chelsea and back. It was nearly always ebb tide, had another *al fresco* bath and rub down, had our supper, almost invariably a steak or chop, but sometimes cold meat again, and a pint of strong ale; green vegetables if we could get them, but never any potatoes, butter, or cheese. Occasionally we had some stewed fruit if we could get it, or very rarely a tapioca pudding with a glass of sherry (terrible stuff, I fear) thrown into it. After that we invariably did a very hard walk together of between four and six miles at top pace, so as to harden the muscles of the legs. If Micky did not come down in time for a row, we would do an extra hard walk and not infrequently finish up with a run of about a mile or so. We had a sluice and a rub down after the run, of course, and were supposed to go to bed about 10.30. We had boxing, too, two or three nights a week—and a good deal of that, also, in training at Putney in after years.

As a matter of fact I used, about three days a week, to sit up to as late as 1 to 3 a.m. reading law, and all sorts of stuff, having a snooze of about fifteen minutes or so after coming in from the walk, but I do not recommend that for men in training. In those days, what with the early rising and the work of all sorts, I could go to sleep at any time (and wake at any time) I liked.

On Saturdays we used to row to Richmond, or, if the tide was flood, down to Westminster and back; and on Sundays we always did a lot of sculling together, there being in those days a sort of unwritten law against rowing in a four on a Sunday, as there is to-day in the London as regards eights, though four-oared rowing on Sundays has been common enough in both London and Thames for well over thirty years.

I give you this to show the foundation of the system of training which (after we had won the Wyfold in 1870, and thereby made our peace with the T.R.C. authorities) we succeeded as making traditional in the Thames R.C. for the next fifteen years or so. We won the Wyfold the next year,

following almost exactly the same training course, as Slater was still unable to get to Putney in time to row in the evenings, but in 1872 he was in a different position, came down every night, and, as it were, took the whole Club in hand on his own Spartan lines.

We that year put an eight on for the Thames Cup as well as a four for the Wyfold, and won both races.

That was Hastie's first year, he having turned up as a novice in the summer of 1871, and very rapidly getting into form. He did not stroke a Henley crew until 1875, when he did remarkably well against Leander, with a very moderate crew, and established his reputation.

Now I at last come to the 1876 crew, the training of which I have been asked to describe. I may say, by the way, that I did not think that crew was as perfect in condition and uniformity as the crew of 1874, the first which we put on for the Grand. And so I get back to 1874.

The training of this 1874 crew, and of all other Thames G.C.C. crews, during my time, was pretty well as follows: The captain began getting a first eight together, so soon as the first club fours (a race much valued then) were over—viz. about April 7. Long hard rows in the tub boat, in sweaters, was the early work—from Putney to the top of Chiswick Eyot—or to Barnes Bridge and back every night—at a slowish stroke, but being bullied to row hard every stroke—and great attention being paid to leg drive, swing, and first part. Various combinations of fours were also tried—for Stewards' and Wyfold. There was also a good deal of land work, and running (on the L.A.C. track or round Barnes Common) to get weight down—and we used to make up parties for hard walks on Sundays.

The G.C.C. crew was not finally made up till after the trial-eight race. The trials were (*a*) for coaching—getting men into proper form and picking new men, and (*b*) for hardening their muscles. They were always rowed in heavy tub boats for the latter reason, and our coaches of those days used to bully and drive us unmercifully. I think it a great

mistake to row trial eights in racing boats. You want the heavier drag of the tub to increase and harden muscle at that stage.

Of course, lots of fellows dropped out, but by those means we found out the keen hands, and the stayers, and the good-plucked ones.

Old Micky was always preaching you could not tell a man's grit and staying power by his outward physique, or his form—he must go through the mill well before you could be sure of him—and better, by far, take a good nine-stone man who would do all he could all the way, than a Hercules for size and strength and looks, who either, through laziness or dislike of the infernal monotonous grind, or any physical failing, could not or would not keep going to the end—or lost his form, halfway over. Many a reputation disappeared after our trial-eight races, which were nearly always very close affairs, from Putney to the top of the Eyot— $2\frac{1}{2}$ miles—on a slack flood, as a rule. However, as a rule, by the end of the first or second week in May, trials were over—and the eight was soon after complete—all the men then being in very fair condition, and hard in muscle.

We kept on at the tub till about a month before the regatta—still doing long rows on Saturdays, and the fours getting practice as they could. We were most of us late in getting down to Putney, and the night's work was not over till nearly, if not past, nine p.m. as a rule.

When we took to the racing boat we at once increased the rate of stroke at all times, but we still, for about a week further, did a long row every night—with the 1878 crew (the hardest trained crew we ever sent up) we did three hard fast rows—regular “trials”—from Mortlake to Putney on successive nights, having gone up there in about two pieces, at a pretty hard bat. Hastie was really a man of phenomenal strength and vigour. He was so terribly nervous that he often made a hash of the early (or some other) part of a race, but in practice he never seemed to tire. And his great power enabled him to keep his stroke long and work like a

horse, when everybody behind him was dead done and rolling from distress.

These long fast rows, we thought, got the crew well together—and also got them over the stale stage. We always tried to get our men stale about three weeks before Henley, and these long fast rows did it for us. But we never dropped a night's practice, or slackened the work, but just pegged away, with the coach hounding us on—it really was awful—and of course rowing got ragged, and the fellows bad tempered—and sometimes we lost a man then, but very seldom.*

Then we used, about three days a week, after finishing rowing, to run up the tow-path to the Crab Tree, or to the Old Tree, one mile from Putney Bridge, on water—more on towpath—and back, for wind and legs. Personally, I think I ran every night—and so did Hastie. Then, in the last fortnight (before going to Henley on the Henley Saturday), we did what we called “a course” every night, *i.e.* rowed for seven and a half minutes under the bank against tide, as hard as ever we could lick.

The tide is on the ebb about double as often as on the flood at Putney, and the ebb course was from the Beverley Brook (end of the present Surrey side embankment) for 7 minutes 30 seconds, keeping close under the bank all round the bay, of course. And it was a good performance if we could get well round the soap works (now Harrod's), and a hundred yards further—on an ordinary tide. Sometimes, very soon after high water, or on very slack “neaps,” we got up nearly to the bridge, but never quite. The lug round the soap works was bowside work, just as it was round Poplar—not much of a bend, but all on bowside. I knew it at seven.

It should be observed, that when we began this course-rowing, we were all, as a rule, well through the stale stage.

Sometimes, however, a man or two did not become stale

* Vize was a wonder to keep men good tempered. He used to write topical verses and parodies, and stuff that used to amuse us very much. He was full of fun and humour under difficulties.

till this fast rowing began, and that would upset the crew a bit, of course—but we hammered through it—the work in the boat was done just the same, and, invariably, all staleness was well over a week before Henley.

Extra sleep, and rest out of the boat were our sole remedies for staleness.

I am a great believer in a long sleep, now and again (also for five to ten-minute naps now and again in daytime, when tired). A sign of staleness is a man getting sleepy after his evening meal—well, let him sleep (if his digestion is all right, as that of young fellows generally is) and stay in bed an extra half hour, or hour, in the morning, for two or three days, but do not slacken the work, or alter the grub.

Of course he will lose appetite a bit, but he must eat a sufficient quantity of meat and green stuff—or other food as nourishing and stimulating for a “hard labourer” if science provides such. I am not learned in gastronomic matters. I only know that if a man forces himself to eat his regular meal (sufficient—not as much as he *can* eat) when not stale, he does not lose strength, and pulls round quicker. And I do not a bit believe in pampering the appetite of men in training upon the most nourishing food they can digest. And if they cannot digest beef and beer, as a rule they are no good to you. Of course there are exceptions, but jolly few to be any use in a boat.

I do not say you should not humour a stale man's preference, say for chop (or chicken now and then) over steak or joint—but keep him on training diet. I am writing about the average, healthy, strong youngster. He was bound to be healthy and strong, or under our discipline he never could reach the stage of which I am treating. I dare say there are a few vegetarians (and other abnormalities) who can get very fit on all sorts of “Keg Meg.” E. B. Mitchell, they say, used to train on a bun and a radish, or something, but I do not quite believe it. But the ordinary training grub I have mentioned (found best, mark you, by the experience of the professional prize-fighters, and pedestrians, from whom

we got the regimen), is that on which the average sound athlete will attain his perfection; and I stick to my own experience.

I should mention that I believe I was the first that started having a little stewed gooseberries, or rhubarb, as last thing at breakfast. That was not the pugilist's menu at all. But our fellows noted how the 'Varsity men wound up with marmalade, and it struck me stewed fruit would be better (especially for fellows who got "tied up" in training, as lots did) and it seemed to answer. I think pretty well everybody took it on later, after laughing at us. But that's a small matter, and I dare say some fellows might be better without it.

The regular bill of fare, before and at Henley, was—

Breakfast (about 8 or 8.30)—Stale bread (no butter), watercress, chop or steak, or cold meat (not much), two cups of weak tea (never coffee under any circumstances), and the fruit.

Dinner (about 1)—Small plate of meat or fowl, or small steak or chop, green vegetables or green salad, and stewed fruit or tapioca pudding occasionally. Stale bread, no cheese or pastry. Not much meat, and get up hungry.

No afternoon tea or anything till supper. Never a drink between meals.

Supper (biggest meal)—Joint (beef or mutton, never veal), with sometimes, very seldom, a little fish first (sole almost invariably), or in place of joint two chops, or fair-sized steak (fowls very occasionally—not as strengthening as mutton or beef), green vegetables, no potatoes, butter, or cheese. Stewed fruit or tapioca pudding. General rule was, never quite satisfy your hunger. Get up feeling you could eat more. That feeling will pass off.

In my last two years (1881 and 1882) the men used to have a cup of gruel or barley water just before going to bed, and I think it is a good thing.

Labat and I used, in 1876, to have a small Apollinaris last thing at night, instead of gruel, etc., if at all inclined to be tied up. I believe in that decidedly.

As to drink at dinner or supper, it was always beer—good sound beer—a little stronger, I think, than ordinary bitter.

For dinner half a pint, or a glass and a half. If very hot weather a pint—and big young 'uns were allowed more.

For supper, a pint, and, in hot weather, three half pints of same beer.

We found, when we were really quite fit, a pint was ample, as we then never got thirsty in any weather.

Men were always made to drink very leisurely, and to eat a good bit before drinking at all. If very dry, they were told to sip a spoonful or so (no more), before beginning to eat.

Two or three times in the whole training, after a very hard spell of work, we had each a glass and a half or two glasses of good sound "training port." But apart from that, no wine or spirits of any kind was allowed at any time. A drink between meals was an unpardonable crime.

Fellows got up any time between 6 and 7.30. I think 7.15 would be about average. Some of us used always to do a sprint before breakfast, and this got to be the rule with all after the morning bathe at Henley—100 yards top speed.

At Henley we always rowed the full course, in either eight or four (occasionally both) every day till the day before the race. This was about an average day's work, viz.—

Out in the eight about 11, and row a smart paddle down to the Island, with a stoppage or two for coach's remarks.

Then to the last gate in two or three pieces of very fast striking. Then in, all we knew. Rest about ten minutes, and then out in the four—paddle smartly down to Fawley, and home as hard as we could.

Stroll about and idle after mid-day dinner. Then about 5 we went down, and did the course hard in the eight. Coach and coxswain driving us all the way.

Then perhaps we had a long time in the four—going right down, and doing sprints, and trying for the best steering line, always ending with a hard burst home (to the bridge) from about Phyllis Court.

After supper a walk of 3 or 4 miles or so. Generally up

to Remenham (by the Five Horse Shoes), and a turn at that deep well—to wind the bucket up in 5 minutes wanted some doing, but I believe it was got up in $3\frac{1}{2}$ minutes, or less, by those who practised untiringly at it. Then down through the wood singing—we had a good quartet in those days—and back by the river. To bed at 10—or soon after.

Hastie and I used to practise our pair at all sorts of extra times, breakfast earlier than the others and get out before 10, row down to Hambledon, and come back in three or four hard bursts—but we always rowed the course two or three times besides—generally about 4 p.m. or earlier, so as to get a good rest before doing a course in the eight or four.

Sometimes we only got out, and did a few sharp bursts close to home.

But our rule, after we were through staleness, was never to row slowly or without power; always to be smart, and to pull and shove hard, whenever we were out in any racing boat.

Another (rather absurd) tradition of ours was, always to appear as light a crew as possible on the programme. So, on weighing day, we used to have a light breakfast, go out early, and stay out a long time, doing a very hard morning's work, and go up to weigh last of all. In 1878 we had rather a lark with old Towsey (the then Secretary), and really there might have been a row about it—and, when one thinks of it, it was not quite the thing, perhaps. We had never contemplated getting under the 11 stone average, but when the last man came off the scale, it was seen we were only 2 lbs. over. So Hastie (a born huckster and humbug) began on Towsey, that there was a mistake here and there. Old Towsey said, "Well, gentlemen, I think the weights are right, but I shall be happy to check them for you." What do you suppose Hastie got us all to do then? Why, to pull off our shoes, and get into the scales, each man with Safford's (the cox's) canvas slippers in his hands—and old Towsey stood it.

Only when our No. 5, nearly 6 foot 3 inches, and immense of limb, with a foot a yard long, sat on the scale, Towsey looked at him, and looked at the 7-inch (or so) slippers in his

hand, and asked him if he did not put his shoes on to row. But he passed him, and we got under the average, by 4 lbs. or 5 lbs., I think. It was so late there was not another soul in the place. I think old Towsey liked us, and at the same time did not think we had the ghost of a chance. We did not think so, ourselves.

I ought to mention, too, our Henley Sunday walk, which was invariable from 1874. We strolled in the morning after breakfast *viâ* Maidenhead Thicket to the Ray Mead* by Boulter's Lock, and dined there. Then, after an hour or so's rest, we raced back to Henley—fair toe and heel walking as a rule, and as hard as we could go—but I always had to mix a little to keep up, and so had one or two others. We had some splendid walkers. E. C. Otter was one, and Hastie was a capital walker and runner too. In 1879 I remember we *ran* all the way home. It was, as nearly as possible, 10 miles from the Ray Mead to our diggings, and we used to arrive in a great heat, and have a bath (I always went to the plunge) and rub down—and felt splendid after it.

They dropped that in Drake Smith's time. He did not take to it, and liked a rest on the Sunday, but I am certain it was a good thing for us. We had, you will see, an easy stroll in the morning, and loafed about or went to church in the evening, and so we had plenty of rest as well as a change of exercise.

But, of course, it would not do for men who had not got through staleness, or were not thoroughly wound up. It kept our legs hard, and prevented any chance of getting lethargic in the sun after dinner, to which fellows on lazy Sundays are always prone—and which, I am sure, is a "set-back" in training.

After Henley we seemed quite fit to do our best at the other regattas, with only a hard spin of a mile or so every night, in eight or four. In my time there were no eights at any regatta, after Henley, except the Metropolitan, Marlow, and Molesey (and Molesey and Marlow were intermittent in

* Deacon kept the place. He had some grand old ale in stone bottles.

the seventies). It was principally the fours that were on, with odd pairs, after the Metropolitan ; but the Metropolitan was looked on* as the tideway Henley, and both London and we went hard for that. After the Metropolitan I think London and we thought most of the Barnes four-oared Challenge Cup (now given at the Metropolitan for "Thames Cup" eights), and we used to try to put on the best crew we could for that, though we used to alter the crews at other regattas, with a view of testing new likely men.

But one thing I am sure of, that whatever amount of hard rowing we had after Henley (and we really had a great deal, and were hammering at it every night, for there were some club races we valued greatly, and practised assiduously for in those days, besides rowing in the regatta crews) we never got stale again. Indeed, I always went up in weight a good bit towards the end of the rowing season.

I remember well in 1881 (my last year but one) I was so fine drawn at Henley that I only weighed 10 st. 7 lbs. on the weighing day, though probably I was three or more pounds heavier on the race day, but on the day of Barnes (the last) Regatta I drew 11 st. 3 lbs., being then as fit as a fiddle, our four winning easily from a good London combination. And I had been rowing every night nearly, since Henley, and at the regattas, and also had done some running on the path, and taken part in a long "outlying summer run," of the Thames Hare and Hounds.

Now let me show you the results of our system of training and work beginning with our first start for the Grand Challenge Cup in 1874, after losing Vize, too, who imagined his heart was affected, and so took exclusively to boxing!

If in that year we had had Hastie stroke and Slater No. 5, we should have been a lot faster, as there was no comparison between the two strokes. Slater was short in his body swing, but had a fine reach with his arms, and what swing he had was well combined with the leg drive. His stroke was regular and even, and, though not great at spurting, he always

kept going to the end, with great power, doing an immense amount of work on his own oar.

Hastie did that too, and was more polished in every way, very long in the swing out, with a very firm catch, and legs and feet on it right through, a splendidly smooth and lively recovery (Micky was stiff in his recovery), and with a marvellous power of keeping his men at a very fast stroke, without their feeling hustled.

I cannot express this properly ; but we used to come on shore, thinking we had been rowing thirty-eight, when the clockers gave us forty to forty-two. I think it was Hastie's wonderfully steady swing out and firm grip, and then the smooth recovery, that made it seem easy. There was not a fraction of a second wasted over any part of the movement. But he could not be relied on to finish as Micky could. He did not lack pluck. He proved that on several occasions by magnificent hard losing races, and one grand win on the post—but then he thought he had no chance, and was only going to make a good show. He rowed far best then. In ordinary racing he so fretted and "needled" while the race hung in the balance that he licked himself before the end : he would make one great effort, but never could make a second. It was sheer "needle" and anxiety for the lead wore him out during the race. I was as big a funk as he was at the start (surely two such "needlers" never rowed in a pair, before or since), but as I got really licked in body, the needle vanished, and I never worried over the last part of the course, except to long to leave off. It was then a sheer fight against natural physical exhaustion—and one gets used to that—to hanging on under punishment, till it becomes a second nature—no merit at all.

But to our crews.

In 1874 we had a physically strong though not at all big crew, but with three shaky stayers—that is, not such stayers as we wanted. However, they were trained to perfection and wonderfully well together. We averaged just under 11 stone. In the heat we drew the favourites : Jesus, Cambridge, G. Dykes, 9 st. 11 lbs. ; E. Hoskyns (now Bishop of Southwell),

11 st. 4 lbs. ; C. D. Shafto, 11 st. 9 lbs. ; T. E. Hockin (his first year), 12 st. 4 lbs. ; V. Lecky Brown, 12 st. 12 lb. ; G. F. Armytage, 11 st. 10 lbs. ; P. W. Brancker, 11 st. 3 lbs. ; and "Cabby" Rhodes, 11 st. 11 lbs. (stroke), about 9 lbs. a man heavier on the average, and certainly more scientific oarsmen, and with a better stroke-oar—more lively, and infinitely a better spurter. I do not think any stroke I ever saw could beat old Cabby, for a sustained spurt—not even Hastie or Kent. I shall never forget his rattling his crew past Brasenose after being nearly two lengths astern in the Ladies' that same year (it was not quite the same crew that rowed for the Grand). He took them home in one run from the White House to the Bridge, shoving B.N.C. out at the corner (he had Berks.), and beating them more than half a length clear. But there was another crew ahead of them both. A very fine crew of Dublin—about the best they ever sent—won that heat. They were done by wind, I think, in the final, or Croker Barrington got ill, I forget. And that was after his gruelling with us in the Grand.

Well, in that same year in the Grand we had Berks., they Bucks., with fairish (rise and fall) bushes' wind. I do not care what the Almanack or any other record says about this race. For my own part, I know they led us half a length clear at Fawley, and came over into our water. I felt their wash distinctly ; but we hung on, and, their spurt dying out, they sheered out for safety, but still washed our bow side till Phyllis Court wall, when we overlapped and got by them inch by inch round the bend. When straight for home in the last two hundred yards we were level, and then our condition told in the last rally, and we drew away and won by half a length. I have always regarded that as one of my greatest triumphs, but the final spoiled it. We drew the centre with a tearing wind right down, and never saw Eton and London. Eton were never so near winning the Grand as on that day. They got under the bushes (you could get in close then), and slipped away, and, I was told, would have won had they kept there round the bend ; but, seeing themselves a long way

ahead, they came over about the White House for London's water, and then were driven out at the corner, and just pipped by half a length. We plugged along in the rough stuff in the middle, and finished up about three lengths behind.

At the Metropolitan London substituted at No. 6 C. S. Read, of 1st Trinity (the Cambridge President), for F. L. Playford, then a young 'un, at No. 6, but otherwise they had the same crew, and we beat them by a length after a hard race, again drawing away in the last quarter-mile through our superb condition. A glorious revenge that was. In 1875 we were drawn in a heat with Berks. station, against Leander (centre) and London (Bucks.). It was duck-pond water, and we were beaten, not quite clear, by Leander, who got a good lead at the start, Hastie, through sheer funk, going off dreadfully slow (he never did that again), but we beat London by half a length. We had again three weak spots, and Slater was not rowing. Still, it was not so bad a show, seeing the men in the Leander crew. I forget them exactly, but Goldie stroked, with C. W. Benson, Rhodes, Read, Nicholson, and E. A. Phillips (Jesus) behind him. I forget the other two. London had Gulston, Long, Playford, and "Slebs" in their boat.

In 1876 we won with a very powerful crew, albeit we had a weak spot (though a very "formy" and clever oar), J. A. M. Robertson, at No. 6; and old Micky, at No. 5, was not as fit as he might have been, through only coming into the boat a month before the race. He had "retired," but repented of it, when somebody cracked up in training. But the other six of us were in rare fettle, and at No. 4 we had a young 'un who never again rowed with us, but who, in my opinion, was pretty well as strong a middle-boat oar as ever rowed anywhere. That was C. C. Cream, 6 feet $1\frac{1}{2}$ inches, as thin as a lath, but grandly built for strength, and with a terrific reach. He scaled 11 st. 11 lbs. (he would have been 13 st. in these days), and was a trifle unpolished, but most effective in the drive. I never saw him after that year till the Thames dinner last February, when he turned up (he is an Insurance swell), looking just the

same, bar a little grey in the hair ; fifty-four years old, and looking about forty, really. He was thin and hard, and active-looking still. That comes of plain living and hard thinking ; for he was one of our very few "intellectuals." He sang very deep bass in the said quartet, and was great at old English madrigals and glees.

Paddy Labat was bow at 10 st. 4 lbs., and we ran No. 2, 10 st. 8 lbs. ; No. 3, 11 st. 5 lbs. ; No. 4 (Cream), 11 st. 11 lbs ; No. 5 (Micky), 12 st. 3 lbs. ; No. 6 (the weak spot), 11 st. 5 lbs. ; No. 7 (myself), 10 st. 12 lbs. ; and Hastie (stroke), 11 st. 6 lbs. In the heat we easily downed London. In the final we were Bucks., with "Oxford Mixture" in the centre (B.N.C. and University combined), stroked by Marriott, with T. C. Edwards-Moss No. 7 and Bankes, Boustead, and W. Ellison in the crew ; they had beaten Leander in their heat. On Berks. were Jesus, Cambridge, with "Cabby" at stroke, and Brancker, Shafto, Hockin, and Gurdon among others behind him—I forget the order—a very well-trained crew. We had shared favouritism with them, but when they drew the station they (and we) thought they were all safe.

In that race, Hastie went off in a way that, I think, fairly paralysed the other strokes for the moment. What the rate was I do not know, but we all took it up magically (of course by pure accident), and I never in my life, before or since, felt a boat jump under me like it. We cleared "the Mixture" in less than two hundred yards, crossed them, and, after a sharp tussle, got the Jesus water, and were right under the Berks. shore opposite the Farm. That is so. The Almanack and Steward's book are wrong. Then Cabby came at us with a rush. The yells of the Cantabs to him to "bump" us, I shall never forget. Hastie jerked his head towards Bucks., and Safford, losing his nerve, lugged his right string so hard that he ran us across Oxford again, and nearly fouled the bushes just above Fawley Court boathouse. When we got straight, we buckled to, and came across gradually, got their water again a little before the corner, and won (easing down a bit, but mortal licked at the finish) by nearly two lengths.

Oxford were a long way astern ; but, as Jesus eased off, so did we. In the last hundred yards they came up with a rush, and overlapped the Cambridge men just on the post. I believe Bankes is under the impression, to this day, that they would have won if it had been a little further.

Lord, what an evening we had after it. We lodged at a house in New Street, with a splendid old-fashioned garden at the back and a summerhouse at the far end, in which dear J. H. H. Moxon (with whom I had many a ramble in the woods and talks about plants and birds, etc.) lived with J. C. Fenn, a most studious-looking individual in spectacles, but a jovial soul.

I remember Hockin, leaning back against a rose-bush, and dropping suddenly behind it and a number of the other plants, in the midst of an impromptu speech he was making. His shoes remained sticking out to represent him, but he "accepted the situation," and went to sleep comfortably, subsequently rousing us all at about 2 a.m. to let him into the house.

And who was it, by the way, who, pulling himself together and staring steadily for five minutes at Cream, who had donned a washed-out sort of "whitey-brown" suit (it looked as if it was splashed with white lime), asked if it had "ever occurred to him that he resembled two millers"? It was old Vize, I think.

Also, when two of the party went to the Red Lion for a couple of bottles of champagne, and on reeling round the corner, smashed one against the wall, who was the one of them who stopped suddenly with the neck of the gone bottle in his hand, and the wine running down his leg, said solemnly, "Stop a minute. I heard such a strange noise just now, like a 'splosion"?

Ah, well, it was very poor stuff, no doubt ; but it makes one laugh to think of it now, and one does not win the G.C.C. every day—one does not indeed.

In 1877 we were again very well trained, and beat a strong but not half fit Guards eight, much heavier, and better

oarsmen than we were. They were stroked by F. C. Ricardo, who had some splendid athletes behind him, but they had trained too short of condition to go the pace with us, over the whole course.

In the final we had a desperate race with London, a very powerful crew containing Long, Playford, Gulston, Slebs Smith, Alfred Trower (also of the Kingston), and Edward Slade from Molesey, another very good man. They beat us.

We had a ditto race with them at the Metropolitan, when we made it a little bit closer; but they beat us again. They were much stronger individually and also rowed better. It was solely our training and condition that enabled us to press them so.

In 1878 we won the race with one of the lightest and worst crews (as regards rowing form) that ever rowed for the Grand.

Hastie and I were the only two old hands left, and though there were two very strong men among the others (namely, B. J. Angle and G. H. Scales), the other four were generally considered very moderate both as regards form and strength.

Angle was enormously strong, but muscle-bound, and inclined to pull with his arms at the finish, and too stiff altogether. He, however, really came on wonderfully during the Henley week, and, I do not doubt, was most effective in the race. It was in this race that Hastie rowed 44 a minute without slackening, and keeping a fair length (as long as any of us could possibly row, I am certain) from the Island right up to Phyllis Court wall, by which time we had cleared the Jesus crew, and were able to slacken the pace a little bit, though we had to keep going all we knew for work to get home at all.

We must have been a pretty sight for form at the finish, but that race undoubtedly was won by nothing but sheer hard condition, plus the wonderful power of Hastie, our stroke. Guy Nickalls is the only man I can think of with whom to compare him as regards getting work out of a moderate crew. If we had had Drake Smith stroking, we should never have been in

it, either heat or final. He was a grand stroke when he had a fine crew behind him, but would have been no use with our 1878 lot. The Jesus crew we beat was not perhaps altogether tip-top, but I think Prest was then at his best, and Hockin, Gurdon, and C. Fairbairn were quite first-class men, as I think was Baillie also for his place (bow).

That year I had been down as light as 10 st. 3 lbs. in training, but came up in weight afterwards, and despite a heavy morning's work was 11 st. on the scale on weighing day, and 11 st. 3 lbs. on the day of the race. We got just under the 11 st. average on the weighing day, but were well over it in the race.

Our No. 5, G. H. Scales, was a gigantic, rawboned youth, 19 years of age, and nearly 6 ft. 3 ins. in height, but in our trial eights (when he looked as thin as a lath) he tipped the scale at 12 st. 10 lbs. or thereabouts. The tremendous work we gave him afterwards pulled him down greatly, and when his stale stage came on, he gave out that he could not go on with it, and left the crew.

We found out afterwards that he lived with two maiden aunts, who thought that an egg and a slice of toast were a nice breakfast, or supper, for a "growing boy," and, as he would not stay to sup with the crew in the evening, we had no idea that he was doing his work on utterly insufficient food.

He was a most simple youth, and no doubt the old ladies ruled him with a rod of iron. After he succumbed we tried three or four men who were in fairish condition, but could not get well suited, and at last, when we had fixed on a man who we thought would do (one Pongo Mapleton, alias "the Missing Link," a very light weight but a grand worker), that worthy, instead of turning up at Henley on the Saturday, when we went there, sent a wire to say that the "sack" would be his doom if he came, and we were left with seven men.

As luck would have it, however, Scales (who had arranged for his holidays at that time) came down to see the crew, and we thereupon shoved him into the boat for a bit of a row before dinner.

He acquitted himself very well, and, having had a square meal at dinner, did better still in the evening, and we kept him in the crew.

The difference that the proper training diet made in him was wonderful, and he stood all the hard work that we did during the week capitally, and acquitted himself well in the race. It was meat and beer he had wanted; and he must have been a wonder to go on as long as he did on his tea and muffin (enforced) regimen.

His weight on the card was only 11 st. 9 lbs., more than a stone lighter than he had rowed in the trials, when you would have thought that you could not have scraped a pound of flesh off him anywhere. Alas, we lost him before the end of the year, as he went abroad, or he might just have made the difference to us in 1880 and 1881.

The crew rowed the course every evening we were at Henley, and on the Tuesday twice, both in the morning and the evening, as we had been disappointed in our fours, and did not treat them seriously. The Stewards' four did not start.

The year 1879 you will remember as one of the worst for wind in our experience. We had the worst of the station against Kingston in the heat, and were never really in it, though we hung on pretty well most of the way. We were not at all a good crew, however.

In 1880 we fancied ourselves a good deal, having got capitally together, and having trained as usual. D. E. Brown, of Hertford College, Oxon, rowed 6 (and 3 in the four which won the Stewards'), but we had a very clumsy oar at No. 5 (W. Jenkin), who was rowed for his strength and pluck, but upset us on more than one occasion. We were beaten by Leander in the heat, defeating a very strong Jesus crew, *all* 'Varsity oars. It was one of those exceptional days when there was a strong wind off the Berks. shore against the rowers, and Leander slipped right away under the shelter of the trees at the Farm while we and Jesus were fouling each other in the rough water outside. We, however, had a rare

tussle with Jesus, after we both got clear, and rowed round them on the outside at the Point, but we never got on terms with Leander.

In 1881 we had a far more moderate crew, but one out of which Hastie got the very last ounce in the race in the heat, with an enormously powerful London crew, which, eventually, won the final.

That was about the hardest day's work I ever did at Henley in a broiling sun, and with a neuralgic sick headache all day (that made no difference to strength, however—not a bit). It was neck and neck between us and London till past Fawley, when they got away and took our water. Hastie put on a splendid spurt at the White House and drove them out, and round the corner we caught them up gradually till I thought we were going to win. When straight for home, however, they drew gradually away again, and beat us not quite clear.

The next day they did pretty much the same with a powerful Leander eight, stroked by West, but could never get clear. I was glad we had not fouled them in the heat, as we nearly did, in driving them out of our water at the corner, for we could not have given Leander the station.

I do not think I ever felt so bad in my life, as on getting out of that crew. Frank Playford, who had stroked London, was very bad too, and we lay on the lockers together a good half hour after every one else had left the boathouse.

Later we had to row Cornell and London in the Stewards, and were taken right back to the start after a foul between those two at about Fawley, we being then a little behind. On the second attempt we were again behind for three parts of the way, and then got by them both, and, having the station, won by two lengths.

After that, Hastie and I had to turn out and row Leader and Payne who had done nothing all day, but we really had the best of it, as they had lain about in the sun needling the whole day, and rowed as dead as a nail. They had rowed us hard at two or three regattas previously, and had trained

specially for the Goblets and nothing else, but whereas they had previously always led us at the start, that evening with two and (nearly) a half hard races out of us, we ran clean away from them and won anyhow. That again shows how condition will enable men to revive after fearful gruellings.

Never during my whole career did we have an eight without one or two weak spots in it, sometimes more. The crews that rowed for Thames in the later eighties were, as a rule, physically a great deal better than we were in the seventies, but I do not think that any of them ever got so much out of themselves as any one of the crews I have mentioned.

Take the result of our training, 1874 to 1881 inclusive. I do not think it reads badly, for a very mixed sort of Metropolitan club as we were, composed of fellows who all had to do a pretty hard day's work in the City and elsewhere, and never got off to row much before 7 at night, right up to the Henley week.

This is the summary—

G. C. C.

1874.—*Won* heat, beating Jesus with 7 'Varsity oars by half a length.

Lost by 3 lengths, from middle station in strong wind in final, won by London, with Eton second.

N.B.—*Beat* London with one change (C. S. Read for F. L. Playford) at Metropolitan by a length.

1875.—Second in heat to Leander, beaten barely a length, and beating a strong London crew by half a length, *but we had best station.*

N.B.—Final won easily by Leander.

1876.—Beat London easily in heat, won final by nearly two lengths against Jesus (5 Blues) and Oxford mixture (5 Blues).

1877.—Won heat against Guards (all crack Etonians) easily

at finish. Lost final to London by a length and a half after leading three parts of the way. They would have won easily if trained as we were.

1878.—Won heat by two lengths against a very smart Kingston eight, stroked by W. P. Phillips. Won final by two lengths, after desperate race with very strong Jesus eight.

1879.—Beaten in heat by Kingston Rowing Club, in wind. Never in it.

N.B.—The Jesus crew, which we had beaten the year before, won easily, and were far best crew in race.

1880.—Beaten in heat by Leander (2 lengths), beating Jesus crew, all Blues, for second place. Leander won final easily.

1881.—Beaten in heat by not quite a length by London, after desperate race all the way. London beat Leander in final by not quite so much.

1882.—Beaten in final by Exeter, who had "bushes" in an awful gale. Had row over for heat.

You will note that there is not a bad beating in the whole list, but (with the exception of 1874 (final) and 1879, when we had no earthly chance) we always made a very close fight of it.

STEWARDS'

1874.—Won heat against Dublin comfortably. Beaten in final by London; exceptionally fine crew, which was never beaten, namely Slebs, Playford, Long, and Gulston.

1875.—Beaten by three lengths by Chester and Leander. Leander winning on a foul. We were clearly over-matched for strength too.

1876.—Won heat, beating a very powerful Dublin (Croker Barrington and his brother, stroke and 3) and a very good Molesey crew. Lost final, on a foul, to London when we had the race in hand owing to my foolery, terrible hard lines. "Remorse and misery" seemed

quite to spoil the Grand win, till one saw the others so jolly.

1877.—A hard race most of the way, but beaten by the crack London four by nearly three lengths.

1878.—Did not start.

1879.—Won heat after a desperate race with London and First Trinity ; we were behind on the lea shore most of the way, but the bend helped us at the finish, and I think we won by about 3 lengths. Were stopped by a house-boat in the final, when we were just beginning to come away, under the bushes, against Lady Margaret and Jesus, on the lea shore. Last named got up and won at the finish and were the best crew. But I think we should have got too far away under bushes to be caught, if we had not been stopped. L.M.B.C. were unlucky, as we shoved them out just before we were stopped.

1880.—Won heat against Jesus, the previous year's winners, and London easily. Won final easily against Molesey.

N.B.—Brown was a real clinker. He left us in the winter, owing to some row with Hastie.

1881.—Won heat by two lengths, beating London and Cornell. Lost final to the crack Hertford four, but to this day I think we might have beaten them, had we not fouled the rushes just when we were driving them out of our water, which they were trying to take. Hastie put the rudder the wrong way by mistake. However, one can always make excuses, and most people thought Hertford first rate. Personally I do not think they were. Their stroke side (Lowndes and Buck) were not half as good stayers as Roberts and Brown, at bow and No. 3, and in 1883 they were rowed down by a Thames crew, which Hastie considered inferior to ours of 1881.

1882.—Did not start owing to my illness, but we had done a most exceptional trial, and, I firmly believe, would have beaten the Hertford crew. We had Tween (who was

then an extremely powerful oar for his weight) in place of Jenkin, who rowed three in 1879 and 1881. Tween rowed bow and I rowed three, and we undoubtedly were much faster than the crews of those years.

The above is the record of the old-fashioned Thames system of training and racing.

CHAPTER XVIII *

FAMOUS CREWS AND MEMORABLE RACES (continued)

Two great Victories of the London R.C. at Henley, 1878 and 1881—The Historic Victory of T. C. Edwards-Moss in the Diamonds, 1878

I. THE STEWARDS' CUP IN 1878

IN 1878 the London Rowing Club were at the zenith of their fame. They had started as an institution of Metropolitan oarsmen to compete against the Universities, and with the assistance of men whose names have become a household word in the history of the oar they had accomplished their task most admirably. Since the year 1857 when they had gained their first victory at Henley, they had won the Grand Challenge Cup eight times. During the past six years they had won it four times, and since 1871 inclusive they had never failed to win the Stewards' Cup, besides carrying off on various occasions the Silver Goblets for pair oars. In these days their reputation for skill and watermanship stood unrivalled. They were supposed to possess, in some mysterious way, a secret unattainable by the ordinary University oarsman. Occasionally by great good luck Leander or the Colleges might triumph over them, but they soon restored the balance and asserted themselves again. In 1878 the question of foreign entries at Henley Regatta began to assume great importance. Columbia College of New York entered a four for the Stewards' and the Visitors', and in the end won the latter. Though they called themselves a College, they were in reality a University, for in America no College has a right to the title in the sense in which it is applied to our

* In this and the following chapters, I have recorded only those races which I myself witnessed.

Colleges at Oxford and Cambridge, which are in effect separate institutions federated for the purpose of forming a University Boat Club. The Henley Stewards in 1882 altered their rules and confined both the Visitors and the Ladies' Races to College clubs of the United Kingdom.

In addition to the Columbia four, there had also come from the other side of the Atlantic, two scullers and a four of the Monroe Shoe-Wae-Cae-Mette Boat Club (pronounced "Shoowassametty" and generally spoken of as "Shoos"). This crew was composed of Canadian lumbermen, who were certainly not amateurs according to our ideas, and their admission at Henley excited considerable comment. Though they had no semblance of style in their oarsmanship, they had rowed together for a considerable time, and by rowing an exceptionally fast stroke they were able to command a great deal of pace. Their competitors were the Columbia crew of which I have already spoken, a Trinity College Dublin crew, a Kingston Rowing Club crew, a crew from Jesus College, Cambridge, and a London Rowing Club crew made up of famous oarsmen seated in the following order—

Bow, S. Le B. Smith,
2, F. S. Gulston,
3, A. Trower,
Stroke, F. L. Playford.

The steerage of the crew was managed by F. S. Gulston, celebrated for his skill in this department and for his extensive and peculiar knowledge of all the intricacies of the Henley course as it then existed before piles and booms had marked it out for competitors.

London and the "Shoos" came together in the final heat, the Shoos with the centre station and London with the Berkshire. It must be remembered that at that time, though the final heats of the races were sometimes confined to two crews, there were three stations and in the preliminary heats three crews very often started. The old course began at the head of Temple Island and finished close to the Bridge, the Berkshire crew having thus a great advantage by rowing in

the inside of the corner at Poplar Point. London, therefore, had the best station, but the race, as it turned out, was decided in their favour before this point.

The Shoos started at a most terrific rate. Their swivels rattled with a noise that might have been heard from one end of the course to the other; clouds of spray came from their oars; but their pace was undeniable, and they soon began to creep into the lead. London, however, who must have been rowing some eight strokes less than their opponents, were going extremely well. Their rowing was smooth and powerful, and they were beautifully together. Indeed, as they came up the course they looked like a gigantic single sculling boat, so admirably welded and so uniform were the movements of their bodies and their blades. Soon, in spite of the frantic scrambles of the Shoos, London began to hold them and then slowly to gain upon them. The only question was: Could the Shoos last at their tremendous rate of stroke? If their wind and their muscles held out there might yet be a chance for them. It was not to be, however. The Londoners were still full of go, and they had got the measure of their opponents. Gradually the nose of their boat began to push itself in front without any obvious increase of effort on the part of her crew. Between the White House and the Point the Shoos were done. One of them collapsed and the whole crew stopped rowing, leaving London to win at their leisure. I can still remember the gesture of triumph with which Slebs Smith waved his hand to the frantically cheering crowd ashore and afloat.

II. T. C. EDWARDS-MOSS *v.* G. W. LEE FOR THE DIAMOND SCULLS, 1878

I have already said that at this Henley there were entries from two American scullers. They were both named Lee. One being G. W. Lee of the Triton Boat Club, New York; the other being G. Lee of the Union Boat Club, Boston. G. Lee was an amateur in the strictest sense of the word, but his rowing skill was not equal to the purity of his status, and

he was soon disposed of. It may be doubted whether, even at this time, G. W. Lee could have substantiated his claim to rank as an amateur. Later on he openly joined the professionals and sculled for money. He was a formidable and skilful sculler.

England's hope on this occasion was T. C. Edwards-Moss, of Brasenose College, Oxford. He had rowed four times for his University, once (in 1876) as stroke, and three times as No. 7. In the previous year he had won the Diamond Sculls. His sculling had all the best points of his rowing—perfect watermanship, beautiful precision, and great power, but he had not devoted any great amount of time to it, and, as compared with Lee, he was short of practice.

These two, then, came together in the final heat, Lee with the Berkshire station, Edwards-Moss with the centre. Lee at once began to lead, but he could not shake off his enemy. Still, he held his advantage to the Point, and as he showed no signs of exhaustion the race appeared to be over. Rounding the corner, and with the station in his favour, he was a length ahead of Edwards-Moss. From here, however, the latter began one of the most marvellous spurts ever seen in a sculling race at Henley. Faster and faster he dug in his sculls, and faster and faster moved his boat in answer to his efforts. So the two boats neared the finish, Edwards-Moss overhauling his rival at every stroke. Lee, however, still had his canvas in front. All he had to do was to put in half a dozen hard ones to make sure of his victory. He was incapable of this effort. Dismayed by the rapid approach of his rival, he faltered and looked round. His boat lurched and he stopped sculling. In a flash Edwards-Moss was up to him and past him, and had won the race.

III. LONDON WIN THE GRAND CHALLENGE CUP IN 1881

Since 1877, when they had last won the Grand, London had suffered a certain amount of eclipse. Thames, Jesus

(Cambridge), and Leander had won this great event in the three following years. In 1881 London flamed up again and placed to their credit one of the most notable successes ever achieved over the Henley course. They had lost nearly all the great oars who had made them famous in the past. F. S. Gulston, A. de L. Long, and S. le B. Smith were no longer rowing for them, but they still retained the services of F. L. Playford, nephew of that H. H. Playford who had stroked their first winning crew in 1857. F. L. Playford had won the Wingfield Sculls five times in succession, from 1875-1879, when he had resigned. He had won the Diamonds in 1876, had stroked the winning Grand crew in 1877, and the winning Stewards' Fours in 1876-77-78. He was one of the most magnificent oars ever seen in a boat, powerful in his work, beautifully smooth in his style, and gifted with a wonderful judgment both of pace and of opportunity in a race. He was again stroke of the London Eight in 1881, with a crew of comparative novices behind him. They had, however, worked very hard, had been trained into the most perfect condition, and were capable of rowing a very fast stroke with complete ease to themselves.

The entry for the Grand in this year was of very high quality. Leander, who had won in the previous year, were again represented by a very powerful crew of six Oxonians and two Cantabs, with L. R. West at stroke and T. C. Edwards-Moss at No. 7. Hertford College had brought their Head of the River crew from Oxford, with G. Q. Roberts, E. Buck, D. E. Brown, Jefferson Lowndes, and G. S. Fort included in it, a very strong combination for a College crew.

In the final heat of the Grand these three crews were left to compete against one another. Hertford had the Berks. station, Leander the centre, and London the Bucks. London were reputed to be the fastest of the three, but very few supposed that, with the handicap of the station against them, they could possibly win the race. All three started at a great pace, and it was soon seen that Leander, at any rate, were faster than Hertford. They led out, and as they neared the

White House they were able to come over and take the inside water ahead of Hertford. They now had the full advantage of the corner to the finish, and it seemed as if nothing could prevent them from winning. London, however, made a splendid effort. They picked the stroke up and came sailing round from their outside station as if they had a gale of wind behind them. Steadily they drew ahead of Leander, whose condition was not all that it ought to have been. The rowing of Edwards-Moss at this moment was magnificent, but Playford in the London crew was not to be denied. His boat had the longer distance to travel, but she was now moving much faster. In less than half a minute he had drawn his men well ahead, and with a final spurt, admirably taken up, he landed them winners by a bare length.

CHAPTER XIX

FAMOUS CREWS AND MEMORABLE RACES

(continued)

Some College Victories at Henley : Trinity Hall, 1887, 1895 ; New College, 1897 ; Third Trinity, 1902

EVEN in the early days of Henley Regatta, when the University Boat Clubs used to send their crews for the Grand Challenge Cup, the College Boat Clubs, as distinct from the U.B.C's., used to play a distinguished part. The first race for the Grand Challenge Cup in 1839 was won by the First Trinity crew, the famous Black Prince, and ever since College boat clubs have been well to the fore, even when the progress of the Metropolitan rowing clubs had made competition much keener, and success more difficult. After 1859, when the London Rowing Club defeated them both, the two University boat clubs ceased to send representatives to Henley, but in 1860 and 1861 the First Trinity Boat Club added a glorious page to its records by winning the Grand, the Ladies', the Stewards', and the Visitors'. In the midst of the great successes of London and Thames, Jesus College, Cambridge, won the Grand Challenge Cup in 1879, and Exeter College, Oxford, carried it off in 1882. Exeter came again with precisely the same crew in 1883, but London were too good for them. Jesus, Cambridge, won again in 1885, and Trinity Hall were successful in 1886 and 1887.

The year 1887, indeed, was a memorable one for Cambridge rowing, and particularly for Trinity Hall. Cambridge had beaten Oxford in the spring by $2\frac{1}{2}$ lengths, but the race had not been a very satisfactory one, for the Oxford No. 7, D. H. McLean, had managed to break his oar at a critical

moment when Oxford were making a spurt and were gaining on Cambridge. This time the oar was unquestionably broken into two pieces. I saw the blade portion floating in the water as we came along in the steamer, which had been left far behind, and when we once more caught sight of the crews, we could see that McLean was swinging and recovering as best he could without an oar.

Trinity Hall sent two complete eights to Henley. One for the Grand, and the other for the Ladies' Plate and Thames Cup. They also entered a four for the Stewards' and the Visitors'. The racing for the Grand was close and desperate, for the Oxford Etonians and the Thames Rowing Club had both sent first-rate crews. Trinity Hall won the final, after a very hard race with Thames. Their second eight won the Ladies' and the Thames. Their fours won the Stewards' and the Visitors.' Thus they had all the three races for eights, and the two principal races for fours to their credit. The three remaining races, too, all fell to Cambridge men. Pembroke College won the Wyfolds; C. T. Barclay and S. D. Muttelbury, of Third Trinity, carried off the Goblets in record time (8 min. 15 sec.), and J. C. Gardner, of Emmanuel College, won the Diamonds. Cambridge oarsmen, therefore, swept the board, a feat which may possibly be equalled, but can never be surpassed.

Trinity Hall won the Grand again in 1895. In this year a Cornell College Eight had come over from America, and had entered for the Grand Challenge Cup. They were coached by a professional named Courtney, used practically no body swing, and attempted to row a very fast stroke. Besides these the chief competitors were a good Leander crew, and a smart and level crew from New College, Oxford.

Leander were drawn against Cornell in the preliminary round. Owing to a deplorable mistake they were unable to start when the Umpire gave the word, and Cornell rowed over the course alone. The incident will be found fully described on a later page.* On the following day Trinity Hall

* Page 266.

had to meet Cornell. There had been little to choose between the times accomplished by these two crews over the course in practice. The advantage, if anything, was slightly in favour of Cornell, but the Englishmen relied on their great uniformity and their stronger and more consistent body work, as against the piston action of the Americans. Cornell dashed off at a tremendous rate, but the lead they obtained was only a small one. Trinity Hall were stroked by D. A. Wauchope, and they plugged and swung along imperturbably. At the White House the race was settled, for the Hall were ahead and the Americans were manifestly tiring. A few strokes further on Cornell fell to pieces, and to all intents and purposes collapsed, leaving Trinity Hall to finish at their ease. In the final the Hall met New College. The Oxford men had the worse station, for the wind was off the bushes, not a very strong wind, but enough to give a slight advantage to the boat which rowed, as Trinity Hall did, under the lee of that shore. A magnificent race ended in favour of the Hall by one-third of a length.

NEW COLLEGE, 1897

For ten years past rowing at New College had been in a very prosperous condition, and New College crews had been extremely formidable. They had rowed head of the river at Oxford in 1887, and though they were displaced in the following year, they had ever since been in the front rank. They secured the headship again in 1896, and kept it in 1897, as, indeed, they did for the two years after that. They had had many successes in the Oxford University fours, and had sent some good crews to Henley. Both in 1895 and in 1896 they had got into the final heat of the Grand. In 1897 they entered again and this time they won the race. Their crew, though not of exceptional physical strength, was a very level one. It contained four Blues (J. J. de Knoop, bow, G. O. Edwards No. 2, C. K. Philips No. 5, and W. E. Crum No. 7). R. O. Pitman, who rowed No. 3, gained his Blue in the following year. H. Whitworth was stroke, very regular

and very long, while two powerful men, H. Thorp, an Etonian, and A. O. Dowson, a Wykehamist, were at Nos. 6 and 4. It was in all respects a genuine College crew of the very best kind. They rowed with long oars, measuring 12 feet 6 inches over all, the blades being cut down to $5\frac{1}{4}$ inches. They were well coached, and improved very steadily during their Henley practice, their chief merits being great length, a good rhythm, and admirable uniformity.

Their most dangerous rivals were a Leander crew, stroked by Gold. This crew contained, in addition to Guy Nickalls, some first-class oars. It had, however, a curious unsteadiness in its swing, and was not very well welded together. Originally Dudley Ward had been rowing No. 7, but he had had to retire through illness, and his place was filled a week before the race by C. J. D. Goldie, a freshman from Cambridge. This crew, like all the Leander crews since 1891 onwards, rowed with oars measuring 12 feet over all, the blades being 6 inches.

The final heat between New College and Leander was one of the most exciting and sternly fought races ever seen at Henley. By dint of a very high rate of stroke, Leander rushed away from their competitors at the start, and in three minutes they were a length ahead, and were still keeping up their lightning stroke. From Remenham, however, they could not add to their lead, and soon afterwards New College began, without any perceptible quickening, to creep up to them. Leander spurted, but after Fawley they began to tire, and New College were still gaining. At the White House there was very little in it one way or the other, though Leander, I think, were still a little ahead. From this point it was a case of spurt against spurt, but the length and the better condition of New College told, and they passed the post two feet in front of Leander.

THIRD TRINITY, 1902-1903

Third Trinity had gone head of the river in 1901, and had maintained their place in the following year. Twice they had

won the Fours at Cambridge, and altogether they were in a position of incontestable superiority amongst the oarsmen of that University. They came to Henley in 1902 with a very brilliant crew containing seven Blues, with R. H. Nelson at stroke, W. Dudley Ward No. 7, C. W. H. Taylor No. 6, J. Edwards-Moss No. 5, P. H. Thomas No. 4, C. J. D. Goldie No. 3, C. P. Powell No. 2, and W. H. Chapman bow. Not many days before the race Nelson had an accident, which compelled him to withdraw from the crew. His place was supplied by J. H. Gibbon, who happened to be at Henley, and was not very much out of condition. He had stroked Cambridge to victory against Oxford in 1899 and 1900. Such a catastrophe as a change of strokes so soon before the race might well have upset any crew. Gibbon, however, did extremely well for them, and so excellent was the uniformity which they had already attained that their pace seemed in no way to suffer from the change. Against them Leander had brought a crew of Oxonians, all Blues. Third Trinity, however, in the final gave them very little chance, though Leander had the best of the station. They went ahead at once, and won with great ease.

In 1903, although they were beaten, they accomplished an even more remarkable performance. They brought another brilliant crew to Henley, and were, to all appearances, sure of victory. Two days before the Regatta, however, their No. 5, C. J. D. Goldie, fell ill, and had to leave the boat. They rearranged their crew, and brought in a new and untrained man, N. Chalmers, at No. 3. Their chief opponents, again, were Leander, and the race between these two crews will ever be remembered. Everybody anticipated an easy victory for the "Brilliant," but for at least a mile Third Trinity kept desperately challenging for the lead. Even at the White House it seemed as if they were going to win, but their tremendous efforts had exhausted them, and their pace began to fall off. They were finally beaten by 6 feet.

CHAPTER XX

FAMOUS CREWS AND MEMORABLE RACES (continued)

The Resurrection of Leander in 1891—The Leander Victory over Pennsylvania University, 1901

UNTIL the eighties of the last century the appearances of Leander had been fitful. The Leander Club is the oldest existing rowing club. I have given some details of its early history in the first chapter of this book, and it is sufficient here to say that it was originally a club of Londoners limited by its rules to a small number of oarsmen. In 1858 it had sent to Henley a crew composed of members of the two Universities who had been enlisted under its colours for the special purpose of rowing for the Grand Challenge Cup. Thenceforward it maintained a close connection with Oxford and Cambridge, and at the present time it consists, as it has consisted for many years past, almost entirely of members of the two Universities, with a sprinkling of Londoners, Etonians, Dublin men, and others. In 1875 the Club won the Grand Challenge Cup with a crew composed of seven Cambridge men and one Oxonian. In 1880 it was again successful with a crew of seven Oxonian and one Cantab, T. C. Edwards-Moss being captain and No. 7. Thenceforward its appearances at Henley became more regular. In 1888 a very powerful mixed crew was got together under the captaincy of the late D. H. McLean, but it was defeated with great slaughter by a magnificent crew from the Thames Rowing Club. The Club went down again in the following year before the same rivals. In 1890 it confined itself to a four for the Stewards' Cup, but after a desperate race its crew was

beaten in one of the preliminary heats by two feet by the celebrated Brasenose Four stroked by C. W. Kent.

Brasenose, I may say parenthetically, won the final against the Thames Rowing Club crew, who had secured a lead of two lengths at Fawley, the halfway point. The London Rowing Club won the Grand with a crew of very exceptional merit and power, their only serious rivals being a Brasenose eight.

Thus for ten years the efforts of the club met with no success. Writing in 1891 in the pages of Mr. Woodgate's Badminton book on "Boating," Mr. G. D. Rowe, then secretary of Leander, records that "the rowing successes of Leander of late years have not been very great, though a Leander crew is always formidable 'on paper,' and comprises a good selection of 'Varsity oars. Want of practice and combination usually outweighs individual skill. . . . Since 1880 all attempts to carry off the much-coveted prize have proved futile." In this very year, however, Mr. Rowe's remarks ceased to be true, and the era of futility came to an end.

In 1891, Oxford had won the University Boat-race by only half a length. Their crew was a very strong one, but not well arranged. They were all members of the Leander Club, and as Henley approached it was decided by Leander to put in for the Grand a crew composed of Oxford men. Two men who had rowed against Cambridge stood down, and their places were supplied by J. A. Ford and W. F. C. Holland, both of Brasenose. The other six had rowed against Cambridge in the spring, but, with the exception of Kent (stroke) and Vivian Nickalls (No. 3), they occupied different positions in the boat. I have in a previous chapter described Kent's wonderful ability as stroke. Behind him was R. P. P. Rowe, polished, smooth, and brilliant in style, one of the best No. 7's ever produced by Oxford. At No. 6 sat W. A. L. Fletcher, that slashing and famous heavy weight. No. 5 was Guy Nickalls, who had already rowed in five races against Cambridge, and who is still, at this moment, an active oarsman in the front rank. No. 4

was Lord Ampthill, a most solid and capable oarsman, who was later on to display in the government of an Indian Province those high qualities which had made him a successful President of the O.U.B.C. and of the Oxford Union. No. 3 was Vivian Nickalls, with his 13 stone of rough strength, and No. 2 was J. A. Ford, who, though he had not yet represented his University against Cambridge, had acquired a just reputation for watermanship and skill in the Brasenose crews. Bow was W. F. C. Holland, the captain of the crew, who had rowed four times against Cambridge, and had helped Brasenose to win the Stewards' Cup at Henley. He used to say of himself that anybody watching the eight end on could see Henley Bridge and the Red Lion through the angles made by his elbows with his sides, but this small defect was more than counterbalanced by his beautiful watermanship and the amazing power he was able to put forth. He was always cool, and with his gifts of tact and humour he kept his men together and in good spirits both in the boat and out of it. Finally, the coxswain was a small Brasenose man, L. S. Williams, who knew all the tricks of his trade, and had a pair of the lightest hands that ever held reins or rudder-strings.

The crew practised together for three weeks, first at Oxford and then at Henley. After one change, which resulted in the inclusion of Guy Nickalls, they got together with great rapidity, and showed, both for short distances and over the whole course, a very surprising turn of speed. It was a treat to see these men laying out their great bodies on the swing, seizing the beginning with a crashing swiftness and driving the stroke through.

It happened to be an easy crew to coach and train. Indeed, the only special training incident that lingers in the memory of their coach is that Lord Ampthill, having hinted that he thought he might be getting overtrained, was told that, as a matter of fact, he was undertrained, and was ordered to take short but violent running exercise. Accordingly the future Lieutenant-Governor of Madras might have been seen

—undoubtedly was seen—on several evenings galloping gallantly across the meadow at the back of the boat-tents. He showed no lack of condition when it came to racing. The crew averaged 12 st. $1\frac{1}{4}$ lbs.—a good weight for a Henley, or, indeed, for any crew.

Against them had come out no unworthy competitors. The London R.C. had won the Grand in 1890, and in 1891 they still retained the services of six of the previous year's winners. The Thames R.C., too, sent up a very fine crew containing four Cambridge Blues. Five members of the crew had already won the Grand twice under the Thames R.C. colours.

London were rowing in a boat specially designed for them by Mr. J. Stillwell. She was very long and heavily cambered, with a fin-rudder working under cox's seat. Her stern was cut down to the size of that of a sculling-boat. I never saw a faster boat.

The racing that took place was magnificent. On the first day Leander and Thames came together. Leander had to row against the full force of a gale of wind, while Thames, to whom the luck of the draw had given the Bucks. station, were able to obtain a good deal of shelter. It was literally a ding-dong race. After a mile Leander had their canvas in front; then Thames crept up and placed a foot or two of lead to their credit. They held this almost up to the finish, but at the very last Kent made one of his demon rushes, and the race ended in a dead heat. It was rowed off in a calm on the following day, and Leander won by two lengths.

The final heat between Leander and London produced another terrific race. London led out at a tremendous rate, and at Remenham were nearly a length ahead. From this point, however, they began to come slowly and stubbornly back. At the mile Leander pushed ahead, and eventually won by a bare length in record time. Other events that fell to the Leander contingent were the Goblets, won by Guy Nickalls and Lord Ampthill, and the Diamond Sculls, won by V. Nickalls.



HENLEY, 1891

THE DEAD HEAT BETWEEN LEANDER AND THE THAMES R.C.



HENLEY, 1901
LEANDER DEFEAT PENNSYLVANIA UNIVERSITY

This was the first of twelve victories achieved by Leander in the races for the Grand Challenge Cup in the fifteen years from 1891 to 1905 inclusive.

LEANDER BEAT PENNSYLVANIA UNIVERSITY, 1901

It was not until 1895 that an American College eight appeared at Henley. In that year we had a visit from Cornell, coached by Courtney the professional. This crew rowed a very fast stroke, but they made no great pretension to uniformity. They had several peculiarities which still remain in the minds of those who saw their rowing. The chief of these was that most of the oarsmen, just before attaining the limit of their reach, turned their blades completely over from the feather so that the concave side lay for a moment over the water. I asked their coach the reason for this, but he gave me none. All he said was that the men were not performing the movement as he wished it performed, and he led me to infer that he looked on it with disapproval. My own impression is that he imagined that by this movement they were able to seize the water an inch or two further back, and with greater cleanness. It appeared to me, however, to be in the result a pure waste of energy. The crew, it will be remembered, owing to a misunderstanding, left Leander at the post in one of the preliminary heats, and rowed over the course alone. In the final they had to meet a good College crew from Trinity Hall, and were defeated with great slaughter. They broke to pieces near the finish as if a bomb had exploded in their midst.*

In the following year, 1896, Yale came over with a crew composed of very powerful material. They did not succeed in getting together, and on the whole, perhaps, they showed less pace than Cornell. Leander beat them in one of the preliminary heats, and eventually won the final after a great race against New College, who had led them by more than a length at Remenham.

* See also pp. 213, 214.

In 1901 Pennsylvania arrived upon the scene. Like their predecessors, and indeed like all American crews, Pennsylvania used long slides and swivel rowlocks. They were coached by a professional named Ellis Ward, one of four well-known brothers who had in past years rowed together, and won many professional races in a four. His methods were peculiar. One of his chief aims seemed to be to prevent his crew from associating with other oarsmen. As soon as their practice was over, and they had changed their clothes, he bundled them away to their quarters out of sight.

The crew had several good points. The men were a level lot, and very willing. They rowed well together, and were on the whole, I think, faster than either Cornell or Yale had been. In the final heat they met Leander, a strong crew composed of five Cantabs, two Oxonians, and one Etonian, stroked by R. B. Etherington-Smith, with C. J. D. Goldie behind him at No. 7, J. E. Payne at No. 6, and C. D. Burnell at No. 5. W. Dudley Ward had come into the crew at a late stage in the practice, and was rowing No. 3. Pennsylvania led at first, but never by very much. After three minutes of rowing they were a quarter of a length ahead at Remenham, and this was the utmost they could do. At Fawley Leander were level with them, and soon afterwards went ahead, eventually beating them by one length.

CHAPTER XXI

FAMOUS CREWS AND MEMORABLE RACES

(*continued*)

The Dead Heat between Oxford and Cambridge in 1877

THE BROKEN OAR

EVER since 1877 there has been great controversy with regard to the incidents of the famous race that took place in that year from Putney to Mortlake. I was a witness of the race from start to finish, and I have in my possession certain evidence bearing on the question of the broken oar which I propose to make public.

Cambridge had won the 1876 race with very great ease. They had recovered from their demoralisation of the previous year and had secured an excellent supply of fresh material. Their crew of 1876 was distinguished by great power and good style. Oxford, on the other hand, though they had good material, had not been able to make the best use of it. They had placed T. C. Edwards-Moss, then in his second year, at stroke, and to accommodate him had rigged their boat with stroke on the bow side (or starboard side) in the north country style. Edwards-Moss was one of the most polished and brilliant No. 7's that ever sat in a boat, but at the stroke oar he was unable to do justice either to himself or his crew, owing to a curious lack of regularity. In any case the crew proved a great disappointment, and was easily beaten in the race by Cambridge. In 1877, however, Edwards-Moss, who had become President of the O.U.B.C., placed himself in his proper position at No. 7, and installed H. P. Marriott at stroke. The other six men were strong and willing,

and in the end rowed with great uniformity and pace. Cambridge were not quite so good as they had been in 1876. They had lost H. E. Rhodes as their No. 7, and had been unable to find any one of quite the same capacity to replace him in that difficult position. Moreover, they had great trouble with regard to their boat. The craft that Swaddell and Winship built for them was too small, and was, moreover, so heavily cambered that she failed to maintain her course in a beam wind. On the morning of the race they attached a false keel to the stem half of their boat, but failed to add a corresponding piece to her rudder. Notwithstanding this device, their boat began, as soon as they got into the rough water above Hammersmith Bridge in the race, to pay off into the wind. While the Oxford boat was keeping a straight course, I saw Davis, the Cambridge coxswain, continually using his right hand rudder line, while his boat moved sideways as a St. Bernard dog does when he is running. At Barnes Bridge, Oxford had cleared their rivals and seemed certain of victory. Just beyond Barnes there was a heavy swell caused by a tug or a launch that had just passed up the course. Suddenly we, who were on the steamer behind, perceived that Cowles, the Oxford bowman, was in trouble; he had apparently caught a crab, and his oar seemed to be damaged, for he did not use it for several strokes, and then, instead of rowing properly, he appeared to flap it about in the water and only occasionally attempted to row a stroke with it. Cambridge were rowing on the Surrey station, that is on the outside of the last bend. They spurted with extraordinary pluck and determination at this point and began to gain rapidly on the leaders. Up and up they came, and at the end of the race it was impossible for any one behind to say which crew had won. The judge of the finish was an old waterman named John Phelps, "Honest" John Phelps, as he was always called. He was stationed in a moored boat at the finish, but there were then no posts on either bank by which he could take his line. He had to judge this as best he could. In the following year, the two Presidents had finishing posts

fixed and there they remain to this day. After the race was over nobody knew which crew had won. The Umpire, Mr. Justice Chitty, was waiting on the Umpire's steamer, but as Phelps did not come aboard he had to hurry back to his duties in London, leaving word, that Phelps was to come and see him later on in his Court. When Phelps arrived there, he was immediately questioned as to the result of the race. For answer he placed the two palms of his hands together, and, moving them slightly backwards and forwards, said, "They were going like this, sir; I couldn't separate them." The result of the race, therefore, was given as a dead heat. Mr. Justice Chitty, himself, told me this part of the story some years afterwards. Mr. C. Gurdon, who rowed No. 6 in the Cambridge crew of that year, has given me a precisely similar account of what Phelps said before he went up to London to see the Umpire. "I remember," he writes, "directly after the race, as soon as we had got our boat out of the water, getting a waterman to row some one else (I forget now whom) and myself to look for Phelps and finding him sitting in his boat moored opposite The Ship, and he curiously enough gave us exactly the same verdict (except that I think he used the word 'divide' instead of 'separate'), with the same motion of his hands."

Now for the broken oar. A good many years afterwards I had occasion to write to Mr. T. C. Edwards-Moss, and I asked him to give me the account of the accident. This is the letter I received from him in reply.

"Cowles' oar was one that he had used for some weeks before the race, and one day during practice at Oxford we had run into a buoy, and the back of Cowles' blade had hit it full. When the leather was removed we found the mark of an old crack halfway through the oar. In the race a steamer crossed the boats above Barnes Bridge and threw up a sudden wash, which caught Cowles' blade just as he was beginning a stroke, and this completed the fracture. The oar was broken in two at the button, and only held together by the leather. Cowles tried to get the two pieces apart but could not manage

it, and for the remainder of the race, having pulled in his oar, rowed with one hand on the button and the handle dangling in the water over the side of the boat. The accident may very possibly have had the appearance of a crab from the steamers, as it would not have been noticed until after the fracture had occurred and the blade had got caught in the water. If the oar had not been cracked before, no breakage would have occurred ; but when the leather was taken off it was quite easy to see where the old crack ended and the new one began, the latter being caused, like the former, by a blow on the *back* of the blade."

On the strength of this I wrote for one of the evening papers in 1894 an article, in which the following passage occurred: "Against this [*i.e.* the heavy swell caused by the tug or launch], Cowles, the Oxford bow, caught his oar, and as it subsequently turned out, snapped it, the broken pieces being merely held together by the leather."

I did not, however, mention Mr. Edwards-Moss's letter as my authority for making the above statement. On reading this article Mr. C. Gurdon, who at the time knew nothing about Mr. Edwards-Moss's letter, wrote to me contesting the statement I had made as to the condition of Cowles' oar: "The oar in question," he said, "was brought on to the Conservancy launch, which was conveying the two crews back to Putney after the race, and the leather was there cut off in order that the extent of the damage to the oar might be ascertained. It was then seen that there was a crack at the back of the oar, just below the button, stretching across the loom at right angles to the length of the oar. This crack was, so far as my recollection serves me, from one-eighth to a quarter of an inch in depth, and ended in another longitudinal crack of from $1\frac{1}{2}$ inches to 2 inches in length. The longitudinal crack was not in the first instance apparent, but became visible when the oar was pressed or bent in such a manner as to open the crack which I have first described." Mr. Gurdon's evidence, therefore, goes to show that the oar was not broken in two, but that, on the contrary, the damage was comparatively slight.

These two statements result in a direct conflict of testimony with regard to the nature of the damage caused to the oar. Unfortunately Mr. Edwards-Moss had died before this, to the deep regret of all who knew him. His authority could no longer be appealed to, and under the circumstances it was useless to pursue the controversy. Probably the oar was not broken in two so as to be held together merely by the leather. Mr. Gurdon thinks that the oar was in a condition to bear the pressure of a stroke in the water. It is plain, however, that such a crack as is described by Mr. Gurdon, though it might not entirely impair the oar for work in the water, would yet be seriously felt by the oarsman during the movements of the recovery and the feather, and might cause a strong apprehension in his mind as to the condition of his oar. He would not be able to realise, at once, that the oar, which he felt to be weakened, would adequately bear the strain of a stroke, and the strange manœuvres which we witnessed from the steamer would thus be accounted for.

CHAPTER XXII

FAMOUS CREWS AND MEMORABLE RACES (continued)

The Three University Boat Races won after Barnes Bridge, 1886, 1896, 1901

IN one sense of course every University boat-race is won after Barnes, for the judges' flag does not fall until the Ship at Mortlake has been passed. I use my heading, however, in a peculiar sense, well known to rowing men, and I indicate by it a race in which a crew that had fallen behind and was apparently defeated at Barnes Bridge has made up its lee way from that point and has passed the post first. It is very generally supposed that the crew which passes first through Barnes Bridge must win. The annals of the University boat-race supply three exceptions to this rule. The first of these occurred in 1886.

There had been four Oxford victories in succession from 1880 to 1883 inclusive. In 1884 Cambridge, stroked for the first time by F. I. Pitman, had won, but they had been defeated again in 1885. In 1886 Pitman was in his old place. Neither of the crews met with any serious misfortune during practice, though Oxford had considerable trouble in finding a boat that would carry them properly. Finally the London Rowing Club lent them a boat, and in this they rowed the race. She was a large and roomy boat, and had great advantage of carrying her crew well in rough water. The Cambridge boat, on the other hand, was rather small for the tideway. In smooth water she travelled with a surprising pace, and did full justice to the rowing of the crew, but for a stormy sea she was cut down too fine.

On the day of the race under the conditions of weather then prevailing, the wind was more or less astern of the crews to Hammersmith, and the water up to that point was perfectly smooth. After the crews had rounded the Hammersmith bend they met the full force of the wind, and the water, except just under the lee of the Surrey shore, was terribly rough. Oxford had the Surrey station, Cambridge the Middlesex.

Both crews started very fast. Travelling on a smooth surface, and with no wind to impede them, they raced along neck and neck to the old Soap Works at a stroke that rarely fell below 38 to the minute. Hammersmith Bridge was then undergoing repairs, and the scaffolding had left a space through which two crews could just manage to pass abreast without a collision. At this point the two crews *were* abreast, and they went under the bridge dead level, a very remarkable feat of steersmanship on the part of both coxswains. Soon after Hammersmith Bridge, as I said, the crews had to meet the full force of the wind, and the rate of stroke in both necessarily began to drop, first to 35, then to 33, then to 32 and less. Oxford had the more sheltered station, and in any case their boat made better weather of it, while Cambridge were pounding along against the gusts and the waves that every now and then, as I remember, broke over the back of their bow man. Oxford were drawing away, and foot by foot were adding to their lead. As the crews neared Barnes Bridge the water became smoother, and Cambridge began to quicken their stroke, at first without much effect.

At Barnes Bridge Oxford were clear, nay, there was nearly a length of daylight between the boats. The Cambridge men on the following steamers hung their heads in gloomy silence ; the Oxford shouts rose louder and louder, and more and more jubilant, for victory with such a lead and only four minutes left for racing was an absolute certainty. And so the Oxford crew, having taken the Cambridge water on the Middlesex side, went sailing gaily along towards Mortlake unconscious of their doom. As the Cambridge crew, however, passed

under the crowded railway bridge, Pitman nerved himself for a desperate effort. He picked up his stroke, and, gallantly backed up by his men, rowed twenty-one in the first half-minute and forty in the full minute. The gap began to close as though by magic ; in a few more strokes Cambridge would bump their rivals. The Oxford coxswain became conscious of his danger. He ought to have given way gradually so as to get back to his own water. Instead of this he pulled his left-hand rudder-string hard, and brought his boat almost sheer athwart the tide. By the time he had straightened her Cambridge were nearly level, and from this point, rowing with renewed life, and conscious after all their dismal toil that victory was within their grasp, they drew away from the shattered Oxonians, and won the race by two-thirds of a length.

THE RACE OF 1896

The race of this year was in its main incidents a curiously exact repetition of that which I have just described. Both crews were strong and heavy, and displayed a high average of joint style and merit. The water in the first reach and, indeed, all the way to Chiswick was very rough. The Surrey station, in which Cambridge rowed, had, on account of the wind, a more than ordinary advantage. With regard to the merits of the two crews, I cannot do better than quote the words of Mr. W. B. Woodgate written at the time. "The wind and water were enough to knock most crews out of form in half a mile; and yet, in the two crews, style was maintained to the end—no going to pieces, no rowing short. In the last minute Cambridge were twice buried in spray from rollers which struck the after stroke-side rowlocks, and which smothered the looms of the oars on that side to an extent to check recovery for the instant. Except for this, the losers, as well as the winners, might have been paddling on parade from the start, so far as level action was concerned. . . . The Oxford stroke was voted and published short as compared to that of Cambridge. Yet, in the race, this so-called 'shorter'

stroke held its own from the outside station in the worst of the wind ; doing some one and a half (average of) strokes per minute fewer than the Cambridge men did during the first two-thirds of the course. This fact shows that eyesight was at fault when it measured the Oxford reach as the shorter of the two—not that Cambridge were short : far from it. Why the Oxford stroke had more propelling power, stroke for stroke, than that of Cambridge seems to be this : Oxford had rather more grip of the ‘beginning’ ; Cambridge rather ‘felt’ the water before they threw their full force on to the oar. On the other hand, Oxford had more of a ‘drive’ at the instant of catching the water, and so got well hold of the boat before she began to slip away. If a light boat is not caught sharp at the beginning of the stroke, much of her resistance is distributed, thereby lessening the effect of the stroke. Slow burning powders are well enough for heavy missiles ; for pellets a quick propulsion is needed.”

I had coached the Oxford crew during their practice at Putney, and I saw the race from the Umpire’s launch. I prefer, however, to give a description of it which is contained in a letter written by the late Ernest Balfour, who rowed No. 5 in the winning Oxford crew. The letter has been printed in a little “Life of Ernest Balfour,” written by the Bishop of Stepney, by whose kind permission I am enabled to reproduce it here.

“Magnolia Cottage, Shaldon. April 3, 1896.

“Now I must tell you all about the race. . . . On Friday night Fred came and sang to us, which made it very jolly, and we didn’t ponder too much on the morrow after all. On Saturday morning we breakfasted a quarter of an hour earlier than usual, and went out for our preliminary row at about ten o’clock.

“The morning was nice and fine, but a little gusty. We went particularly well in our morning row, and pleased our coaches very much. We went back to the house in hansoms, and sat down for a chop and some jelly and a glass of port wine at eleven o’clock.

“Shortly after this Uncle Robert and Fred arrived, and I was able to give them some lunch. In a very short time we had to start for the river, and just before going I got your wire asking about the weather, and wishing us good luck. We had to go down back streets, as Putney High Street was packed with people, and so we did not pass the post-office ; but Fred said he would see that the wire was sent.

“Meanwhile the nice weather of the morning had gone, and rain was descending in torrents, and a strong wind was blowing from the west, so our chances just then did not look very rosy, as we were supposed to be such a bad crew in rough water ; however, we had a good deal of secret confidence in ourselves. When we got to the river, I said ‘Good-bye’ to Uncle Robert and Fred, who went on to the Oxford steamer, while I went off to change into shorts and jersey at the Rowing Club House. The weather was just as bad as it could well be, the wind blowing right from the direction in which we were to row, and the river just a sea, with waves so big that it seemed doubtful whether we would not sink.

“As we were changing, Crum came into the dressing-room and told us that he had lost the toss ; and the winning of the toss, we knew, made a tremendous difference to one’s chances on such a day. However, it could not be helped, and Cambridge of course chose the sheltered Surrey station, and we had to go, more or less, on the exposed side. Cambridge got their boat afloat a trifle after the advertised time, and paddled off to their stake-boat ; and we followed a minute or two later. The wind had gone down slightly, and it was not raining so hard. We paddled off to our boat amidst the cheers of our supporters, and in a few minutes we were ready to start.

“Putney Bridge and both banks of the river were, of course, black with people, and before starting I was able to recognise Uncle Robert and Fred and several other friends on the Oxford boat.

“Willan, the umpire, had on board his launch Lehmann



THE UNIVERSITY BOAT-RACE, 1896
OXFORD BEGINNING TO LEAD

and M'Lean, our two coaches, and Muttlebury and Trevor-Jones, the two Cambridge coaches.

"Then Willan said, 'I shall ask once in a loud voice, 'Are you ready?'" and if I get no answer, I shall fire the pistol.' Then we took off our sweaters and caps and scarves, and got ready. We came forward on our slides, and he asked, 'Are you ready?' and then came the bang of the pistol, and we were off!

"It was a splendid start, and we were both absolutely level for the first few hundred yards. The water was pretty rough, and we could not row a very fast stroke. The moment we had started there came the most fearful roar on all the steamers and right along the bank, and it was almost impossible to hear our cox screaming at us, though he was only a few feet off.

"We went off round Craven Point and up the Crab Tree Reach very level; but after passing Harrod's Stores we went out rather too far across the stream, and Cambridge forged ahead; and just before Hammersmith Bridge we ran into an awful storm of hail, which chilled our fingers horribly, and made it very difficult to hold on to our oars. We shot Hammersmith about a three-quarter length behind Cambridge, and a little further on they drew clear of us. All the way from here right up to the Flag Staff on the Duke of Devonshire's meadows they had the advantage of the bend, and were well ahead of us. We, however, were rowing steadily on, and were going about two strokes a minute slower than Cambridge. All the way up here from Hammersmith there were steam barges and vessels of all sorts which had been saving up their steam, and as we came into view they set up a perfectly deafening toot-toot-tooing which nearly cracked the drums of our ears. As we came into the straight for Barnes, we quickened up the stroke, and *very* gradually began to lessen the gap between us, until, as we shot Barnes Bridge, they were not more than a good three-quarters of a length ahead of us. Well! I had heard that only once before had the boat which was behind at Barnes passed the winning-post

first, so I thought that if we were going to win this race we had better begin very soon to put on a spurt.

"All the way over the course I was able to see Rudie Lehmann's anxious face fixed on us (he was in the umpire's launch just astern). And now began a tremendous struggle. We were blown, but still felt that we had a lot more left in us, and Cambridge had been going for all they were worth for the last mile; and now Gold quickened the stroke, and we were quite fit enough to back him up well. We raised the stroke to thirty-seven, and I could just hear our cox say, above the awful yelling and cheering along the banks and everywhere, that we were coming up fast. We kept up the fast stroke, and presently we heard our bow, de Knoop, scream, 'I can see their stern,' next Three yelled out the same, and in a few strokes I could see it myself. Then our cox, who all through had steered magnificently, screamed, 'Now, as hard as you can—twenty strokes!' and we proceeded to 'dig them in'; and Cambridge simply seemed to stand still, while in twenty strokes we had passed them, and were half a length ahead!!

"For the last minute we had come into the most awfully rough water, and great big waves were breaking into the boat threatening to swamp her, and our cox adjured us to 'feather high,' or we might hit our oars on a wave while coming forward and catch crabs.

"We struggled on to the finish after this, still keeping our lead, and in another three or four hundred yards we had passed the winning-post two-fifths of a length ahead.

"We were all very done, but not so much so as Cambridge, and in a very few minutes we were all able to paddle up to the Ibis Rowing Club House and get out of our boat. We trotted upstairs and got our rub-down, and in a few minutes our dry clothes were brought from the launch, and the coaches came on shore and rubbed our hands, which were very numb.

"It was a most extraordinary scene. P—— and many old Blues came rushing in, far too hoarse with shouting to



THE UNIVERSITY BOAT-RACE, 1896
THE ROUGH WATER AFTER BARNES



THE UNIVERSITY BOAT-RACE, 1886
THE FINISH

speak, with tears running down their cheeks, and embraced us all round, and then retired to corners of the room, where they sobbed out their ecstatic joy on one another's shoulders.

"When we had recovered a bit, we lent a hand to the Cambridge fellows, who had come in meanwhile. I was never so sorry for any one as for these poor chaps, who were all as pale as ghosts, having rowed most pluckily. They were simply frightfully 'sick,' as they fully expected to win by many lengths, and they were hopelessly 'sick,' of course.

"Soon we came out and went on board our launch. Whenever we were seen coming out, all the steamers started their toot-tooting again, and every one cheered and shouted like mad. It was the most extraordinary sight I ever saw.

"We went off down the river to the London Rowing Club House, and were cheered vociferously all the way. Then, having changed, we marched off up to our house again, where we had a proper lunch.

"Uncle Robert and Fred and Charlie G—— all came up afterwards and helped me with my packing, and uncle insisted on sounding me, and expressed himself quite satisfied.

"We had a most successful dinner in the evening, and afterwards we went along to the Isthmian, where there were a great number of Oxford men; and soon Charlie and Fred came in, and they and Crum and I went and had supper in the Club.

"Next day (Sunday) I felt very slack and 'pulled out.' Unconsciously one's muscles are more strained during the race than ever before in training; and I was not very energetic, but felt perfectly well and fit. In the evening I went down to Oxford House, and Fred introduced me to all his friends there; and next day he took me to see a poor chap who is very ill of consumption, and who is very grateful for a visit from any one. He was dreadfully thin and worn, but seemed glad to see us. Then we went off to Stepney, where Fred had to look after a case for the C.O.S. . . .

"I was not able to stay another night at Oxford House,

as I had to go to Blue Monday dinner. I was very much honoured in being asked. It is held every year on the Monday after the boat-race; and when once you have been invited, you may always go again, never waiting to be asked. You call every one at table by their nicknames, and after dinner you play all sorts of games like 'Cockfighting,' holding a lighted candle in one hand, while you sit on a champagne bottle with just one heel on the ground, and try to light another candle with the first one without tumbling over on to the floor. It was great fun. The guests are all old Blues, and only about one from the Oxford and Cambridge crews is asked. . . .

"Yesterday morning I started down here, so I have been very busy since the great race day. There are a lot of nice fellows here, and now I hope to get in a fortnight's good solid work. . . .

"ERNEST"

THE RACE OF 1901

In 1899 Cambridge had turned the tide of victory, which, for the second time in the history of the race, had given to Oxford nine successive races. Both in 1899 and in 1900 the Cambridge crew had been of very high class. Indeed, in 1900 they had won by more than a minute. In 1901, however, many of the best men of the previous two years had gone down, and, though the new material was by no means bad, the crew had not been able during their practice to attain to any high degree of regularity and uniformity. They had strength, pluck, and a considerable amount of skill, but they were not welded together. Oxford, on the other hand, after their terrible defeat of the previous year, had set steadily to work to retrieve their fortune. In Culme-Seymour they had discovered a very excellent stroke, and, though at first they did not seem to be a particularly brilliant combination, they showed themselves during practice to be possessed of the invaluable qualities of doggedness and

endurance. They improved very rapidly under careful coaching towards the end of their practice.

On the day of the race a violent gale was blowing from the south-west, *i.e.* from the Surrey shore. The wind was across in the first reach, and after Hammersmith it was almost a dead noser. The Surrey station, therefore, had exceptional advantages. For two miles and a half, at least, the crew which rowed on that station was sheltered from the force of the gale. Even without a wind, the Surrey station is nineteen times out of twenty the better of the two, for it gives to a crew at a very critical period of the race the advantage of rowing in the inside of the long curve that extends from Harrod's almost up to Chiswick. Time and again I have seen a crew gain a length on its Middlesex rival over this curve.

When it was seen, therefore, that Cambridge had won the toss, and had, of course, chosen Surrey, there were very few who were prepared to back the chance of Oxford under the weather conditions that prevailed. Oxford, however, were confident in their pace and their endurance, and they had mapped out a careful plan of campaign beforehand. If, as was probable, they failed to gain a sufficient lead at Harrod's to enable them to take the Surrey water ahead of Cambridge, they proposed to drop astern of the leaders, and to content themselves with rowing in this position under the shelter of the Surrey bank, until the water once more made it possible for them to come out and challenge for the lead.

The crews started at a high rate, Cambridge, however, rowing a point or two faster than Oxford. Slowly they drew ahead, and, in spite of Oxford's efforts, they went through Hammersmith Bridge with a considerable lead. A furious storm was raging as the crews opened out into Corney Reach. Cambridge were rowing well under the shelter of the bank, and Oxford, in obedience to instructions, had come over, and were rowing in a direct line behind, with about half a length of clear water separating them from the leaders. It was apparent here that Oxford had the greater

pace ; more than once they drew up to Cambridge, but the coxswain gave the word to paddle, and they once more dropped back. To those who realised what was going on, it was one of the most curious and interesting spectacles ever seen on the Putney to Mortlake course. So the crews proceeded till they came to the broad reach that leads on to Barnes. The water here became smoother, for the wind was not directly against the tide, and it became possible for Oxford again to assert themselves. Up to this point Cambridge had consistently rowed the faster stroke, and they were beginning to show signs of exhaustion. Culme-Seymour shook his crew together ; they picked the stroke up with a will, and raced after Cambridge. They were now rowing with great vigour, and they steadily gained. Foot by foot the gap between the boats decreased, and as they passed under Barnes Bridge the bowmen in the Oxford crew were once more cheered by the sight of their rivals. From this point Oxford had the better conditions ; the bend of the course was in their favour, and they were moving faster, stroke for stroke, than Cambridge. They did not allow the matter to remain in doubt for a single instant ; rowing with extraordinary dash and vigour, they drew level with Cambridge at the Bull's Head, and finally won the race by two-fifths of a length.



THE UNIVERSITY BOAT-RACE, 1901
NEARING THE FINISH



THE CAMBRIDGE CREW, 1899

CHAPTER XXIII

FAMOUS CREWS AND MEMORABLE RACES

(continued)

The Cambridge Victories over Oxford in 1899, and over Harvard University in
1906

FOR the second time in their history Cambridge had suffered nine successive defeats at the hands of Oxford. As in 1869 they had secured the help of Mr. George Morrison of Balliol College, Oxford, so, after the race of 1897, they turned to Mr. W. A. L. Fletcher of Christ Church. Like Mr. Morrison, Mr. Fletcher was unsuccessful at his first attempt, and the Cambridge crew of 1898 had great difficulties and many misfortunes during its practice. In the race itself it never had a chance. For once the Surrey station was the worse, since the wind blew violently off the Middlesex shore, and Oxford, who had secured this station, had smooth water to row in. Cambridge, exposed to the full force of the waves, were water-logged before they had rowed three strokes. They were awash, and were sliding in water, and had it not been for the air bladders that had been fixed under their thwarts they must have sunk. As it was, they struggled on very pluckily, but never had a chance.

In 1899 Mr. Fletcher took them in hand again. Their material was powerful, and under their coach's careful tuition they soon shook together and developed great pace. Their improvement was very rapid after that splendid oar W. Dudley Ward had been shifted to No. 7. For stroke they had J. H. Gibbon, another Etonian, and behind these two was a formidable array of strong, skilful, and experienced oars. Oxford were again stroked by H. G. Gold, who in the

three previous years had led them to victory. The race itself requires but little comment. Cambridge evidently had the pace of their rivals, and though Oxford hung on desperately as far as Harrod's, they were here shaken off by a spurt on the part of Gibbon. At Hammersmith they became disorganised, and soon after this Cambridge established a comfortable lead, which was never afterwards in doubt.

One strange coincidence remains to be noted. In 1869 J. H. D. Goldie rowed in the Cambridge crew for the first time, and Oxford won their ninth successive victory. In 1870 he rowed again, and Cambridge turned the tide. Twenty-eight years afterwards his son, C. J. D. Goldie, rowed for the first time in the Cambridge crew when Oxford completed a series of nine victories. In 1899 he rowed again, and Cambridge won the race. And in 1898 and 1899, as in 1869 and 1870, an Oxford man coached the Cambridge crews.

RACE OF CAMBRIDGE *v.* HARVARD, 1906

Various attempts had been made from time to time since the race between Harvard and Oxford in 1869 to bring an English and an American University crew together in a match from Putney to Mortlake, but without success. It may be remembered that in 1869 Harvard had challenged both our Universities to a four-oared race, and that Oxford, who had then beaten Cambridge for the ninth successive occasion, had taken up the challenge and had eventually won the race.

The race between Harvard and Yale in America is of old standing. For many years past these two Universities have rowed against one another in eight oars at New London on the American river Thames. In recent races Yale has a far larger number of victories to her credit than Harvard, but occasionally Harvard produces a good crew and manages to defeat her rival. This had happened in 1906. Soon after the decision of the Harvard-Yale race it occurred to certain

members of the Harvard crew that they would like to match themselves against Cambridge, who had defeated Oxford in the spring. Communications were opened with Cambridge men, and the result was that, after an exchange of a few cables, the race was arranged for Saturday, September 8.

This day will always be considered by Cambridge oarsmen as one of the really great dates in their calendar. The race rowed on that occasion between our crew and a crew representative of Harvard University was, no doubt, a brilliant triumph for our English rowing men, and for the sound and ancient traditions on which their teaching had been based; but it was something more than that: it was the splendid culminating point of a genuine sporting event in which from first to last there had been neither hitch nor jar. Friendship there was and courtesy and chivalry, but of the animosity which has sometimes embittered and disfigured such contests there was never even the faintest trace. Everybody knows how gallant and friendly the feeling is between an Oxford and a Cambridge crew. Yet I think I am not going beyond the mark when I say that between the Cambridge and the Harvard crews the relations were even more friendly than is usual between two competing crews from rival Universities. Every man in either crew would have felt as a personal misfortune any calamity that might have fallen upon his opponents. This is not the language of conventional "gush" customary in international contests. It is the sober truth, as everybody who had any connection with this race can testify.

The informal and almost casual manner in which the race was brought about had something to do with this pleasant result. There was no long preliminary correspondence. There was no haggling as to terms, dates, or conditions. What actually happened was this:—On Sunday, July 15, when I was at my home at Bourne End, I received a visit from Mr. F. L. Higginson, an old Harvard man, who had taken a house for the summer in my immediate neighbourhood. Mr. Higginson had first rowed for Harvard in 1898, when I

coached their crew, and he had been Captain of the crew which in the following year turned the tide against Yale. He showed me a cable message which he had just received. It was to the effect that the Harvard crew, which had again after a long interval defeated Yale on June 28, was very eager to row a race against Cambridge. They were ready to start for England without any unnecessary delay. Could the Cambridge crew be got together, and could such a race be arranged? I own that when I first saw this message I hesitated. No doubt the event would be both interesting and agreeable, but how was it possible to bring a representative Cambridge crew together for it? Henley was over, and all our men were scattered in many directions. Besides, they had all had a great deal of continuous rowing since the previous October, and some of them, at any rate, might on that account be reluctant to engage in another race, even if in other respects no obstacle presented itself. However, I soon decided that it was worth while making an effort to arrange the race, and I was strongly confirmed in this view by Mr. Etherington-Smith and Mr. Goldie, whom I was able to consult on that very morning. Another and a very material difficulty, however, presented itself. How were funds to be provided? The men would have to practise for five weeks, and the necessary expenses would be considerable. At this time of year it was impossible to bring about a general meeting of the C.U.B.C., and even if it had been possible, it was extremely doubtful if the Club would find itself able to provide money for another Inter-University race. The members of the crew, though they would certainly contribute, could not be expected to bear on their own shoulders the whole of the expense. We decided, therefore, to appeal to the generosity of old Cambridge men in the event of the race being arranged, and our certainty that the appeal would be freely answered was justified by the result. Our subscription list in the end showed a total of £356 15s., contributed by 108 subscribers, and this sum, together with our profit on the sale of steamer-tickets, gave us the sinews of war.

Obviously the first step was to communicate immediately with the President and the members of the crew, informing them of the proposal, and, in the case of the possible members of the crew, asking them if they could arrange to row if required by the President. This was done on the Monday morning by means of many telegrams and letters. The President, H. M. Goldsmith, took the matter up at once in the heartiest way. We arranged a meeting of Old Blues in London, at which he was present. All the details were settled there, and the date, September 8, was fixed, subject to the approval of the Harvard men. By that time nearly all the replies had come in, and it was certain that we should have a thoroughly representative crew. The last to answer was B. C. Johnstone, who was on a yachting trip. He left his party at Portree, in Skye, and hurried South to be in time for the beginning of practice.

As soon as all these preliminaries had been fixed the President, of course, took control of everything in the proper constitutional way. He selected his coaches, Messrs. F. J. Escombe and S. D. Muttelbury, arranged his crew, gave the necessary orders with regard to boats, oars, etc.; and on Monday, August 6, the practice began at Bourne End. On the same day and on the same reach of water Harvard made a start. They had arrived in England on Saturday, the 4th, and lost no time in getting to work. Thenceforward there was no intermission in the practice, and when once the occupancy of the bow-seat had been settled in favour of Close-Brooks, there was no alteration in the membership or the order of the Cambridge crew.

The practice itself needs no very detailed description. The troubles that arose were few and slight, except in regard to the boat. The crew, with Baynes in it, though it was not quite so heavy as that of Harvard, was yet considerably heavier than our last two crews against Oxford. It was eventually found necessary to order a new ship, and this, a beautiful specimen of its kind, was completed by the Sims brothers in five days—a splendid performance. One point

ought to be mentioned. I have said that all our men had been rowing since the previous October in one crew or another. The question, therefore, of arranging the work so as not to overdo them and yet to bring them to the post in good racing trim was a very anxious one for the coaches. They surmounted the difficulty with admirable judgment, though they only gave the men one full course. No crew could have raced with greater pluck and vigour and determination than ours displayed on September 8. The men were trained to the hour.

The race was rowed under the following special agreement:—

I. The race shall be rowed under the Laws of Boat-racing, except as is hereinafter provided.

II. The race shall be started in the following manner:—When the crews are lying at their stake boats the starter shall warn each crew in turn to get ready. He shall then say once, "Are you ready?" and if he receives no answer, he shall, after a due interval, start the crews by firing a pistol.

III. If at any point of the race any serious accident should happen in either boat which in the opinion of the umpire

(a) is not due to the fault of any individual, and

(b) is such as materially to affect the result of the race, the umpire shall have power to restart the race on the same or on some other day after consultation with the President and Captain of the two Boat Clubs.

IV. If either boat be interfered with by any barge, steamer, or other obstacle to such an extent as, in the opinion of the umpire, materially to affect the result of the race, the crews shall start again at such time and place as the umpire shall decide after consultation with the President and Captain of the two Boat Clubs.

V. Appeals during the race shall be made by the oarsman or crew concerned holding up his hand or their hands.

VI. Both boats shall pass through the centre arches of

Hammersmith and Barnes Bridges ; the crew failing to comply with this rule shall be *ipso facto* disqualified.

(Signed) H. M. GOLDSMITH,
President, C.U.B.C.

O. D. FILLEY,
Captain, H.U.B.C.

Sept. 3, 1906.

The importance and peculiarity of this agreement lay in the following point. It threw upon the umpire the duty, a highly responsible and difficult one, of deciding what was the nature of an accident that might occur at any point of the race. The laws of boat-racing declare that a crew shall abide by its accidents. In the race between Oxford and Cambridge this is modified by a special provision with regard to an accident that may happen before Craven Steps are reached. After that point a crew must abide by its accidents. The Harvard men, however, argued that they had not come 3000 miles to win or lose the race by a mere accident ; the Cambridge men, from their point of view, entirely agreed with Harvard, and the agreement was therefore made in the form I have cited. As I happened to be the umpire appointed for the race, I may admit that I felt very seriously the responsibility thus cast upon me. Fortunately, however, in the race itself everything went off well, and there was no accident of any kind.

The race was started punctually at 4.30 p.m. It was a brilliant unclouded day. There was a slight breeze from the west, but scarcely sufficient to ruffle the surface of the water, except in Corney Reach and near the finish. The flood tide was not a very strong one, and as the wind was almost always on the quarter it was not possible to anticipate that record time would be accomplished. Cambridge started in a very determined fashion at the rate of 40 to the minute. As Harvard slightly hung on the start and rowed at a slower rate the Light Blues soon began to dash ahead. They had gained half a length in a minute, and were well clear at Beverley

brook, where they had dropped their stroke to 32 as against the 33 of Harvard. At the mile they were two and a half lengths ahead, an advantage they had increased to nearly four lengths at Hammersmith Bridge. From this point the race was never in any doubt. Cambridge had the measure of their opponents, and could do what they liked. It is true that Harvard put in some very plucky spurts, and occasionally reduced the Cambridge lead; but the Light Blues had the race in hand, and never flurried themselves. Towards the finish they dropped almost to a paddle and passed the line two lengths ahead in 19 min. 58 secs., good time under the conditions prevailing. In another place* I have discussed some questions of style and rig which arose out of the rowing of these two crews. I may content myself with saying here that Cambridge ought, in my opinion, to be ranked very high amongst good University crews. When they were eventually wound up to concert pitch they showed a beautiful working uniformity, and great quickness, elasticity, and dash. The blades caught the water with marked precision and power, and the men applied both bodies and legs to the stroke in very good style. The finish ended by being a firm one; the blades left the water in very clean style, and the recovery movements were fairly smart. Had they possessed a longer swing and reach forward there would not have been much room for genuine fault-finding. The merits I have indicated, combined with their exceptional racing ability, sufficiently account for their victory over their powerful and plucky opponents. There was nothing specially new in the Cambridge style. It was founded on principles which have long been established, and of which the value has been proved in many a hard-fought contest.

As the names of these two crews do not appear elsewhere, I will give them here.

* Pp. 152-156.



THE HARVARD AND CAMBRIDGE RACE, 1906
FROM BARNES BRIDGE

CAMBRIDGE

	st.	lbs.
A. B. Close-Brooks (Winchester and First Trinity) (bow)	11	4
2. J. H. F. Benham (Fauconberg and Jesus)	12	1
3. H. M. Goldsmith (President) (Sherborne and Jesus)	12	2½
4. M. Donaldson (Charterhouse and First Trinity)	13	8½
5. H. G. Baynes (Leighton Park and First Trinity)	14	0
6. R. V. Powell (Eton and Third Trinity)	12	6
7. B. C. Johnstone (Eton and Third Trinity)	12	8½
D. C. R. Stuart (Cheltenham and Trinity Hall) (stroke)	11	0
B. G. A. Scott (St. Paul's and Trinity Hall) (cox)	8	5

HARVARD

R. M. Tappan (Nobles and Harvard) (bow)	12	0
2. S. W. Fish (Groton and Harvard)	11	11
3. P. W. Flint (Worcester and Harvard)	12	0¾
4. C. Morgan (Harrow and Harvard)	12	6½
5. J. Richardson (Nobles and Harvard)	12	13
6. R. L. Bacon (Groton and Harvard)	13	3¼
7. D. A. Newhall (Haverford and Harvard)	12	13
O. D. Filley (Rugby and Harvard) (stroke)	11	12
M. B. Blagden (Groton and Harvard) (cox)	7	5

PART IV
THE CONTROL AND MANAGEMENT OF
THE SPORT

CHAPTER XXIV

THE GOVERNMENT OF ROWING

The Amateur Rowing Association—The Definition of an Amateur

I HAVE already said something in the second chapter of this book about the rise and development of amateur oarsmanship and its gradual emancipation from the control or guidance of professionals. In those early days, and, indeed, as will be seen, up to a comparatively recent date, it possessed neither a governing body nor any set of rules defining the status of those who were qualified to take part in the sport. Each club or regatta committee might have its own amateur rule and interpret it in its own way. Consequently many misunderstandings arose, and men at last began to realise the necessity for some rigorous and universally accepted definition.

The first step was taken in 1878, when a meeting of prominent oarsmen was held at Putney. It was attended by various representatives of the two University Boat Clubs, the Leander Club, the London Rowing Club, the Thames Rowing Club, and the Kingston Rowing Club, who eventually passed and published the following definition:—

“An amateur oarsman or sculler must be an officer of her Majesty’s Army or Navy or Civil Service, a member of the Liberal professions, or of the Universities or Public Schools, or of any established boat or rowing club not containing mechanics or professionals; and must not have competed in

any competition for either a stake, or money, or entrance fee, or with or against a professional for any prize; nor have ever taught, pursued, or assisted in the pursuit of athletic exercises of any kind as a means of livelihood, nor have ever been employed in or about boats, or in manual labour; nor be a mechanic, artisan, or labourer."

There are obvious weaknesses in this definition. It begins by defining who *is* an amateur, but it pursues the definition only a very short way, and then proceeds to define who is not. Let me test it by an instance. An amateur club would necessarily elect only amateurs. How would it have proceeded in the case of a candidate, who, having been educated privately, had become a clerk in a firm of stockbrokers? Such a man, though he might have had none of the disqualifications contained in the negative portion of the rule, would have possessed none of the positive qualifications which the first part of the rule laid down as essential. He was not an officer of the Army or Navy, or a Civil Servant, or a member of any Liberal Profession. He had been at no Public School or University, and was not a member of any established boat or rowing club not containing mechanics or professionals. Plainly, therefore, he was not, according to the definition, an amateur, and ought not to have been elected a member of any club which had taken the definition as its standard. The definition, therefore, did not cover the ground adequately.

In the following year (1879) the Stewards of the Henley Regatta set to work and issued a definition of their own in the following terms:—

"No person shall be considered as an amateur oarsman or sculler—

"1. Who has ever competed in any open competition for a stake, money, or entrance fee.

"2. Who has ever competed with or against a professional for any prize.

"3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind as a means of gaining a livelihood.

“4. Who has been employed in or about boats for money or wages.

“Who is or has been, by trade or employment for wages, a mechanic, artisan, or labourer.”

In thus proceeding throughout by negation the Henley Stewards made a much better business of it. They settled who was *not* an amateur, and, by implication, left the rest of the world free from disqualification. All that a Club or a Regatta Committee had to ascertain was whether or not a candidate or a would-be competitor fell within one of the five categories of prohibition. If he did not he might be accepted as a member or a competitor.

There was still, however, no governing body, although it seemed at one time that the Henley stewards might come to hold in rowing the position which is held in cricket by the M.C.C., and in golf by the Royal and Ancient Club. This was not to be. The year 1879 witnessed the establishment of a body first known as “The Metropolitan Rowing Association,” which under another name and with different objects was destined to become the ruling authority of amateur oarsmanship. Mr. S. Le Blanc Smith, of the London Rowing Club, who had no small share in establishing it, has given the following account of its origin in his chapter on “Metropolitan Rowing,” published in the Badminton Library volume on “Rowing and Punting”: “It arose,” he writes, “in this way. The London Rowing Club had won the Stewards’ Fours from 1868 to 1878 inclusive, with the exception of 1870, when the Oxford Etonian Club were victorious. Four-oared rowing was the favourite branch of the sport in foreign countries; consequently, when a foreign club wished to challenge a representative English club, it naturally selected the London Rowing Club, as was the case in 1872 and 1876. It was evident, however, that a day might very possibly arrive when neither London nor Thames might have a really representative four. Messrs. Gulston, Fenner, Horton, Hastie, Adams, Labat, Trower, and Le Blanc Smith, therefore, met together, and the Metropolitan Rowing

Association was there and then founded. It combined the members of the various Metropolitan Clubs under one flag; so that, in case of need, they should be enabled to select a crew which should represent their combined forces for the purpose of defeating the foreign or colonial invader." Other important clubs soon began to join. In 1882 the Association changed its name to that of "the Amateur Rowing Association." The original reason for its establishment, the formation, namely, of crews to meet foreign and colonial competitors, still remained embodied in its rules, but it was never acted on, and in the revision of rules which took place in 1894 it was dropped out altogether. In this present year the fixture of the Olympic Regatta at Henley has made it necessary for the A.R.A. in some way to revive the power of forming a combined English crew. For this purpose it has obtained leave from all its affiliated clubs, and has set up a committee of oarsmen to select, organise and control English crews to compete at this great International Regatta.

In 1882, however, the A.R.A., without formally abandoning its power to form crews, reorganised itself with a view to setting up as the governing authority of the sport. Its primary object was stated to be the maintenance of the standard of amateur oarsmanship as recognised by the rowing clubs of the United Kingdom, and it had power to affiliate any club willing to bind itself to observe the rules of the Association. It established an amateur definition, and in 1886, confident in the strength of its position, it issued rules for regattas. Since then it has grown in power year by year; its list of affiliated clubs numbers four score, and its supreme authority is unquestioned both as to the interpretation of its own rules, and as to the settlement of any disputes or controversies that may be referred to it. Its executive body consists of nine members nominated by the principal clubs, fifteen members (five of whom retire annually) elected by the general meeting of affiliated clubs, and an honorary secretary on whose shoulders all the detailed work of the Association falls.

In the Appendix will be found fully set out the constitution of the A.R.A., its rules for regattas and its laws of boat-racing. My present object is to discuss the amateur definition by which it governs the status of oarsmen. This has stood, since 1894, in the following terms in Clause II. of the constitution.

“The Association shall consist of Clubs which adopt the following definition of an Amateur, viz.—

“No person shall be considered an Amateur Oarsman, Sculler, or Coxswain

“1. Who has ever rowed or steered in any race for a stake, money, or entrance fee ;

“2. Who has ever knowingly rowed or steered with or against a professional for any prize ;

“3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.

“4. Who has ever been employed in or about boats, or in manual labour, for money or wages.

“5. Who is or has been by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty.

“6. Who is disqualified as an amateur in any other branch of sport.”

And in the next clause of the Constitution it is laid down that—

“An amateur may not receive any contribution towards his expenses in competing in a Race or a Regatta except from the Club which he represents, or a *bonâ fide* Member of such Club ; but the Committee shall have power to make special rules for any International Regatta or Competition.”

The first point to be observed is that, before the revision of 1894, only those who had taken part in any *open* competition for a stake, money, or entrance fee were disqualified as amateurs. In a race confined, for instance, to members of one club a man might row for such pecuniary rewards without forfeiting his status. The limitation is now abolished, but a

note to the first sub-section of Clause II. states that "this clause is not to be construed as disqualifying any otherwise duly qualified amateur who previously to April 23, 1894, has rowed or steered for a stake, money, or entrance-fee in a race confined to members of any one Club, School, College, or University."

With regard to the word "professional," as used in the second subsection, I may repeat substantially what I said in my Isthmian book on "Rowing." Up to 1894 the A.R.A. held that the term "professional" included "any person not qualified as an amateur under A.R.A. rules." Mechanics, artisans, labourers, men engaged in menial duty, or employed in manual labour for money or wages, were, therefore, not merely disqualified as amateurs, but were considered to be professionals, and to compete knowingly against them for a prize entailed disqualification upon the amateur so competing. The report of the Revision Committee of 1894, subsequently adopted by the full Committee, laid it down that henceforth the word "professional" must be interpreted "in its primary and literal sense," *i.e.* as one who makes money by rowing, sculling, or steering. An amateur knowingly competing against a professional is disqualified, but if he competes with or against mechanics, artisans, etc. (provided, of course, the race is not for a stake, money, or entrance-fee), his status is not affected. At the same time, it must be remembered (Rule 1 of Rules of Regattas) that at regattas held in accordance with A.R.A. rules, no mechanic, artisan, etc., can be admitted to compete, and by Clause XII. of the Constitution no member of any club affiliated to the A.R.A. is permitted to compete in any regatta in England which is not held in accordance with the A.R.A. rules. The result would seem to be that, whereas an amateur who is *not* a member of a club affiliated to the A.R.A. can compete against mechanics, artisans, etc., at a regatta *not* held in accordance with A.R.A. rules without incurring any penalty, a member of a club affiliated to the A.R.A. can compete against this class only in a private match. Any member of an affiliated club

transgressing Clause XII. would render himself liable to suspension under Clause IX. of the Constitution (see Appendix). It may be said, therefore, that there are now in the view of the A.R.A. three classes of oarsmen, viz. amateurs, non-amateurs who are not professionals, and professionals.

There is, however, in connection with this matter of amateurism, another and a larger question on which it may be well to say a few words. At the time of the revision of the A.R.A. rules in 1894 it was argued by a small minority that the definition of an amateur which was accepted and passed by the majority was an entirely arbitrary and unreasonable one, and that, just as the word "professional" was in future to be properly restricted, so the word "amateur" ought to be enlarged to "its primary and literal sense," so as to include all those who rowed for pleasure and not for money. In other words, it was suggested that men who were artisans or labourers or mechanics ought not by that mere fact to be disqualified as amateurs, provided they were in all other respects conformable to the requirements of the A.R.A. There is a considerable number of clubs which include working men in their ranks, and which are therefore debarred from all possibility of affiliation to the A.R.A. and from all opportunity of taking part in the A.R.A. regattas. Many of these, pursuing oarsmanship purely for pleasure and without the least hope or intention of making money out of the sport, have banded themselves together in an association termed the National Amateur Rowing Association, under an amateur definition which bars money prizes and professionalism. The suggestion was that the A.R.A. qualification should still be kept rigid against money and professionalism, but should be so relaxed as to admit working men who were otherwise amateurs, and thus to extend the salutary influence of the A.R.A.

During the discussion of 1894 I myself argued in favour of this relaxation, and the lapse of fourteen years has not caused me to change my opinion. At the same time, I must

own that the number of those who agreed with me has not increased, and that I see no prospect whatever of converting the majority to my views. I will endeavour to state as impartially and as concisely as possible the arguments that are urged on both sides, and my readers can then form their own judgment on the debate.

In favour of relaxation it is argued that—

(1) The disqualification was originally imposed on the ground that artisans, etc., gained by their labour a physical advantage which might unfairly handicap the "gentleman amateur" in a muscular contest. This ground, however, is now universally abandoned, for it is realised that bodily labour of another sort is more often than not a disadvantage to the intending oarsman. Skill, quickness, and precision count much more in rowing than mere muscular strength unless it has been acquired or developed by oarsmanship itself.

(2) Quite apart from any argument that might be brought against this disqualification from what I might call a Thackerayan standpoint, it is both illogical and inconvenient. It picks and chooses its victims not because of their conduct in regard to the sport itself, but on account of their manner of earning their living. In a provincial town it will debar the carpenter, for instance, while letting his immediate neighbours, the draper and the fishmonger, go free. Yet the carpenter is not necessarily a worse citizen or a poorer sportsman merely because he works with his hands.

(3) It is a good thing to spread the authority and influence of the A.R.A. as widely as possible. The number of working men who can afford leisure to pursue the sport of rowing cannot, in any case, be very large. It would, therefore, be quite easy to control them.

(4) No other country, except Germany, makes the same distinction.

On the other hand, the advocates of the *status quo* argue that—

(1) The amateur sport of rowing has been able to maintain

a greater purity of amateurism than any other sport, mainly because it has thus limited its adherents.

(2) To introduce a new element, which is naturally liable to a greater temptation to endeavour to make a pecuniary profit out of the sport, would necessarily endanger the present high standard of amateurism, or, at any rate, make it a matter of more difficulty to maintain it.

(3) In view of what has happened in other sports, and particularly football (in one branch of which amateurism has practically been extinguished, while in the other branch it is seriously menaced), it would be in the highest degree unwise to relax the rule which has kept amateur oarsmanship free from all such detrimental influence.

(4) There is no real demand for relaxation even from those who are now debarred by the restriction. They are quite content to have their own Association, and prefer not to be absorbed in the A.R.A.

These are the main arguments, and there I must leave the matter.

Finally, it must be added that the A.R.A. holds that "apprenticeship is no disqualification." Nobody, therefore, is to be disqualified as an amateur oarsman because he has served an apprenticeship, even if it has involved manual labour for money. But if a man, after passing through the period of such apprenticeship, still continues at the work and receives wages for it, for however short a time, he will be disqualified.

CHAPTER XXV

THE A.R.A. AND THE MANAGEMENT OF REGATTAS

Duties of a Regatta Committee.

IN order to ensure uniformity in such essential matters as the amateur standard of the oarsmen competing, and the general sportsmanship of the gathering, the A.R.A. has formulated a set of very carefully devised Rules for Regattas (see Appendix). I pointed out in the preceding chapter that by Clause XII. of the A.R.A. Constitution, a member of an affiliated club is forbidden to "compete in any regatta in England which is not held in accordance with the rules of the Association." As the affiliated clubs include all the chief clubs throughout the country, regatta committees have had no option in the matter of conforming to the code. Within its limits, however, they are fully entitled to frame such special regulations as may seem good to them, and they have the same power with regard to any point which is not specifically touched by the code. For instance, there is no mention in the rules of a class of oarsmen created by regatta committees, and known either as senior-juniors or junior-seniors. Yet it is entirely within the province of a regatta committee to include a race for this class in their programme and to govern it by their own special rules. They can decide (1) that such a crew shall be composed of men who, having won a junior race, have never yet won a senior race ; or (2) they may say that the crew is to be composed of seniors and juniors in any proportion they please. The A.R.A. will in no way interfere with them.

The first point to be considered is what constitutes a regatta. Obviously, the College eight-oared bumping races at Oxford and Cambridge are not regattas. They are a special class of races governed by their own rules, and have no relation whatever to a regatta race in which all the competing crews have a chance, under equal conditions, of winning a prize. There is, it is true, a prize for the Head of the River crew, but only a small proportion of the boats engaged in the bumping races have any chance of securing it. Apart from these races, however, it is held that any meeting at which crews of more clubs than one compete is to be considered a regatta. Victory in an "invitation race," in which two or more clubs had been asked to compete in unrestricted boats, would, therefore, deprive a junior oarsman of his juniority and convert him into a senior (see Rule 19).

It is laid down by Rule 1 that "the laws of boat-racing adopted by the Association shall be observed, and the Association's definition of an amateur shall govern the qualifications of each competitor." The laws of boat-racing are fully set out in the Appendix, and I shall consider them in detail in the next chapter. I may note here that by Rule 8 the duty of investigating any questionable entry irrespective of protest is cast upon the regatta committee. They are held primarily responsible for the quality of the competitors, and they are bound to take every possible care that the entries shall be such only as are conformable to the A.R.A. standard, which they are pledged to observe. They are amply safeguarded in carrying out this duty by the concluding words of Rule 8, which give them "power to refuse or return any entry up to the time of starting without being bound to assign a reason." No regatta committee should hesitate to exercise this power in any case where there is ground for grave suspicion, even though they may not be able in the time at their disposal to ascertain such facts as might be necessary for legal proof. They cannot be too rigorous in their determination to keep their entries above suspicion. This duty, however, in no way interferes with the right of

a competitor or any other person interested to make an objection against the qualification of another competitor. This right is reserved by Rule 12, which declares that any such objection must be made in writing to the secretary of the regatta at the earliest moment practicable, and that no protest shall be entertained (presumably by the regatta committee) unless lodged before the prizes are distributed. If, after the prizes have been distributed, it is discovered that a winner was not properly qualified, either on the ground of amateurship or on any other, the only resource is to bring the matter before the A.R.A. Committee, and in any case, a regatta committee may refer a disputed case to the A.R.A. Committee, or an aggrieved competitor may afterwards appeal to that body, though it is not to be supposed that the A.R.A. will interfere where a regatta committee can be shown to have exercised honestly and to the best of their ability the power of judgment vested in them. Broadly speaking, the regatta committee is to decide all disputes connected with the regatta, but it must decide subject to the A.R.A. rules. Further, by Rule 20, all questions not specially provided for [in the Rules] are to be decided by the regatta committee.

There are certain other things which the committee *must* do or abstain from doing—

(1) They must state on their programmes and in all other official notices and advertisements that their regatta is held in accordance with the Rules of the A.R.A. Without such a public statement no club affiliated to the A.R.A. could, under Clause XII. of the Constitution, enter at the regatta, for there would be no assurance that competitors would have the protection of the A.R.A. Rules. A committee may, however, organise a regatta in which some of the races are in accordance with the A.R.A. Rules, while others are reserved either for “non-amateurs” or for professionals. In such a case there must be a distinct statement on the notices, advertisements, and programmes as to the particular races to be rowed under A.R.A. conditions.

(2) "No money or 'value prize' (*e.g.* a cheque on a tradesman) shall be offered for competition, nor shall a prize or money be offered as alternatives" (Rule 3). It used to be the custom at many regattas to state that the prizes for an event would be of a certain value, and the winners, instead of receiving them at the close of the regatta, would be referred to a local silversmith, from whom they afterwards obtained any object they might choose. There was no precaution taken that the object should be equal to the value stated, and the practice was open to grave abuse. It is now abolished.

(3) "Entries shall close at least three clear days before the date of the regatta" (Rule 4). This is obviously necessary in order that there may be time for the investigation of the entries. No secretary of a regatta or anybody else connected with it is entitled to hunt for entries after the list is stated to have been closed. The regatta committee are bound in this respect to adhere to any date they may have fixed. They *must* allow three clear days. They may by their notices and advertisements have bound themselves to give four or five or any greater number.

The remaining rules are sufficiently plain and intelligible and may be read in the Appendix. Only one point requires to be noted. In interpreting Rules 18 and 19, which define maiden and junior oarsmen and scullers, regard must be had to the proper meaning of the word "Regatta," which, as I have indicated above, is not to be confined merely to those meetings which are ordinarily called regattas. The winners of the Colquhoun Sculls at Cambridge or the University Sculls at Oxford are held to be senior scullers; and similarly the winners of the fours or pairs at either University are senior oarsmen.

CHAPTER XXVI

THE LAWS OF BOAT-RACING

The Umpire and his Duties—Fouls

IT may be said, without disrespect to the competitors, that the most important person in a race, whether it be an event in a regatta or a private match, like the University Boat-race, is the Umpire. Private matches, of course, may be rowed under their own private agreements, but the laws of boat-racing, as settled by the A.R.A., govern all the chief regattas, and these laws make the Umpire, within their own limits, an absolute ruler as autocratic as any Czar or Kaiser. No. VI. declares that "The Umpire shall be the sole judge of a boat's proper course during a race, and shall decide all questions as to a foul"; while, according to No. XVII., "the jurisdiction of the Umpire extends over a race, and all matters connected with it from the time the race is specified to start until its determination, and his decision in all cases shall be final and without appeal." The powers thus conferred are very large and, it must be added, very necessary. If they did not exist, competitors would be involved in constant wrangles.

Before proceeding to the discussion of the Umpire's duties and the best methods of carrying them out, let me state briefly the points in which an Umpire has no power.

(1) He has no power to decide questions as to the status or qualifications of competitors. That belongs to the Regatta Committee. According to the official programme, certain crews are appointed to start at a fixed time from certain stations. All that the Umpire has to do is to see that these crews start in the manner and at the time appointed. If a crew does not turn up at the start at the time appointed he

may, if he likes, give it a small amount of law, though Law II. of the Laws of Boat-racing lays it down, without any qualification, that "a boat not at its post at the time specified shall be liable to be disqualified by the Umpire," and Regatta Committees generally frame a special regulation emphasising the need for punctuality. It may sometimes happen that a member of a crew arrives late at the scene of the regatta and so delays the crew. The crew may appeal to the Committee either to delay the start for a few minutes or to postpone it to a later position on the programme. If the Committee consent to either of those courses they ought at once to inform the Umpire, for, without such information, it is the Umpire's duty to start the race at the time specified for it. Indeed, one of the highest duties of an Umpire is to do everything in his power to keep good time, and it is the duty of the Committee to help him to the utmost in this effort.

(2) An Umpire has no power to alter the starting stations assigned to the competitors by the Committee according to the official programme. It may happen that one of the competitors does not turn up for a race in which three are appointed to start, and one or other of the two actual starters may apply to the Umpire to start from the empty station. The Umpire is bound to refuse such a request, unless he has had an intimation from the Committee that an alteration is to be made.

(3) An Umpire has *in general* no power to decide which competitor has won a race. That duty belongs to the Judge posted at the finishing line, who declares at the same time the distance by which the race has been won. This rule, however, is subject to modification, for it may happen that a foul, of which the Judge is quite ignorant, has occurred during the progress of the race. In such a case, on an appeal being made, the Umpire has, of course, power to reverse the decision of the Judge, and to award the race to a competitor who did not cross the finishing line first. Failing such an appeal to the Umpire, the decision of the Judge as to the order of competitors at the finish is final, and without appeal (see Law XVI.).

(4) Apart from his power of cautioning a competitor when there is a probability of a foul, or warning him of an obstruction in his course, an Umpire has no power to direct the course of a competitor (Law VII.). However irritating it may be to see a competitor steering wantonly into the bank, the Umpire must on no account give him the slightest warning of his risk.

So much, then, for the powers the Umpire does not possess. They are few and insignificant in comparison with the powers that the laws of boat-racing confer upon him.

In the first place he generally acts as starter. It is true that he need not so act, for, by Law III., "the Umpire may act as starter or not, as he thinks fit; when he does not so act, the starter shall be subject to the control of the Umpire." There can, however, be no possible advantage in appointing a separate person to start the race and to retire from all authority as soon as he has performed this duty. In the whole course of my experience I have only once known this course to be adopted, and that was at Cork, in 1902, for the International eight-oared races. I cannot say that I think the experiment justified itself, and I strongly advise every Umpire to act as starter.

The usual and convenient method for ranging the competitors in their places is to have punts moored at the different stations, with a waterman in each punt to hold fast to the stern of his boat until the word "Go" is given. Before the racing begins, the Umpire ought to satisfy himself that these punts are firmly moored in line, and, after he has so satisfied himself, no change whatever must be made in their position.

The crews or scullers being thus ranged at the start, the umpire must tell them how he means to start them. Law I., though it undertakes to say how this should be done, hardly fulfils its promise. These are its terms. "All boat-races shall be started in the following manner: The starter, on being satisfied that the competitors are ready, shall give the signal to start." The starter (umpire) is thus left pretty much to his own devices. Let him remember that he is dealing with men in a state of high nervous tension,

and let him, therefore, speak to them deliberately, calmly, and firmly, as if, in fact, the start of a race was the most ordinary thing in the world. The best formula, I think, is the following: "I shall say, 'Are you ready?' once. If I receive no answer, I shall say, 'Go'" (or, "I shall fire the pistol," as the case may be). "If you are *not* ready, please shout very loudly." Thereupon he can warn them to come forward, and then, after a pause, say, "Are you ready?"

Now comes the question as to the length of interval that the umpire ought to allow between this question and his actual starting signal. In the boat-racing agreements between American Colleges it is generally laid down that the starter shall fire the pistol "after an interval of not less than three, or more than five, seconds." For my own part I cannot conceive that any English crew could keep its patience under the strain of a five seconds' pause, and I am certain that no English umpire would think of waiting so long. An interval varying from two to three seconds as a maximum is, I think, normal with English umpires. To run the starting signal into the "Are you ready?" is, of course, highly dangerous, as a rule, for the starter who does this allows himself no chance for checking an obviously false start. Yet there may be circumstances that almost compel an umpire to adopt this method occasionally. If, for instance, there is a strong side wind which has compelled the bow and stern oars to fret themselves by constant paddling and backing it would be absurd for a starter, out of a pedantic regard for a theoretically fixed limit, to wait and see the boats blown off the straight line which they have laboriously attained. In such a case he will be justified, after duly warning the crews, in getting them off as promptly as possible. But in general a starter ought to allow some such interval as I have suggested. There is a psychological moment for the start, and experience will soon teach him to choose this. The starter must always keep before his eyes the possibility of a false start, and the absolute necessity of checking it promptly and decisively. No amount of inconvenience and delay ought to deter him from

recalling to its station a crew which has started before the signal, even when the advantage taken can be measured by the merest fraction of a second. Nothing creates in a law-abiding crew a deeper and a more justifiable sense of injustice and resentment than the sight of their rivals slipping away from them before the race has been started. Law IV. gives the starter ample power: "If the starter," it declares, "considers the start false, he shall at once recall the boats to their stations, and, any boat refusing to start again, or persistently starting before the signal, shall be liable to be disqualified by the umpire." Where the umpire and the starter are, as is usual, one and the same person, there can be no difficulty as to dealing with a premature starter.

There is, however, another case. Let me suppose that crew A duly starts at the signal and that crew B for some reason or another remains at the post. What is the starter to do then? Strictly speaking, if no protesting shout has come from crew B, or if the umpire has heard no such shout, he would be justified in letting crew A continue on its course, and in allowing the race to be awarded to it. That, as I say, is a strict statement of the matter. For purposes of practical justice it ought, I think, to be qualified. The starter, though he has not heard a protest, may see at once that there are circumstances which would have justified a protest, which, indeed, render it likely that such a protest may have been actually made, and which, finally, make the start a manifestly false one. For example, there may have been at the last moment a sudden gust of wind from which crew A was protected, but which blew crew B off its course, and rendered it necessary for the men in that crew to make frantic efforts, by paddling and backing, to restore their boat to its true line just as the starter was preparing to give, or as he actually did give, the signal. Such being their position they would not start, and, even if they shouted, the starter might not hear them before he ordered them to go. In this case I am sure a starter would do well to consider the start false, to recall crew A, and to start the race again.

Obviously, however, the circumstances I am suggesting must be something much more than mere carelessness and inattention on the part of the crew which remains at the post. A celebrated example, the Leander-Cornell fiasco at Henley in 1895, will serve to illustrate my meaning. At the time appointed for the start of the race a fresh wind was blowing across the river from the Bucks. shore. Cornell on the Bucks. station were under the lee of the bank, and were not affected by the wind. They had no difficulty about maintaining their proper position. Leander, on the other hand, were constantly being blown off the straight by the wind, and consequently Nos. 2 and 4 had to keep paddling while Nos. 7 and 5 were backing water to restore the boat to its true position. They were thus occupied during the short interval between the question and the signal. They shouted in protest, but the starter said, "Go." Cornell went at once. One or two of the men in the Leander crew gave a scrambling stroke. Stroke had raised his right hand to protest, and he and the remaining men made no attempt to move. Under the impulse of the scramble of the one or two the boat drifted half a length from the starting point and there remained, pointing towards the tail of the island. Now it is quite certain that the Leander men or some of them shouted. They themselves were emphatic on the point, and their "No" was heard both by spectators gathered in boats near the start, and by some representatives of the Press who were seated in the stern of the starting launch. But it is equally certain that the starter did not hear the shout. Nor was it heard by his colleague, who was standing close to him in the bows of the launch. The starter declared that he had allowed his usual interval of about three seconds, and, hearing no protest, had given the word to go. He remained for some little time at the start, and then steamed after the Cornell crew, who, having completed the course, were returned as winners of the heat. The starter had concluded that the failure of Leander to start was due to some bungle on their part of which they must bear the consequences. I do not attempt to blame him for

this decision, though I still think that the better course would have been to consider the start a false one.*

I pass from this to consider the difficult questions of "a boat's proper course" and "fouls."

According to the Laws of Boat-racing, as they existed before the revision of 1905, a boat's own water was defined as its due course parallel to that of the other competing boats from start to finish. That being so, an umpire usually made an effort to map out the river in his mind into courses, one for each competing boat, and determined that no boat could be liable to disqualification by means of a foul so long as it kept in its own water thus mentally laid out. With two boats in a heat this was an easy task. With three it became much more difficult. With more than three, as *e.g.* in a race for the Wingfield Sculls, it became almost impossible. How, for instance, was such a point as the following to be decided in such a race? Let us assume that there were five starters, and that the two who were nearest to the Surrey shore had dropped far behind before Harrod's Stores. Was the third (still counting from the Surrey shore) to be held entitled, on a proper reading of the law, to adhere strictly to his "own water," and so to force his Middlesex neighbours unduly away from the Hammersmith corner and out of the set of the tide. It was felt that this would be an improper proceeding, but it was incontestable that the law, as it stood, not only permitted but encouraged it. The Committee of the A.R.A., therefore, decided after much discussion to alter the law, and it now stands in the following form as No. V. of the code:—

"A boat's proper course is such a course as will enable it to reach the winning post in the shortest possible time, provided that it allows ample water for every other competing

* For many years past the Committee of Henley Regatta have adopted a simple but ingenious arrangement for keeping boats straight in a cross wind at the start. Two punts, with a waterman in each, are moored above the start in such a position that the waterman can throw a light line to the crew or sculler. One of the bow oars holds his end of the line between his outside hand and the handle of his oar. The waterman draws the line taut until the boat is straight, and at the starting signal the oarsman promptly releases his end and the waterman as promptly draws in the line.

boat to steer its proper course on the side on which such competing boat started when such competing boat is in a position to assert its right to such water. Any boat failing to keep its proper course does so at its peril in the event of a foul occurring."

The result of this change is that, in the supposed case which I have suggested above, my third competitor is out of his proper course. To reach the finish in the shortest possible time he ought, *ex hypothesi*, to be nearer by two stations to the dummy at Hammersmith, and if the nearer one of his Middlesex neighbours runs into him he has unquestionably rendered himself liable to disqualification. On the other hand, if he has duly carried out the instructions of the Law and then finds that one of the laggards is coming up from the rear and threatens to take a position in which the said laggard will be able to assert his right to ample water—in such a case he must, of course, give way, and his Middlesex neighbours, who may have followed his example in closing in, must also give way in their turn. Complexities may thus arise, but the principles on which the Umpire must base his decision are sufficiently plain. He must make up his mind clearly on two points: (1) the course which will enable each competitor to reach the winning-post in the shortest time; (2) the due meaning of the words "ample water." As to the first point no strict rule can be laid down. Each regatta course has its own peculiar features, which must help to determine the "proper course" for the various competitors. As to the second, I take it to mean broadly such a space of water as will enable a crew to row with comfort and safety and without obvious disadvantage or unfairness. Merely to allow an amount of room through which a crew or sculler might scrape by the skin of the teeth would not suffice.

A FOUL

By Law VI., as I have already stated, the Umpire is made the sole judge of a boat's proper course during a race, and he has to decide all questions as to a foul.

Law VII., to which I have also referred, is in the following terms:—

“The Umpire may caution any competitor when he considers that there is a probability of a foul occurring, and may warn a competitor of any obstruction in his course, but the Umpire shall not, under any other circumstances, direct the course of a competitor.”

The first part of this law is permissive, not mandatory. Some Umpires, therefore, prefer to abstain altogether from a warning when there is a danger of a foul. Personally I have always preferred to exercise the power within due limits, for I think that a foul is a very unsatisfactory method of deciding the relative merits of competitors, and that, while competitors themselves ought to make every possible effort to avoid it, the Umpire ought also, under the Law, to bring his authority to bear in the same direction. But he must use this power with restraint. He must not take it upon himself to play the part of a Providence to a weak competitor or to one lacking in skill. One warning, or *at the most* two, ought to satisfy him. Thereafter he may well leave the competitor to himself.

The “obstruction in his course,” of which a competitor may be warned by the Umpire, is “any outside boat or person” (see Law XIII., *infra*), or a hencoop, a block of wood, a fleet of swans, or some similar obstruction, which is actually on the course in front of the competitor.

Law VIII. defines a foul in the following terms:—

“It shall be considered a foul when, after a race has been started, any competitor, by his oar, scull, boat, or person, comes into contact with the oar, scull, boat, or person of another competitor.”

This is plain enough for all practical purposes, but to understand the meaning of it thoroughly and to appreciate the consequences entailed, it is necessary to read with it the succeeding four rules. Any contact, strictly speaking, constitutes a foul, but there may be cases (“when the foul is so slight as not to influence the race”) in which the foul entails no penalty; and in general, though there must be two parties

to a foul, only one is penalised. Indeed, it may happen that the party actually responsible for bringing about the contact or foul may thus succeed in bringing disqualification upon the other. For instance, if boat A is rowing ahead of boat B without allowing ample water for boat B, and boat B thereupon spurts and bumps or otherwise fouls boat A in attempting to pass it, the Umpire will adjudge the guilt and the penalty to boat A, although boat B, if I may use the language of an older day, "committed the foul." In itself, therefore, and without reference to the surrounding circumstances, a foul is not necessarily a guilty act.

Law IX.—"In the event of a foul occurring, any competitor involved therein may claim that any other competitor involved therein be disqualified. Such claim must be made by the competitor himself, before getting out of his boat, to the Umpire or to the Judge. The Judge, upon such claim being made to him, shall take immediate steps to communicate the same to the Umpire."

The usual method of asserting a claim is for the aggrieved competitor to hold up his hand, and then, in cases where this is possible, to continue rowing. After the race is finished he can then lay his claim before the Umpire in a more formal and detailed manner—unless, of course, he has succeeded in reaching the winning-post first.

The only case in which a claim ought to be made to the Judge is when, for some reason or another (*e.g.* a press of boats about the finish immediately after a race), it is impossible for the competitor to get to the Umpire. The Judge, it will be noticed, has no power to adjudicate. That rests with the Umpire.

Law X.—"If the competitor making the claim was in his proper course and the competitor against whom the claim is made was out of his proper course" (see Law V. and remarks *supra*) "the latter shall be disqualified unless the foul was so slight as not to influence the race, in which case the competitor

against whom the claim is made shall be disqualified only if he has seriously encroached upon the proper course of the competitor making the claim. In cases under this law the Umpire may reserve his decision, but he must give it within a reasonable time after the finish of the race."

Under this rule, therefore, even a foul so slight as not to influence the race may entail disqualification if there has been a serious encroachment upon the proper course of another competitor. Let me suppose that crew A, having gained a lead of a few feet of clear water, crosses over in front of crew B to gain the advantage of a corner to which crew B would be entitled if it were in a position to assert its right. Let me suppose, further, that crew B spurts and comes up, and crew A begins to give way. Crew B continues to gain, and as crew A has not yielded sufficiently, there is a very slight contact of oars as crew B draws up. In the event of A passing the post first, the Umpire would, *on a claim being made*, have to award the race to crew B.

With regard to the last sentence of the law, I very strongly advise an Umpire never to reserve his decision, but to give it promptly as soon as the claim has been duly made to him. To allow any time to elapse after this can only serve to dull his recollection of the circumstances. He has no right whatever to ask or to take the advice of any other person. He has been appointed arbiter, and to his eyes and his judgment the case is referred. He must begin to consider the matter and to prepare his mind for a decision as soon as he sees that there exists the possibility of a foul, and when the foul actually occurs his mind must be made up on the instant. Under no circumstances must he allow his attention to be diverted from the race.

The Umpire, however, has still further powers.

Law XI.—“The Umpire in either of the two following cases may of his own initiative, and without a claim having been made, disqualify a competitor who is involved in a foul when out of his proper course,

provided he does so immediately upon the foul occurring :—

- “(a) If such competitor has, in the opinion of the umpire, wilfully encroached upon the proper course of any other competitor involved in a foul.
- “(b) If the foul is of such a nature as clearly to influence the race.”

This is a very salutary power, and I advise an Umpire to exercise it without hesitation. He is thus in effect made responsible for seeing that due order shall be preserved in a race even when competitors are for some reason unwilling to assert a claim. Under the old code, for which the existing one was substituted in 1905, there was no law which gave the Umpire this power in express terms. Many Umpires, however, had constantly exercised it. A dispute occurred and eventually the A.R.A. Committee asked the opinion of the affiliated clubs. These answered by an overwhelming majority in favour of the exercise of this power by Umpires. The law was thereupon passed in its present form. In case A, even a slight foul would be sufficient. The wilfulness of the encroachment is left to the opinion of the Umpire. Even the “serious” encroachment contemplated in Law X. might not be sufficient to justify the Umpire in proceeding on his own initiative, for it might be a momentary and involuntary encroachment which the competitor is taking prompt measures to remedy. In this case the other competitor is left to make his claim. It is impossible to lay down a rule for inferring “wilfulness,” but the inference might well be justified by persistent attempts at encroachment obviously in pursuance of a fixed plan, or, again, by a disregard of the caution which the Umpire is authorised by Law VII. to give.

Case B contemplates a serious foul where there has not necessarily been any wilful encroachment.

Law XII.—“In case of a foul the Umpire shall have power—

A.—to place the boats not disqualified in the order in which they come in.

B.—To order the boats not disqualified to row again on the same or another day.

C.—To restart the boats not disqualified according to his discretion.

By C he has power either to take the boats not disqualified back to the starting post, or to restart them from the point where the foul occurred. In re-starting them from this point, he is entitled, I think, to give one competitor a lead, provided that lead is no greater than what the competitor had secured when the foul took place. I have in my recollection a race for three in which, after 400 yards had been rowed, a serious foul took place between B and C, A being by that time a length and a half ahead. The Umpire, a claim having been made, stopped the race, disqualified C, and restarted B and A at this point, giving A a lead of a length and a half. B, however, eventually won the race.

Law XIII.—“Every boat shall abide by its accidents, but if during a race a boat shall be interfered with by any outside boat or person, the Umpire shall have power to restart the boats according to his discretion, or to order them to row again on the same or another day.”

If a competitor breaks an oar or a stretcher or a slide, or upsets, or incurs any other accident during the race, he is not entitled to ask that the race should be stopped and that he should be allowed to repair his damage. Subject to what has been said above, the race, once started, must proceed. There is nothing, however, to prevent a competitor, who sees his opponent run into the bank, from waiting for him—though I have no wish to counsel such a course. Every competitor is fully entitled to disregard accidents occurring to his opponent. The Oxford and Cambridge Boat-race is rowed under a special agreement which provides for the restarting of the race in the event of an accident occurring before the Creek is reached. But the accident must be something not attributable to the fault of any member of the crew.

Law XIV.—“No boat shall be allowed to accompany or follow any race for the purpose of directing the course

of any of the competitors. Any competitor receiving any extraneous assistance may be disqualified at the discretion of the Umpire."

The Wingfield Sculls are rowed under a special set of rules which permit every competitor to be "shown up" by a cutter in the bows of which sits a steerer to direct the competitor's course. This steerer, however, must be an amateur.

I have never known the latter part of the law to be put in force, though I have never seen a coxswainless race rowed anywhere in which some or all of the competitors did not receive "extraneous assistance" from runners on the bank who purported to direct their course. In the Diamond Sculls, for instance, at Henley Regatta, the professional trainers of the men are invariably at hand on the bank with megaphones. Of course, volunteered advice shouted by enthusiasts cannot be prevented, but this kind of official professional assistance ought either to be stopped, or the Law should be altered.

Law XV.—"The whole course must be completed by a competitor before he can be held to have won a trial or a final heat unless he is prevented from doing so by damage occasioned by a foul. Boats shall be held to have completed the course when their bows reach the winning-post."

This requires no special comment.

Law XVI.—"The judge shall decide as to the order in which the boats reach the winning-post, and such decision shall be final and without appeal."

This, too, speaks for itself.

Law XVII. I have already quoted at the beginning of this Chapter.

Law XVIII.—"Any competitor refusing to abide by the decision of the Umpire or to follow his directions shall be liable to be disqualified."

This sets the final seal on the authority and powers of the Umpire.

TABLE OF WINNERS, ETC.

[The following tables have, by the kind permission of the Editor and Proprietor, been extracted from the Rowing Almanack, an invaluable compilation without which no oarsman's library can be said to be complete. The Almanack is published annually at the office of *The Field*, Windsor House, Bream's Buildings, Chancery Lane, E. C.]

OXFORD AND CAMBRIDGE EIGHT-OARED RACE

Year.	Date.	Winner.	Course.	Time.		Won by.
				Mins.	Secs.	
1829	June 10	Oxford	Henley	14	30	Easily
1836	June 17	Cambridge	W. to P.	36	0	1 min.
1839	April 3	Cambridge	W. to P.	31	0	1 min. 45 secs.
1840	April 15	Cambridge	W. to P.	29	30	$\frac{3}{4}$ length
1841	April 14	Cambridge	W. to P.	32	30	1 min. 4 secs.
1842	June 11	Oxford	W. to P.	30	45	13 secs.
1845	March 15	Cambridge	P. to M.	23	30	30 secs.
1846	April 3	Cambridge	M. to P.	21	5*	2 lengths
1849	March 29	Cambridge	P. to M.	22	0	Easily
1849	Dec. 15	Oxford	P. to M.	—	—	Foul
1852	April 3	Oxford	P. to M.	21	36	27 secs.
1854	April 8	Oxford	P. to M.	25	29	11 strokes
1856	March 15	Cambridge	M. to P.	25	50†	$\frac{1}{2}$ length
1857	April 4	Oxford	P. to M.	22	35‡	35 secs.
1858	March 27	Cambridge	P. to M.	21	23	22 secs.
1859	April 15	Oxford	P. to M.	24	40	Cam. sank
1860	March 31	Cambridge	P. to M.	26	5	1 length
1861	March 23	Oxford	P. to M.	23	30	48 secs.
1862	April 12	Oxford	P. to M.	24	41	30 secs.
1863	March 28	Oxford	M. to P.	23	6†	43 secs.
1864	March 19	Oxford	P. to M.	21	40	26 secs.

* The first University race rowed in outriggers. Mortlake Church to Putney.

† Barker's Rails to Putney.

‡ The first race in which either University rowed in the present style of eights without keel; also the first time either rowed with round oars. Both used the same kind of oars and boats.

Year.	Date.	Winner.	Course.	Time.		Won by.
				Mins.	Secs.	
1865	April 8	Oxford	P. to M.	21	24	4 lengths
1866	March 24	Oxford	P. to M.	25	35	15 secs.
1867	April 13	Oxford	P. to M.	22	40	$\frac{1}{2}$ length
1868	April 4	Oxford	P. to M.	20	56	6 lengths
1869	March 17	Oxford	P. to M.	20	5	3 lengths
1870	April 6	Cambridge	P. to M.	22	4	$1\frac{1}{2}$ lengths
1871	April 1	Cambridge	P. to M.	23	5	1 length
1872	March 23	Cambridge	P. to M.	21	15	2 lengths
1873	March 29	Cambridge	P. to M.	19	35*	$3\frac{1}{2}$ lengths
1874	March 28	Cambridge	P. to M.	22	35	3 lengths
1875	March 20	Oxford	P. to M.	22	2	10 lengths
1876	April 8	Cambridge	P. to M.	20	20	Easily
1877	March 24	{Oxford Cambridge}	P. to M.	24	8†	Dead heat
1878	April 13	Oxford	P. to M.	22	13	10 lengths
1879	April 5	Cambridge	P. to M.	21	18	$3\frac{1}{2}$ lengths
1880	March 22	Oxford	P. to M.	21	23	$3\frac{3}{4}$ lengths
1881	April 8	Oxford	P. to M.	21	51	3 lengths
1882	April 1	Oxford	P. to M.	20	12	7 lengths
1883	March 15	Oxford	P. to M.	21	18	$3\frac{1}{2}$ lengths
1884	April 7	Cambridge	P. to M.	21	39	$2\frac{1}{4}$ lengths
1885	March 28	Oxford	P. to M.	21	36	$2\frac{1}{2}$ lengths
1886	April 3	Cambridge	P. to M.	22	29	$\frac{3}{8}$ length
1887	March 26	Cambridge	P. to M.	20	52‡	$2\frac{1}{2}$ lengths
1888	March 24	Cambridge	P. to M.	20	48	7 lengths
1889	March 30	Cambridge	P. to M.	20	14	$2\frac{3}{4}$ lengths
1890	March 26	Oxford	P. to M.	22	3	Bare length
1891	March 21	Oxford	P. to M.	21	48	$\frac{1}{2}$ length
1892	April 9	Oxford	P. to M.	19	21	$2\frac{1}{4}$ lengths
1893	March 22	Oxford	P. to M.	18	47	1 length 4 feet
1894	March 17	Oxford	P. to M.	21	39	$3\frac{1}{2}$ lengths
1895	March 30	Oxford	P. to M.	20	50	$2\frac{1}{4}$ lengths
1896	March 28	Oxford	P. to M.	20	1	$\frac{3}{8}$ length
1897	April 3	Oxford	P. to M.	19	12	$2\frac{1}{4}$ lengths
1898	March 26	Oxford	P. to M.	22	15	Easily
1899	March 25	Cambridge	P. to M.	21	4	$3\frac{1}{2}$ lengths
1900	March 31	Cambridge	P. to M.	18	45	20 lengths
1901	March 30	Oxford	P. to M.	22	31	$\frac{3}{8}$ length
1902	March 22	Cambridge	P. to M.	19	9	5 lengths
1903	April 1	Cambridge	P. to M.	19	32‡	6 lengths
1904	March 26	Cambridge	P. to M.	21	37	$4\frac{1}{2}$ lengths
1905	April 1	Oxford	P. to M.	20	35	3 lengths
1906	April 7	Cambridge	P. to M.	19	24	$3\frac{1}{2}$ lengths
1907	March 16	Cambridge	P. to M.	20	26	$4\frac{1}{2}$ lengths
1908	April 4	Cambridge	P. to M.	19	19	$2\frac{1}{4}$ lengths

* Both crews used sliding seats for the first time.

† The Oxford bowman damaged his oar.

‡ No. 7 in the Oxford boat broke his oar.

N.B.—In addition to the above, the Universities have contended together five times at Henley Regatta, in the same heat, for the Grand Challenge Cup, and the following table shows the winners on those occasions :—

Year.	Date.	Winner.	Time.	Won by.
			Mins. Secs.	
1845	June 7	Cambridge	8 30	2 lengths
1847	June 17	Oxford	8 4	2 lengths
1851	June 17	Oxford *	7 45	6 lengths
1853	June 11	Oxford	8 3	1½ feet
1855	June 25	Cambridge	8 32	2½ lengths

Also at the Thames Regatta on June 22, 1844, Oxford beat Cambridge.

* Cambridge lost a rowlock soon after starting.

NAMES OF CREWS

OXFORD AND CAMBRIDGE EIGHT-OARED RACE.

At Henley, Wednesday, June 10, 1829, 4.30 p.m.

WINNERS

OXFORD.	st. lb.
J. Carter, St. John's . . .	
J. L. Arbuthnot Balliol . . .	
J. E. Bates, Christ Church . . .	
C. Wordsworth, ditto . . .	
J. J. Toogood, Balliol . . .	
T. F. Garnier, Worcester . . .	
G. B. Moore, Christ Church . . .	
T. Staniforth, ditto (st.) . . .	
W. R. Freemantle, do. (cox.) . . .	

LOSERS

CAMBRIDGE.	st. lb.
A. B. E. Holdsworth, Trinity . . .	10 7
A. F. Bayford, Trinity Hall . . .	10 8
C. Warren, Trinity . . .	10 10
C. Merivale, St. John's . . .	11 0
T. Entwisle, Trinity . . .	11 4
W. T. Thompson, Jesus . . .	11 10
G. A. Selwyn, St. John's . . .	11 13
W. Snow, St. John's (st.) . . .	11 4
B. R. Heath, Trinity (cox.) . . .	

W. to P., Friday, June 17, 1836, 4.20 p.m.

CAMBRIDGE.

CAMBRIDGE.	st. lb.
W. H. Solly, First Trinity . . .	
F. S. Green, Caius . . .	
Edmund Stanley, Jesus . . .	
P. Hartley, Trinity Hall . . .	
W. M. Jones, Caius . . .	
J. H. Keane, Trinity . . .	
A. W. Upcher, Second Trinity . . .	
A. K. B. Granville, Corpus (st.) . . .	
Thos. S. Egan, Caius (cox.) . . .	

OXFORD.

OXFORD.	st. lb.
G. Carter, St. John's . . .	
E. Stevens, Exeter . . .	
W. Baillie, Christ Church . . .	
T. Harris, Magdalen . . .	
J. V. Isham, Christ Church . . .	
J. Pennefather, Balliol . . .	
W. S. Thompson, Jesus . . .	
F. L. Moysey, Christ Ch. (st.) . . .	
E. W. Davies, Jesus (cox.) . . .	

W. to P., Wednesday, April 3, 1839, 4.47 p.m.

WINNERS		LOSERS	
CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
A. H. Shadwell, St. John's .		S. Lee, Queen's	
W. W. Smyth, Second Trinity .		J. Compton, Merton . . .	
J. Abercrombie, Caius . . .		S. E. Maberly, Christ Church	
A. Paris, Corpus		W. J. Garnett, ditto . . .	
C. T. Penrose, First Trinity .		R. G. Walls, Brasenose . .	
W. H. Yatman, Caius		R. Hobhouse, Balliol . . .	
W. B. Brett, Caius		P. L. Powys, ditto	
E. S. Stanley, Jesus (st.) . .		C. Bewicke, University (st.)	
T. S. Egan, Caius (cox.) . . .		W. Ffooks, Exeter (cox.) .	

W. to P., Wednesday, April 15, 1840, 1.30 p.m.

CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
A. H. Shadwell, St. John's .		J. G. Mountain, Merton . .	
W. Massey, First Trinity . . .		I. J. J. Pocock, ditto ; . .	
S. B. Taylor, ditto		S. E. Maberly, Christ Church	
J. M. Ridley, Jesus		W. Rogers, Balliol	
G. C. Uppleby, Magdalene . .		R. G. Walls, Brasenose . .	
F. C. Penrose, ditto		E. Royds, ditto	
H. Jones, ditto		G. Meynell, ditto	
C. M. Vials, Third Trinity (st.)		J. J. T. S. Cocks, ditto (st.)	
T. S. Egan, Caius (cox.) . . .		W. B. Garnett, ditto (cox.)	

W. to P., Wednesday, April 14, 1841, 6.10 p.m.

CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
W. R. Croker, Caius	9 12	R. Bethel, Exeter	10 6
Hon. L. Denman, Magdalene .	10 12	E. V. Richards, Christ Church	11 2
H. Jones, ditto	11 10	J. G. Mountain, Merton . .	10 9
J. M. Ridley, Jesus	12 7	E. Royds, Brasenose	11 13
R. H. Cobbold, Pet.	12 4	H. W. Hodgson, Balliol . .	11 10
F. C. Penrose, Magdalene . .	12 0	W. Lea, Brasenose	11 7
Hon. G. Denman, First Trin. .	10 7	G. Meynell, ditto	11 11
C. M. Vials, Third Trin. (st.)	11 7	J. J. T. S. Cocks, ditto (st.)	11 3
J. M. Croker, Caius (cox.) . .	10 8	C. B. Woolaston, Exeter (cox.)	9 2
Average	11.5 $\frac{1}{2}$	Average	11.4 $\frac{1}{2}$

W. to P., Saturday, June 11, 1842, 3.43 p.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
F. T. M'Dougall, Magd. H. . .	9 8	F. E. Tower, St. John's . .	10 2
Sir R. Menzies, University . .	11 3	Hon. L. Denman, Magdalene	10 11
E. A. Breedon, Trinity	12 4	W. Watson, Jesus	10 13
W. B. Brewster, St. John's . .	12 10	F. C. Penrose, Magdalene .	11 10
G. D. Bourne, Oriel	13 12	R. H. Cobbold, Pet.	12 6
J. C. Cox, Trinity	11 8	J. Royds, Christ's	11 7
G. E. Hughes, Oriel	11 6	Hon. G. Denman, First Trin.	10 9
F. N. Menzies, Univ. (st.) . .	10 12	J. M. Ridley, Jesus (st.) . .	12 0
A. T. W. Shadwell, Ball. (cox.)	10 4	A. B. Pollock, First Trin. (cox.)	9 7
Average	11.9 $\frac{1}{2}$	Average	11.3 $\frac{1}{2}$

P. to M., Saturday, March 15, 1845, 6.1 p.m.

WINNERS		LOSERS	
CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
Gerard Mann, Caius . . .	10 7	M. Haggard, Christ Church . . .	10 3
W. Harkness, St. John's . . .	10 0	W. C. Stapylton, Merton . . .	10 12
W. S. Lockhart, Christ's . . .	11 3	W. H. Milman, Christ Church . . .	11 0
W. P. Cloves, First Trinity . . .	12 0	H. Lewis, Pembroke . . .	11 7
F. M. Arnold, Caius . . .	12 0	W. Buckle, Oriel . . .	13 12
R. Harkness, St. John's . . .	11 0	F. C. Royds, Brasenose . . .	11 5
J. Richardson, First Trinity . . .	12 0	F. M. Wilson, Christ Church . . .	12 3
C. G. Hill, Second Trin. (st.) . . .	10 11	F. E. Tuke, Brasenose (st.) . . .	12 2
H. Munster, First Trin. (cox.) . . .	9 2	F. J. Richards, Merton (cox.) . . .	10 10
Average . . .	11.2 $\frac{3}{4}$	Average . . .	11.9

M. to P., Friday, April 3, 1846, 11.10 a.m.

CAMBRIDGE.		OXFORD.	
st. lb.		st. lb.	
G. F. Murdoch, St. John's . . .	10 2	H. S. Polehampton, Pembroke . . .	10 9
G. F. Holroyd, First Trinity . . .	11 1	E. C. Burton, Christ Church . . .	11 0
S. T. Clissold, Third Trinity . . .	12 0	W. U. Heygate, Merton . . .	11 8
W. P. Cloves, First Trinity . . .	12 12	E. H. Penfold, St. John's . . .	11 8
E. Wilder, Magdalene . . .	13 2	J. W. Conant, ditto . . .	12 4
R. Harkness, St. John's . . .	11 6	F. C. Royds, Brasenose . . .	11 0
E. Wolstenholme, First Trin. . . .	11 1	W. C. Stapylton, Merton . . .	10 12
C. G. Hill, Second Trin. (st.) . . .	11 1	W. H. Milman, Ch. Ch. (st.) . . .	11 0
T. B. Lloyd, St. John's (cox.) . . .	9 8	C. J. Soanes, St. John's (cox.) . . .	9 11
Average . . .	11.8 $\frac{3}{4}$	Average . . .	11.4 $\frac{1}{4}$

P. to M., Thursday, March 29, 1849, 5.40 p.m.

CAMBRIDGE.		OXFORD.	
st. lb.		st. lb.	
H. Proby, Second Trinity . . .	9 13	D. Wauchope, Wadham . . .	10 4
W. J. H. Jones, ditto . . .	10 13	J. W. Chitty, Balliol . . .	11 2
A. De Rutzen, Third Trinity . . .	11 8	H. H. Tremayne, Christ Ch. . . .	11 5
C. Holden, ditto . . .	11 8	E. C. Burton, ditto . . .	11 0
W. L. G. Bagshaw, ditto . . .	11 10	C. H. Steward, Oriel . . .	12 0
W. H. Waddington, 2nd Tr. . . .	11 10	A. Mansfield, Christ Church . . .	11 8
W. C. Hodgson, First Trin. . . .	11 2	E. J. Sykes, Worcester . . .	11 0
J. C. Wray, Second Trin. (st.) . . .	10 12	W. G. Rich, Christ Ch. (st.) . . .	10 0
G. Booth, First Trin. (cox.) . . .	10 7	C. Soanes, St. John's (cox.) . . .	10 8
Average . . .	11.2 $\frac{1}{2}$	Average . . .	11.0 $\frac{5}{8}$

P. to M., Saturday, December 15, 1849, 2.44 p.m.—Second Race.

WINNERS		LOSERS	
OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
J. J. Hornby, Brasenose	. 11 8	A. Baldry, First Trinity.	. 10 10
W. Houghton, ditto	. 11 2	H. Pellew, Third Trinity	. 11 0
J. Wodehouse, Exeter	. 11 7	A. De Rutzen, ditto	. 11 8
J. W. Chitty, Balliol	. 11 9	C. Holden, ditto	. 11 11
J. Aitken, Exeter	. 12 1	W. L. G. Bagshawe, ditto	. 12 0
C. H. Steward, Oriol	. 12 2	H. J. Miller, ditto	. 12 0
E. J. Sykes, Worcester	. 10 2	W. C. Hodgson, First Trinity	11 3
W. G. Rich, Christ Ch. (st.)	11 2	J. C. Wray, Clare Hall (st.)	11 0
R. W. Cotton, ditto (cox.)	. 9 0	G. Booth, Trinity (cox.)	. 10 12
Average	. 11.5½	Average	. 11.5½

P. to M., Saturday, April 3, 1852, 1.45 p.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
O. K. Prescott, Brasenose	. 10 0	E. Macnaghten, First Trinity.	11 0
R. Greenall, ditto	. 10 12	H. Brandt, ditto	. 11 5
P. H. Nind, Christ Church	. 11 2	H. E. Tuckey, St. John's	. 11 3
R. J. Buller, Balliol	. 12 4	H. B. Foord, First Trinity	. 12 6
H. Denne, University	. 12 8	E. Hawley, Sidney	. 12 5
W. Houghton, Brasenose	. 11 8	W. S. Longmore, ditto	. 11 4
W. O. Meade King, Pemb.	11 11	W. A. Norris, Third Trinity	. 11 9
J. W. Chitty, Balliol (st.)	. 11 7	F. W. Johnson, ditto (st.)	. 11 8
R. W. Cotton, Ch. Ch. (cox.)		C. H. Crosse, Caius (cox.)	. 9 7
Average	. 11.6½	Average	. 11.8½

P. to M., Saturday, April 8, 1854, 10.40 a.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
W. F. Short, New College	. 10 5	R. C. Galton, First Trinity	. 9 10
A. Hooke, Worcester	. 11 0	S. Nairne, Emmanuel	. 10 2
W. Pinckney, Exeter	. 11 2	J. C. Davis, Third Trinity	. 11 1
T. K. Blundell, Christ Ch.	. 11 8	S. Agnew, First Trinity	. 10 12
T. A. Hooper, Pembroke	. 11 5	E. Courage, ditto	. 11 13
P. H. Nind, Christ Church	. 10 12	H. F. Johnson, Third Trinity	10 13
G. L. Mellish, Pembroke	. 11 2	H. Blake, Corpus	. 11 1
W. O. Meade King, Pem. (st.)	11 8	J. Wright, St. John's (st.)	. 10 2
T. H. Marshall, Exeter (cox.)	10 3	C. T. Smith, Caius (cox.)	. 9 12
Average	. 11.1½	Average	. 10.10½

M. to P., Saturday, March 15, 1856, 10.45 a.m.

WINNERS		LOSERS	
CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
J. P. Salter, Trin. Hall . . .	9 13	P. Gurdon, University . . .	10 8
F. C. Alderson, Third Trin. . .	11 3	W. F. Stocken, Exeter . . .	10 1
R. L. Lloyd, ditto . . .	11 12	R. I. Salmon, ditto . . .	10 10
E. H. Fairrie, Trinity Hall . . .	12 10	A. B. Rocke, Christ Church . . .	12 8½
H. Williams, St. John's . . .	12 8	R. Townsend, Pembroke . . .	12 8
J. M'Cormick, ditto . . .	13 0	A. P. Lonsdale, Balliol . . .	11 4
H. Snow, ditto . . .	11 8	G. Bennett, New College . . .	10 10
H. R. M. Jones, Thd. Tr. (st.)	10 7	J. T. Thorley, Wadham (st.)	9 12
W. Wingfield, Fst. Tr. (cox.)	9 0	F. W. Elers, Trinity (cox.) . . .	9 2
Average . . .	11.9½	Average . . .	11.0 11-16

P. to M., Saturday, April 4, 1857, 11.10 a.m.

OXFORD.		CAMBRIDGE.	
st. lb.		st. lb.	
R. W. Risley, Exeter . . .	11 3	A. P. Holme, Second Trin. . .	11 8
P. Gurdon, University . . .	11 0	A. Benn, Emmanuel . . .	11 5
J. Arkell, Pembroke . . .	10 12	W. H. Holley, Trinity Hall . . .	11 8
R. Martin, Corpus . . .	12 1	A. L. Smith, First Trinity . . .	11 2
W. H. Wood, University . . .	11 13	J. J. Serjeantson, ditto . . .	12 4
E. Warre, Balliol . . .	12 3	R. L. Lloyd, Magdalene . . .	11 11
A. P. Lonsdale, ditto . . .	12 0	P. P. Pearson, St. John's . . .	11 4
J. T. Thorley, Wadham (st.)	10 1	H. Snow, ditto (st.) . . .	11 8
F. W. Elers, Trinity (cox.) . . .	9 2	R. Wharton, Magd. (cox.) . . .	9 2
Average . . .	11.9½	Average . . .	11.8.

P. to M., Saturday, March 27, 1858, 1 p.m.

CAMBRIDGE.		OXFORD.	
st. lb.		st. lb.	
H. H. Lubbock, Caius . . .	11 4	R. W. Risley, Exeter . . .	11 8
A. L. Smith, First Trinity . . .	11 4	J. Arkell, Pembroke . . .	11 3
W. J. Havart, St. John's . . .	11 4	C. G. Lane, Christ Church . . .	11 10
D. Darroch, First Trinity . . .	12 1	W. G. G. Austin, Magdalen . . .	12 7
H. Williams, St. John's . . .	12 4	E. Lane, Balliol . . .	11 0
R. L. Lloyd, Magdalene . . .	11 13	W. H. Wood, University . . .	12 0
A. H. Fairbairn, Sec. Trin. . .	11 12	E. Warre, Balliol . . .	13 2
J. Hall, Magdalene (st.) . . .	10 7	J. T. Thorley, Wadham (st.)	10 3
R. Wharton, ditto (cox.) . . .	9 2	H. S. Walpole, Balliol (cox.)	9 5
Average . . .	11.7½	Average . . .	11.10½

P. to M., Friday, April 15, 1859, 11 a.m.

WINNERS		LOSERS	
OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
H. F. Baxter, Brasenose	10 12	N. Royds, First Trinity	10 6
R. F. Clarke, St. John's	11 13	H. J. Chaytor, Jesus	10 13
C. G. Lane, Christ Church	11 9	A. L. Smith, First Trinity	11 11
V. Lawless, Balliol	12 3	D. Darroch, ditto	12 4
G. Morrison, ditto	13 1	H. Williams, St. John's	12 5
R. W. Risley, Exeter	11 2	R. L. Lloyd, Magdalene	11 13
G. G. T. Thomas, Balliol	11 4	G. A. Paley, St. John's	11 11
J. Arkell, Pembroke (st.)	10 12	J. Hall, Magdalene (st.)	10 2
A. J. Robarts, Ch. Ch. (cox.)	9 1	J. T. Morland, Fst. Trin. (cox.)	9 0
Average	11.8 $\frac{1}{2}$	Average	11.5 $\frac{1}{2}$

P. to M., Saturday, March 31, 1860, 8.20 a.m.

CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
S. Heathcote, First Trinity	10 3	J. N. McQueen, University	11 7
H. J. Chaytor, Jesus	11 4	G. Norsworthy, Magdalen	11 0
D. Ingles, First Trinity	10 13	T. F. Halsey, Christ Church	11 11
J. S. Blake, Corpus	12 9	J. F. Young, Corpus	12 8
M. Coventry, Trinity Hall	12 8	G. Morrison, Balliol	12 13
B. N. Cherry, Clare Hall	12 1	H. F. Baxter, Brasenose	11 7
A. H. Fairbairn, Second Trin.	11 10	C. I. Strong, University	11 2
J. Hall, Magdalene (st.)	10 4	R. W. Risley, Exeter (st.)	11 8
J. T. Morland, Trinity (cox.)	9 0	A. J. Robarts, Ch. Ch. (cox.)	9 9
Average	11.6 $\frac{1}{2}$	Average	11.10 $\frac{1}{2}$

P. to M., Saturday, March 23, 1861, 11 a.m.

OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
W. Champneys, Brasenose	10 11	G. H. Richards, First Trinity	10 4
E. B. Merriman, Exeter	10 1	H. J. Chaytor, Jesus	11 3
H. E. Medlicott, Wadham	12 4	W. H. Tarleton, St. John's	11 0
W. Robertson, ditto	11 3	J. S. Blake, Corpus	12 10
G. Morrison, Balliol	12 8	M. Coventry, Trinity Hall	13 3
A. R. Poole, Trinity	12 3	H. H. Collins, Third Trinity	10 11
H. G. Hopkins, Corpus	10 8	R. U. P. Fitzgerald, Trin. H.	11 2
W. M. Hoare, Exeter (st.)	10 10	J. Hall, Magdalene (st.)	10 6
S. O. B. Ridsdale, Wad. (cox.)	9 0	T. K. Gaskell, Thd. Trin. (cox.)	8 3
Average	11.4 $\frac{1}{2}$	Average	11.4 $\frac{1}{2}$

P. to M., Saturday, April 12, 1862, 12.8 p.m.

WINNERS		LOSERS	
OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
W. B. Woodgate, Brasenose .	11 6	P. F. Gorst, St. John's .	10 4
O. S. Wynne, Christ Church .	11 3	J. G. Chambers, Third Trin. .	11 8
W. B. Jacobson, ditto .	12 4	E. Sanderson, Corpus .	10 10
R. E. L. Burton, ditto .	12 5	W. C. Smyly, First Trinity .	11 5
A. Morrison, Balliol .	12 8½	R. U. P. Fitzgerald, Trin. H. .	11 3
A. R. Poole, Trinity .	12 5	H. H. Collins, Third Trinity .	11 2
C. R. Carr, Wadham .	11 2½	J. G. Buchanan, First Trin. .	10 12
W. M. Hoare, Exeter (st.) .	11 1	G. H. Richards, ditto (st.) .	10 5
F. E. Hopwood, Ch. Ch. (cox.)	7 3	F. H. Archer, Corpus (cox.) .	5 2
Average .	11.11½	Average .	10.13½

M. to P., Saturday, March 28, 1863, 10.25 a.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
R. Shepherd, Brasenose .	11 0½	J. C. Hawkshaw, Thd. Trin. .	11 0
F. H. Kelly, University .	11 5½	W. C. Smyly, First Trinity .	11 4
W. B. Jacobson, Ch. Ch. .	12 4	R. H. Morgan, Emmanuel .	11 3
W. B. Woodgate, Brasenose .	11 11	J. B. Wilson, Pembroke .	11 10
A. Morrison, Balliol .	12 4	C. H. La Mothe, St. John's .	12 3
W. Awdry, ditto .	11 4	R. A. Kinglake, Third Trin. .	12 0
C. A. Carr, Wadham .	11 3½	J. G. Chambers, ditto .	11 6
W. M. Hoare, Exeter (st.) .	11 7½	J. Stanning, First Trin. (st.) .	10 6
F. E. Hopwood, Ch. Ch. (cox.)	8 4½	F. H. Archer, Corpus (cox.) .	5 9½
Average .	11.8½	Average .	11.5½

P. to M., Saturday, March 19, 1864, 11.30 a.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
C. P. Roberts, Trinity .	10 9	J. C. Hawkshaw, Thd. Trin. .	11 3
W. Awdry, Balliol .	11 4½	E. V. Pigott, Corpus .	11 9
F. H. Kelly, University .	11 9	H. S. Watson, Pembroke .	12 4
J. C. Parson, Trinity .	12 9	W. W. Hawkins, St. John's .	12 0
W. B. Jacobson, Ch. Ch. .	12 3½	R. A. Kinglake, Third Trin. .	12 4
A. E. Seymour, University .	11 3	G. Borthwick, First Trinity .	12 1
M. Brown, Trinity .	11 3	D. F. Steavenson, Trin. Hall .	12 1
D. Pocklington, Brasen. (st.) .	11 5	J. R. Selwyn, Third Trinity .	
C. R. W. Tottenham, Ch. .		(st.) .	11 0
Ch. (cox.) .	7 3	F. H. Archer, Corpus (cox.) .	6 6
Average .	11.7½	Average .	11.11½

P. to M., Saturday, April 8, 1865, 1.3 p.m.

WINNERS		LOSERS	
OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
R. T. Raikes, Merton . . .	11 0	H. Watney, St. John's . . .	11 1
H. P. Senhouse, Ch. Ch. . .	11 1	M. H. L. Beebee, ditto . . .	10 12
E. F. Henley, Oriel . . .	12 13	E. V. Pigott, Corpus . . .	11 12
G. Coventry, Pembroke . . .	11 12	R. A. Kinglake, Third Trin. . .	12 8
A. Morrison, Balliol . . .	12 6	D. F. Steavenson, Trin. Hall . . .	12 4
T. Wood, Pembroke . . .	12 2	G. Borthwick, First Trinity . . .	11 13
H. Schneider, Trinity . . .	11 10	W. R. Griffiths, Third ditto . . .	11 8½
M. Brown, ditto (st.) . . .	11 4	C. B. Lawes, ditto (st.) . . .	11 7
C. R. W. Tottenham, Ch. Ch. . .		F. H. Archer, Corpus (cox.) . . .	7 3
(cox.)	7 13		
Average	11 11¼	Average	11.9 15-16

P. to M., Saturday, March 24, 1866, 7.48 a.m.

OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
R. T. Raikes, Merton . . .	11 0	J. Still, Caius	11 6
F. Crowder, Brasenose . . .	11 11	J. R. Selwyn, Third Trinity . . .	11 6
W. L. Freeman, Merton . . .	12 7	J. U. Bourke, First ditto . . .	12 3
F. Willan, Exeter	12 2	H. J. Fortescue, Magdalene . . .	12 2½
E. F. Henley, Oriel	13 0	D. F. Steavenson, Trin. Hall . . .	12 5
W. W. Wood, University . . .	12 4	R. A. Kinglake, Third Trin. . .	12 9
H. P. Senhouse, Ch. Ch. . . .	11 3	H. Watney, St. John's	10 11
M. Brown, Trinity (st.) . . .	11 5	W. R. Griffiths, Third Trin. . .	
C. R. W. Tottenham, Christ . . .		(st.)	11 9
Church (cox.)	7 13	A. Forbes, St. John's (cox.) . . .	8 0
Average	11.12¾	Average	11.11 11-16

P. to M., Saturday, April 13, 1867, 8.58 a.m.

OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
W. P. Bowinan, University . . .	10 11	W. H. Anderson, First Trin. . .	11 0
J. H. Fish, Worcester	12 1	J. M. Collard, St. John's	11 4
E. S. Carter, ditto	11 8	J. U. Bourke, First Trinity	12 9
W. W. Wood, University	12 8	Hon. J. H. Gordon, ditto	12 3
J. C. Tinné, ditto	13 5	F. E. Cunningham, King's	12 12
F. Crowder, Brasenose	11 12	J. Still, Caius	11 12
F. Willan, Exeter	12 1	H. Watney, St. John's	11 0
R. G. Marsden, Merton (st.) . . .	11 11	W. R. Griffiths, Third Trin.	
C. R. W. Tottenham, Christ . . .		(st.)	12 0
Church (cox.)	8 7	A. Forbes, St. John's (cox.) . . .	8 2
Average	12.0	Average	11.12

P. to M., Saturday, April 4, 1868, 12 noon.

WINNERS		LOSERS	
OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
W. D. Benson, Balliol . . .	10 13	W. H. Anderson, First Trin.	11 2
A. C. Yarborough, Lincoln . . .	11 8	J. P. Nichols, Third ditto . . .	11 3
R. S. Ross, Exeter . . .	11 7	J. G. Wood, Emmanuel . . .	12 6
R. G. Marsden, Merton . . .	11 13	W. H. Lowe, Christ's . . .	12 4
J. C. Tinné, University . . .	13 9	H. T. Nadin, Pembroke . . .	12 11
F. Willan, Exeter . . .	12 7	W. F. MacMichael, Down . . .	12 1½
E. S. Carter, Worcester. . .	11 8	J. Still, Caius . . .	12 1
S. D. Darbshire, Ball. (st.) . . .	11 3	W. J. Pinckney, First Trin.	
C. R. W. Tottenham, Christ		(st.)	10 10
Church (cox.)	8 7	T. D. Warner, Tr. H. (cox.) . . .	8 4
Average	11.12	Average	11.11 13-16

P. to M., Wednesday, March 17, 1869, 3.58 p.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
S. H. Woodhouse, Univrsty.	10 13½	J. A. Rushton, Emmanuel . . .	11 5
R. Tahourdin, St. John's . . .	11 11	J. H. Ridley, Jesus . . .	11 10
T. S. Baker, Queen's . . .	12 8	J. W. Dale, St. John's . . .	11 12
F. Willan, Exeter . . .	12 2½	F. J. Young, Christ's . . .	12 4
J. C. Tinné, University . . .	13 10½	W. F. MacMichael, Down . . .	12 4
A. C. Yarborough, Lincoln . . .	11 11	W. H. Anderson, First Trin.	11 4
W. D. Benson, Balliol . . .	11 7	J. Still, Caius	12 1
S. D. Darbshire ditto (st.) . . .	11 8½	J. H. D. Goldie, St. John's (st)	12 1
D. A. Neilson, St. John's		H. E. Gordon, First Trinity	
(cox.)	7 10½	(cox.)	7 8
Average	12.0¼	Average	11.12½

P. to M., Wednesday, April 6, 1870, 5.14 p.m.

CAMBRIDGE	st. lb.	OXFORD.	st. lb.
E. S. L. Randolph, Thd. Tr.	10 11½	R. W. B. Mirehouse, Univ. . . .	11 0
J. H. Ridley, Jesus . . .	11 9½	A. G. P. Lewis, ditto . . .	11 2½
J. W. Dale, St. John's . . .	12 2½	T. S. Baker, Queen's . . .	12 9
E. A. Spencer, Second Trin.	12 4½	J. Edwards-Moss, Balliol . . .	13 0
W. H. Lowe, Christ's . . .	12 7¾	F. E. H. Payne, St. John's . . .	12 10
E. Phelps, Sidney . . .	12 1¾	S. H. Woodhouse, Univ. . . .	11 4
J. Strachan, Trinity Hall . . .	11 13	W. D. Benson, Balliol . . .	11 13
J. H. D. Goldie, St. Jhn's (st.)	12 0	S. D. Darbshire, Ball. (st.) . . .	11 11
H. E. Gordon, Fst. Tr. (cox.)	7 12	F. H. Hall, Corpus (cox.) . . .	7 7
Average	11.13 5-51	Average	11.13 3-16

P. to M., Saturday, April 1, 1871, 10.8 a.m.

WINNERS		LOSERS	
CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
J. S. Follett, Third Trinity .	11 6½	S. H. Woodhouse, Univ. .	11 6½
Jno. B. Close, First Trinity .	11 8	E. Giles, Christ Church .	11 13½
H. Lomax, ditto .	12 8	T. S. Baker, Queen's .	13 3½
E. A. Spencer, Second Trin. .	12 9	E. C. Malan, Worcester .	13 1
W. H. Lowe, Christ's .	12 10	J. E. Edwards-Moss, Balliol .	12 8½
E. Phelps, Sidney .	12 1	F. E. H. Payne, St. John's .	12 9½
E. S. L. Randolph, Thd. Trin. .	11 11¼	J. M'C. Bunbury, Brasenose .	11 8
J. H. D. Goldie, St. Jhn's (st.)	12 6½	R. Lesley, Pembroke (st.) .	11 10½
H. E. Gordon, Fst. Tr. (cox.)	7 13	F. H. Hall, Corpus (cox.) .	7 10¾
Average .	12.2 9.32	Average .	12.4½

P. to M., Saturday, March 23, 1872, 1.35 p.m.

CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
Jas. B. Close, First Trinity .	11 3	J. A. Ornsby, Lincoln .	10 13
C. W. Benson, Third Trinity .	11 4	C. C. Knollys, Magdalen .	10 12
G. M. Robinson, Christ's .	11 12	F. E. H. Payne, St. John's .	12 12
E. A. A. Spencer, 2nd Trinity .	12 8½	A. W. Nicholson, Magdalen .	12 2
C. S. Read, First Trinity .	12 8	E. C. Malan, Worcester .	13 5
Jno. B. Close, ditto .	11 10	R. S. Mitchison, Pembroke .	12 2
E. S. L. Randolph, Thd. Trin. .	11 11¼	R. Lesley, ditto .	11 11
J. H. D. Goldie, St. Jhn's (st.)	12 4½	T. H. A. Houblon, Ch.Ch.(st.)	10 4
H. Roberts, Jesus (cox.) .	6 6	F. H. Hall, Corpus (cox.) .	7 2
Average .	11.12 29-32	Average .	11.11½

P. to M., Saturday, March 29, 1873, 2.32 p.m.

CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
Jas. B. Close, First Trinity .	11 3	C. C. Knollys, Magdalen .	10 11
E. Hoskyns, Jesus .	11 2	J. B. Little, Christ Church .	10 11
J. E. Peabody, First Trinity .	11 7	M. G. Farrer, Brasenose .	11 13½
W. C. Lecky-Browne, Jesus .	12 1½	A. W. Nicholson, Magdalen .	12 5
T. S. Turnbull, Trin. Hall .	12 12½	R. S. Mitchison, Pembroke .	12 2
C. S. Read, First Trinity .	12 13	W. E. Sherwood, Christ Ch. .	11 1
C. W. Benson, Third Trinity .	11 5¼	J. A. Ornsby, Lincoln .	11 3
H. E. Rhodes, Jesus (st.) .	11 1½	F. T. Dowding, St. John's (st.)	11 0
C. H. Candy, Caius (cox.) .	7 5	G. E. Frewer, ditto (cox.) .	7 10
Average .	11.10 31-32	Average .	11.5 13-16

P. to M., Saturday, March 28, 1874, 11.14 a.m.

WINNERS			LOSERS		
CAMBRIDGE.			OXFORD.		
	st.	lb.		st.	lb.
P. J. Hibbert, St. John's	11	1½	H. W. Benson, Brasenose	11	0
G. F. Armytage, Jesus	11	8	J. S. Sinclair, Oriol	11	5½
Jas. B. Close, First Trinity	11	0½	W. E. Sherwood, Ch. Ch.	11	8
A. S. Escourt, Trinity Hall	11	10½	A. R. Harding, Merton	11	1½
W. C. Lecky-Browne, Jesus	12	5	J. Williams, Lincoln	13	0½
J. A. Aylmer, First Trinity	12	11	A. W. Nicholson, Magdalen	12	10
C. S. Read, ditto	12	11½	H. J. Stayner, St. John's	11	10½
H. E. Rhodes, Jesus (st.)	11	7	J. P. Way, Brasenose (st.)	10	9
C. H. Candy, Caius (cox.)	7	5	W. F. A. Lambert, Wad. (cox.)	7	2
Average	11.12½		Average	11.9½	

P. to M., Saturday, March 20, 1875, 1.13 p.m.

OXFORD.			CAMBRIDGE.		
	st.	lb.		st.	lb.
H. M'D. Courtney, Pemb.	10	12	P. J. Hibbert, St. John's	11	2
H. P. Marriott, Brasenose	11	13	W. B. Close, First Trinity	11	10
J. E. Bankes, University	11	11	G. C. Dicker, ditto	11	7½
A. M. Mitchison, Pembroke	12	10	W. G. Michell, ditto	11	12
H. J. Stayner, St. John's	12	2	E. A. Phillips, Jesus	12	5
J. M. Boustead, University	12	3	J. A. Aylmer, First Trinity	12	10
T. C. Edwards-Moss, Brasen.	12	5	C. W. Benson, Third Trinity	11	6
J. P. Way, ditto (st.)	10	12	H. E. Rhodes, Jesus (st.)	11	8
E. C. Hopwood, Ch. Ch. (cox.)	8	3	G. L. Davis, Clare (cox.)	6	10
Average	11.12		Average	11.11 1-16	

P. to M., Saturday, April 8, 1876, 2.2 p.m.

CAMBRIDGE.			OXFORD.		
	st.	lb.		st.	lb.
P. W. Brancker, Jesus	11	3½	H. M'D. Courtney, Pembr.	11	1¾
T. W. Lewis, Caius	11	8	H. W. Mercer, Corpus	11	6½
W. B. Close, First Trinity	11	8	W. H. Hobart, Exeter	11	11
Č. Gurdon, Jesus	12	9¾	A. M. Mitchison, Pembroke	13	0
L. G. Pike, Caius	12	9	J. M. Boustead, University	12	5¾
T. E. Hockin, Jesus	12	8	H. J. Stayner, St. John's	12	2½
H. E. Rhodes, ditto	11	13	H. P. Marriott, Brasenose	11	9¾
C. D. Shafto, ditto (st.)	11	9½	T. C. Edwards-Moss, do. (st.)	12	3¼
G. L. Davis, Clare (cox.)	6	13	W. D. Craven, Worc. (cox.)	7	6½
Average	11.13 27-32		Average	11.13 13-16	

P. to M., Saturday, March 24, 1877, 8.27 a.m.

WINNERS		DEAD HEAT.		LOSERS	
CAMBRIDGE.		st. lb.	OXFORD		st. lb.
B. G. Hoskyns, Jesus . . .	10 11		D. J. Cowles, St. John's . . .	11	3
T. W. Lewis, Caius . . .	11 9		J. M. Boustead, University . . .	12	8
J. C. Fenn, First Trinity . . .	11 7		H. Pelham, Magdalen . . .	12	7
W. B. Close, ditto . . .	11 9½		W. H. Grenfell, Balliol . . .	12	8
L. G. Pike, Caius . . .	12 8		H. J. Stayner, St. John's . . .	12	6½
C. Gurdon, Jesus . . .	12 13		A. J. Mulholland, Balliol . . .	12	5½
T. E. Hockin, Jesus . . .	12 11		T. C. Edwards-Moss, Brase. . .	12	0
C. D. Shafto, Jesus (st.) . . .	12 0		H. P. Marriott, ditto (st.) . . .	12	0
G. L. Davis, Clare (cox.) . . .	7 2		F. M. Beaumont, New (cox.) . . .	7	0
Average	11.13 13-16		Average . . .	12.3.	

P. to M., Saturday, April 13, 1878, 10.15 a.m.

OXFORD.		st. lb.	CAMBRIDGE.		st. lb.
W. A. Ellison, University . . .	10	13	Ll. R. Jones, Jesus . . .	10	9
D. J. Cowles, St. John's . . .	11	4¾	J. A. Watson-Taylor, Magd. . .	11	9¾
H. B. Southwell, Pemb. . .	12	8½	T. W. Barker, First Trinity . . .	12	6
W. H. Grenfell, Balliol . . .	12	10½	R. J. Spurrell, Trinity Hall . . .	11	13½
H. Pelham, Magdalen . . .	12	11	L. G. Pike, Caius . . .	12	8½
G. F. Burgess, Keble . . .	13	3½	C. Gurdon, Jesus . . .	12	10½
T. C. Edwards-Moss, Brase. . .	12	3	T. E. Hockin, ditto . . .	12	4½
H. P. Marriott, ditto (st.) . . .	12	2½	E. H. Prest, ditto (st.) . . .	10	12¾
F. M. Beaumont, New (cox.) . . .	7	0½	G. L. Davis, Clare (cox.) . . .	7	5
Average . . .	12.3	19-32	Average	11.12	25-32

P. to M., Saturday, April 5, 1879, 12.45 p.m.

CAMBRIDGE.		st. lb.	OXFORD.		st. lb.
E. H. Prest, Jesus . . .	11	2	J. H. T. Wharton, Magdalen . . .	11	4
H. Sandford, St. John's . . .	11	6¾	H. M. Robinson, New . . .	11	1
A. H. S. Bird, First Trinity . . .	11	8	H. W. Disney, Hertford . . .	12	5
C. Gurdon, Jesus . . .	13	0½	H. B. Southwell, Pembroke . . .	12	9
T. E. Hockin, Jesus . . .	12	4½	T. Cosby-Burrowes, Trinity . . .	12	9
C. Fairbairn, Jesus . . .	12	7½	G. D. Rowe, University . . .	11	12
T. Routledge, Emmanuel . . .	12	7½	W. H. Hobart, Exeter . . .	11	11
R. D. Davis, First Trin. (st.) . . .	12	4½	H. P. Marriott, Brasen. (st.) . . .	12	3
G. L. Davis, Clare (cox.) . . .	7	5	F. M. Beaumont New (cox.) . . .	7	4
Average . . .	12.1	21-32	Average . . .	11.13	13-16

P. to M., Monday, March 22, 1880, 10.40 a.m.

WINNERS		LOSERS	
OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
R. H. J. Poole, Brasenose	. 10 6	E. H. Prest, Jesus	. 10 12
D. E. Brown, Hertford	. 12 6	H. Sandford, St. John's	. 11 5½
F. M. Hargreaves, Keble	. 12 2	W. Barton, St. John's	. 11 3½
H. B. Southwell, Pembroke	. 13 0	W. M. Warlow, Queen's	. 12 0
R. S. Kindersley, Exeter	. 12 8	C. N. Armytage, Jesus	. 12 2½
G. D. Rowe, University	. 12 3	R. D. Davis, First Trinity	. 12 8½
J. H. T. Wharton, Magdalen	11 10	R. D. Prior, Queen's	. 11 13
L. R. West, Christ Ch. (st.)	11 1	W. W. Baillie, Jesus (st.)	. 11 2½
C. A. W. Hunt, Corpus (cox.)	7 5	B. S. Clarke, St. John's (cox.)	7 0
Average .	11.13¾	Average .	11.7 11-16

P. to M., Friday, April 8, 1881, 8.34 a.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
R. H. J. Poole, Brasenose	. 10 11	R. G. Gridley, Third Trinity	10 7
R. A. Pinckney, Exeter	. 11 3	H. Sandford, St. John's	. 11 10½
A. R. Paterson, Trinity	. 12 7	J. A. Watson-Taylor, Magd.	12 3½
E. Buck, Hertford	. 11 11	P. W. Atkin, Jesus	. 11 13
R. S. Kindersley, Exeter	. 13 3	E. Lambert, Pembroke	. 12 0
D. E. Brown, Hertford	. 12 7	A. M. Hutchinson, Jesus	. 11 13
J. H. T. Wharton, Magdalen	11 10	C. W. Moore, Christ's	. 11 9
L. R. West, Christ Ch. (st.)	11 0½	E. C. Brooksbank, Trin. Hall	11 8
E. H. Lyon, Hertford (cox.)	7 0	H. Woodhouse, ditto (cox.)	7 2
Average .	11.10 3-16	Average .	11.9¾

P. to M., Saturday, April 1, 1882, 1.2 p.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
G. C. Bourne, New	. 10 13	Ll. R. Jones, Jesus	. 11 1
R. S. de Haviland, Corpus	. 11 1½	A. M. Hutchinson, Jesus	. 12 1½
G. S. Fort, Hertford	. 12 3½	J. C. Fellowes, First Trinity	12 7
A. R. Paterson, Trinity	. 12 12	P. W. Atkin, Jesus	. 12 11½
R. S. Kindersley, Exeter	. 13 4½	E. Lambert, Pembroke	. 11 12
E. Buck, Hertford	. 12 0	S. Fairburn, Jesus	. 13 0
D. E. Brown, Hertford	. 12 6	C. W. Moore, Christ's	. 11 7
A. H. Higgins, Magdalen (st.)	9 6½	S. P. Smith, First Trin. (st.)	11 1
E. H. Lyon, Hertford (cox.)	7 12	P. L. Hunt, Cavendish (cox.)	7 5
Average .	11.11½	Average .	11.12¾

P. to M., Thursday, March 15, 1883, 5.39 p.m.

WINNERS			LOSERS		
OXFORD.			CAMBRIDGE.		
	st.	lb.		st.	lb.
G. C. Bourne, New	10	11½	R. G. Gridley, Third Trinity.	10	7
R. S. de Haviland, Corpus	11	4	F. W. Fox, First Trinity	12	2
G. S. Fort, Hertford	12	0	C. W. Moore, Christ's	11	13
E. L. Puxley, Brasenose	12	6½	P. W. Atkin, Jesus	12	1
D. H. McLean, New	13	2½	F. E. Churchill, Third Trin.	13	4
A. R. Paterson, New Inn Hall	13	1	S. Swann, Trinity Hall	12	12
G. Q. Roberts, Hertford	11	1	S. Fairbairn, Jesus	13	4
L. R. West, New Inn Hall (st.)	11	0	F. C. Meyrick, Trin. Hall (st.)	11	7
E. H. Lyon, Hertford (cox.)	8	1	P. L. Hunt, Cavendish (cox.)	8	1
Average	11.12	1-16	Average	12.2½	

P. to M., Monday, April 7, 1884, 12.54 p.m.

CAMBRIDGE.			OXFORD.		
	st.	lb.		st.	lb.
R. G. Gridley, Third Trin.	10	6	A. G. Shortt, Christ Church	11	2
G. H. Eyre, Corpus	11	3½	L. Stock, Exeter	11	0
F. Straker, Jesus	12	2	C. R. Carter, Corpus	12	10
S. Swann, Trinity Hall	13	3	P. W. Taylor, Lincoln	13	1
F. E. Churchill, Third Trin.	13	2½	D. H. M'Lean, New	12	11½
E. W. Haig, Third Trinity	11	6¾	A. R. Paterson, Trinity	13	4
C. W. Moore, Christ's	11	12¾	W. C. Blandy, Exeter	10	13
F. I. Pitman, Third Tr. (st.)	11	11½	W. D. B. Curry, Exeter (st.)	10	4
C. E. T. Biscoe, Jesus (cox.)	8	2	F. J. Humphreys, B.N.C. (c.)	7	6
Average	11.13		Average	12.12	11-16

P. to M., Saturday, March 28, 1885, 12.26 p.m.

OXFORD.			CAMBRIDGE.		
	st.	lb.		st.	lb.
W. S. Unwin, Magdalen	10	10½	N. P. Symonds, L.M.B.C.	10	8
J. S. Clemons, Corpus	11	9	W. K. Hardacre, Trinity Hall	10	8
P. W. Taylor, Lincoln	13	6½	W. H. W. Perrott, First Trin.	12	2½
C. R. Carter, Corpus	13	2	S. Swann, Trinity Hall	13	3½
H. McLean, New	12	12	F. E. Churchill, Third Trin.	13	2½
F. O. Wethered, Christ Ch.	12	6	E. W. Haig, Third Trinity	11	8
D. H. McLean, New	13	1½	R. H. Coke, Trinity Hall	12	4
H. Girdlestone, Mag. (st.)	12	7	F. I. Pitman, Third Trin. (st.)	11	11½
F. J. Humphreys, B.N.C. (cox.)	8	2	G. Wilson, Third Trin. (cox.)	7	11
Average	12.6	13-16	Average	11.13	

P. to M., Saturday, April 3, 1886, 1.38 p.m.

WINNERS		LOSERS	
CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
C. J. Bristowe, Trinity Hall .	10 8½	W. S. Unwin, Magdalen .	10 11
N. P. Symonds, L.M.B.C. .	10 10	L. S. R. Bryne, Trinity .	11 11½
J. Walmsley, Trinity Hall .	12 1	W. St. L. Robertson, Wadham	11 7½
A. D. Flower, Clare . . .	12 8½	C. R. Carter, Corpus . . .	13 0½
S. Fairbairn, Jesus . . .	13 9	H. McLean, New . . .	12 12
S. D. Muttlebury, Third		F. O. Wethered, Christ	
Trinity	13 3	Church	12 6
C. Barclay, Third Trinity .	11 3	D. H. McLean, New . . .	13 0
F. I. Pitman, Third Trin. (st.)	11 10½	H. Girdlestone, Magd. . .	12 9½
G. H. Baker, Queen's (cox.) .	6 9	W. E. Maynard, Exeter (cox.)	7 12
Average	11.3 11-16	Average	11.13

P. to M., Saturday, March 26, 1887, 3.5 p.m.

CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
R. McKenna, Trinity Hall .	10 7	W. F. C. Holland, Brasenose	10 9
C. T. Barclay, Third Trinity .	11 1	G. Nickalls, Magdalen . . .	12 1
P. Landale, Trinity Hall . .	12 0½	L. G. Williams, Corpus . . .	12 5
J. R. Orford, King's	13 0	H. R. Parker, Brasenose . .	13 3
S. Fairbairn, Jesus	13 5½	H. McLean, New	12 8½
S. D. Muttleberry, Third		F. O. Wethered, Christ Ch. .	12 5
Trinity	13 6½	D. H. McLean, New	12 9
C. Barclay, Third Trinity . .	11 8	A. F. Titherington, Queen's	
C. J. Bristowe, Trin. Hall (st.)	10 7½	(st.)	12 2
G. H. Baker, Queen's (cox.) .	7 1	H. F. Clarke, Exeter (cox.) .	7 9
Average	11.13¼	Average	12.3 9-16

P. to M., Saturday, March 24, 1888, 10.56 a.m.

CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
R. H. Symonds-Taylor, Trin.		W. F. C. Holland, Brase-	
Hall	10 7	nose	11 0
L. Hannen, Trinity Hall . . .	11 3	A. P. Parker, Magdalen . . .	11 11
R. H. P. Orde, First Trin. . .	11 7	W. E. Bradford, Christ Ch. .	11 9
C. B. P. Bell, Trinity Hall . .	12 13½	S. R. Fothergill, New . . .	12 10
S. D. Muttlebury, Third Tr.	13 7	H. Cross, Hertford	13 0½
P. Landale, Trinity Hall . . .	12 4	H. R. Parker, Brasenose . .	13 5
F. H. Maugham, Trin. Hall . .	11 5	G. Nickalls, Magdalen . . .	12 4
J. C. Gardner, Emman. (st.)	11 7	L. Frere, Brasenose (st.) . .	10 0½
J. R. Roxburgh, Trinity Hall		A. Stewart, New (cox) . . .	7 13½
(cox.)	8 2		
Average	11.11 15-16	Average	11.13¾

P. to M., Saturday, March 30, 1889, 1.15 p.m.

WINNERS		LOSERS	
CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
R. H. Symonds - Tayler, Trinity Hall	10 10½	H. E. L. Puxley, Corpus	11 8½
L. Hannen, Trinity Hall	11 4	R. P. P. Rowe, Magdalen	11 9
R. H. P. Orde, First Trinity	11 10	T. A. Cook, Wadham	12 2
C. B. P. Bell, Trinity Hall	13 1	F. C. Drake, New	12 12
S. D. Muttelbury, Third Tr.	13 9	Lord Amptill, New	12 11
P. Landale, Trinity Hall	12 8	H. R. Parker, Brasenose	13 11
F. H. Maugham, Trin. Hall	11 5½	G. Nickalls, Magdalen	12 5
J. C. Gardner, Emman. (st.)	11 10	W. F. C. Holland, Bras. (st.)	10 12
T. W. Northmore, Queen's (cox.)	7 13	J. P. Heywood-Lonsdale, New (cox.)	8 2½
Average	12.0½	Average	12.0 5-16

P. to M. Wednesday, March 26, 1890, 4.44 p.m.

OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
W. F. C. Holland, Brasenose	11 1	G. Elin, Third Trinity	10 9
P. D. Tuckett, Trinity	11 2	J. M. Sladen, Trinity Hall	11 12
H. E. L. Puxley, Corpus	11 7	E. T. Fison, Corpus	12 6½
C. H. St. J. Hornby, New	12 5	J. F. Rowlatt, Trinity Hall	11 12
Lord Amptill, New	13 5	A. S. Duffield, Trinity Hall	12 9
G. Nickalls, Magdalen	12 10	S. D. Muttelbury, Third Tr.	13 9
R. P. P. Rowe, Magdalen	11 9	G. Francklyn, Third Trinity	11 12½
W. A. L. Fletcher, Ch. Ch. (st.)	13 0	J. C. Gardner, Emman. (st.)	11 12½
J. P. Heywood-Lonsdale, New (cox.)	8 0	T. W. Northmore, Queen's (cox)	7 10
Average	12.1¾	Average	12.1 9-16

P. to M., Saturday, March 21, 1891, 11.9 a.m.

OXFORD.		CAMBRIDGE.	
	st. lb.		st. lb.
W. M. Poole, Magdalen	10 7½	J. W. Noble, Caius	11 5¾
R. P. P. Rowe, Magdalen	11 11	E. W. Lord, Trinity Hall	10 10½
V. Nickalls, Magdalen	12 9	G. Francklyn, Third Trinity	12 3
G. Nickalls, Magdalen	12 5	E. T. Fison, Corpus	12 7½
F. Wilkinson, Brasenose	13 8	W. Landale, Trinity Hall	12 11
Lord Amptill, New	13 5	J. F. Rowlatt, Trinity Hall	11 2
W. A. L. Fletcher, Ch. Ch.	13 2	C. T. Fogg-Elliot, Trin. Hall	11 4
C. W. Kent, Brasenose (st.)	10 11	G. Elin, Third Trinity (st.)	10 13
J. P. Heywood-Lonsdale, New (cox.)	8 6	J. V. Braddon, Trinity Hall (cox.)	7 12
Average	12.3 3-16	Average	11.8 27-32.

P. to M., Saturday, April 9, 1892, 12.19 p.m.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
H. B. Cotton, Magdalen .	9 12	E. W. Lord, Trinity Hall .	10 12
J. A. Ford, Brasenose .	11 11	R. G. Neill, Jesus .	11 11
W. A. Hewett, University .	12 2	G. Francklyn, Third Trinity .	12 3
F. E. Robeson, Merton .	13 7½	E. T. Fison, Corpus .	12 6
V. Nickalls, Magdalen .	13 2	W. Landale, Trinity Hall .	13 1
W. A. L. Fletcher, Ch. Ch. .	13 8	G. C. Kerr, First Trinity .	12 1
R. P. P. Rowe, Magdalen .	12 0	C. T. Fogg-Elliot, Trin. Hall	11 8½
C. M. Pitman, New (st.) .	11 12½	G. Elin, Third Trinity (st.) .	10 10
J. P. Heywood-Lonsdale, New		J. V. Braddon, Trinity Hall	
(cox.)	8 7	(cox.)	7 13
Average	12.3½	Average	11.11½

P. to M., Wednesday, March 22, 1893, 4.35 p.m.

OXFORD	st. lb.	CAMBRIDGE	st. lb.
H. B. Cotton, Magdalen .	9 12	G. A. H. Branson, First	
J. A. Ford, Brasenose .	11 13	Trinity	10 9½
J. A. Morrison, New .	12 4½	R. F. Bayford, Trinity Hall	11 9
H. Legge, Trinity .	12 13½	C. T. Fogg-Elliot, Trin. Hall	11 10½
V. Nickalls, Magdalen .	13 4	E. H. M. Waller, Corpus .	12 5½
W. A. L. Fletcher, Ch. Ch. .	13 8½	L. A. E. Ollivant, First Trin.	13 3½
C. M. Pitman, New .	12 0½	G. C. Kerr, First Trinity .	12 6
M. C. Pilkington, Mag. (st.)	11 11	R. O. Kerrison, Third Trin. .	12 0
L. Portman, University (cox.)	7 7	T. G. Lewis, Third Trin. (st.)	11 12
Average	12.3½	C. T. Agar, Third Trin. (cox.)	7 5
		Average	12 st.

P. to M., Saturday, March 17, 1894, 9.12 a.m.

OXFORD	st. lb.	CAMBRIDGE	st. lb.
H. B. Cotton, Magdalen .	9 13	A. H. Finch, Third Trinity .	11 0
M. C. Pilkington, Magdalen .	12 4	N. W. Paine, Third Trinity .	11 1
W. B. Stewart, Brasenose .	13 5	Sir C. Ross, Third Trinity .	11 8
J. A. Morrison, New .	12 5	H. M. Bland, Third Trinity .	11 5
E. G. Tew, Magdalen .	13 7	L. A. E. Ollivant, First Trin.	13 5¾
T. H. E. Stretch, New .	12 4	C. T. Fogg-Elliot, Trinity	
W. E. Crum, New .	12 0	Hall	11 8
C. M. Pitman, New (st.) .	12 0	R. O. Kerrison, Third Trin. .	11 12
L. Portman, University (cox.)	8 7	T. G. Lewis, Third Trin. (st.)	11 12
Average	12.3	F. C. Begg, Trin. Hall (cox.)	8 0
		Average	11.13.15-32

P. to M., Saturday, March 30, 1895, 4.8 p.m.

WINNERS		LOSERS	
OXFORD	st. lb.	CAMBRIDGE	st. lb.
H. B. Cotton, Magdalen	9 13	T. B. Hope, Trinity Hall	10 11
M. C. Pilkington, Magdalen	12 4	F. C. Stewart, Trinity Hall	12 1½
C. K. Philips, New	11 12	H. A. Game, First Trinity	12 2
T. H. E. Stretch, New	12 4	W. S. Aide, First Trinity	13 2½
W. B. Stewart, Brasenose	13 7½	T. J. G. Duncanson, Em.	13 3
C. D. Burnell, Magdalen	13 0½	R. Y. Bonsey, St. John's	12 4
W. E. Crum, New	12 2	A. S. Bell, Trinity Hall	11 2
C. M. Pitman, New (st.)	12 0	D. A. Wauchope, Trin. Hall	
C. S. Serocold, New (cox.)	8 1	(st.)	11 8
Average	12.1½	F. C. Begg, Trin. Hall (cox.)	8 7
		Average	12.0¾

P. to M., Saturday, March 28, 1896, 1.3 p.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
J. J. de Knoop, New	11 1½	T. B. Hope, Trinity Hall	11 1
C. K. Philips, New	12 5½	H. A. Game, First Trinity	12 4
E. C. Sherwood, Magdalen	12 12	D. Pennington, Caius	12 7
C. D. Burnell, Magdalen	13 10	R. Y. Bonsey, Lady Margaret	12 10
E. R. Balfour, University	13 6	W. A. Bieber, Trinity Hall	12 12
E. Carr, Magdalen	12 8½	T. J. G. Duncanson, Emman.	13 12
W. E. Crum, New	12 3	A. S. Bell, Trinity Hall	11 13
H. G. Gold, Magdalen (st.)	11 5½	W. J. Fernie, Trin. Hall (st.)	11 13
K. R. K. Pechell, Brasenose		T. R. Paget - Tomlinson,	
(cox.)	7 13½	Trinity Hall (cox.)	8 4½
Average	12.6½	Average	12.5½

P. to M., Saturday, April 3, 1897, 2.24 p.m.

OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
J. J. de Knoop, New	11 6	D. E. Campbell Muir, Trin.	
G. O. Edwards, New	12 1	Hall	11 5
C. K. Philips, New	12 0½	A. S. Bell, Trinity Hall	12 1
C. D. Burnell, Magdalen	13 9	E. J. D. Taylor, Caius	12 13
E. R. Balfour, University	13 8½	B. H. Howell, Trinity Hall	12 9
R. Carr, Magdalen	12 11½	W. A. Bieber, Trinity Hall	13 1
W. E. Crum, New	12 3	D. Pennington, Caius	12 9
H. G. Gold, Magdalen (st.)	11 11	W. Dudley Ward, Third Tr.	12 6
H. R. K. Pechell, Brasenose		W. J. Fernie, Trin. Hall (st.)	11 13
(cox.)	8 0½	E. C. Hawkins, Caius (cox.)	8 1
Average	12.6 5-16	Average	12.5 5-8

P. to M., Saturday, March 26, 1898, 3.47 p.m.

WINNERS		LOSERS	
OXFORD.	st. lb.	CAMBRIDGE.	st. lb.
R. O. Pitnam, New	11 0	W. B. Rennie, Emmanuel	11 7
G. O. C. Edwards, New	12 7½	J. F. Beale, First Trinity	12 2¾
C. K. Philips, New	12 0½	H. G. Brown, First Trinity	13 11¾
F. W. Warre, Balliol	12 12	S. V. Pearson, Emmanuel	12 9¼
C. D. Burnell, Magdalen	14 0	A. W. Swanston, Jesus	12 10
R. Carr, Magdalen	13 1	R. B. E.-Smith, First Trinity	12 11¼
A. T. Herbert, Balliol	12 10½	C. J. D. Goldie, Third Trinity	12 0
H. G. Gold, Magdalen (st.)	11 10½	A. S. Bell, Trinity Hall (st.)	12 2¼
H. R. K. Pechell, Brasenose	8 1	E. C. Hawkins, Caius (cox.)	8 4
(cox.)	8 1		
Average	12.7	Average	12.6 25-32

P. to M., Saturday, March 25, 1899, 12.58 p.m.

CAMBRIDGE.		OXFORD.	
st. lb.	st. lb.	st. lb.	st. lb.
W. H. Chapman, Third Trin.	11 2	R. O. Pitman, New	10 10
N. L. Calvert, Trinity Hall	11 13	C. W. Tomkinson, Balliol	12 0
C. J. D. Goldie, Third Trin.	12 1½	A. H. D. Steel, Balliol	12 11¾
J. E. Payne, Peterhouse	12 10½	H. J. Hale, Balliol	12 9
R. B. Etherington - Smith, First Trinity	12 10	C. E. Johnson, New	13 0
R. H. Sanderson, First Trin.	12 10	F. W. Warre, Balliol	12 13
W. Dudley-Ward, Third Tr.	12 9½	A. T. Herbert, Balliol	12 13
J. H. Gibbon, Third Tr. (st.)	11 3½	H. G. Gold, Magdalen (st.)	11 11½
G. A. Lloyd, Third Tr. (cox.)	8 5	G. S. Maclagan, Magdalen	8 1
		(cox.)	8 1
Average	12.1½	Average	12.5 1-16

P. to M., Saturday, March 31, 1900, 2 p.m.

CAMBRIDGE.		OXFORD.	
st. lb.	st. lb.	st. lb.	st. lb.
S. P. Cockerell, Third Trin.	11 10	H. H. Dutton, Magdalen	10 9½
C. J. M. Adie, First Trinity	12 3	R. Culme-Seymour, New Col.	11 7½
B. W. D. Brooke, First Trin.	11 10¼	C. E. Johnston, New Coll.	12 12
J. E. Payne, Peterhouse	13 0	C. W. Tomkinson, Balliol	11 13
R. B. Etherington-Smith, First Trinity	12 11¼	Lord Grimston, Christ Ch.	13 10¾
R. H. Sanderson, First Trin.	12 13¼	H. B. Kittermaster, Ch. Ch.	14 6
W. Dudley Ward, Third Tr.	12 9	T. B. Etherington - Smit h, Oriel	11 5¾
J. H. Gibbon, Third Tr. (st.)	11 8	C. P. Rowley, Mag. (st.)	11 12¾
G. A. Lloyd, Third Tr. (cox.)	9 0	G. S. Maclagan, Mag. (cox.)	8 5
Average	12.4 19-32	Average	12.4 3-8

P. to M., Saturday, March 30, 1901, 10.31 a.m.

WINNERS			LOSERS		
OXFORD.			CAMBRIDGE.		
	st.	lb.		st.	lb.
F. O. Huntley, University	11	6½	R. H. Nelson, Third Trinity.	11	3
H. Du Vallon, Brasenose	12	4½	B. C. Cox, Trinity Hall	12	0
J. Younger, New College	12	12	B. W. D. Brooke, First Tr.	11	9½
A. de L. Long, New College	12	12	C. W. H. Taylor, Third Trinity	12	7½
H. J. Hale, Balliol	12	11	G. Parker, First Trinity	12	5½
F. W. Warre, Balliol	12	8½	H. B. Grylls, First Trinity	12	7
T. B. Etherington - Smith, Oriol	11	5½	E. F. Duncanson, Emman.	12	5
R. H. Culme-Seymour, New College (st.)	11	9½	G. M. Maitland, Fr. Tr. (st.)	12	1
G. S. Maclagan, Mag. (cox.)	8	5	E. A. O. A. Jamieson, First Trinity (cox.)	8	6
Average	12.3	7-16	Average	12.1	5-16

P. to M., Saturday, March 22, 1902, 12.45 p.m.

CAMBRIDGE.			OXFORD.		
	st.	lb.		st.	lb.
W. H. Chapman, Third Tr.	11	1½	G. E. Drinkwater, Wadham	11	7
T. Drysdale, Jesus	12	1½	D. Milburn, Lincoln	12	4½
P. H. Thomas, Third Trinity	12	2	J. Younger, New College	12	12½
C. W. H. Taylor, Third Trin.	12	8	H. J. Hale, Balliol	13	1
F. J. Escombe, Trinity Hall	12	7	J. G. Milburn, Lincoln	13	3½
H. B. Grylls, First Trinity	12	10	A. de L. Long, New College.	13	0½
J. Edwards-Moss, Third Tr.	12	6	H. W. Adams, University	12	1½
R. H. Nelson, Third Tr. (st.)	11	5	F. O. J. Huntley, University (st.)	11	7½
C. H. S. Wasbrough, Trinity Hall (cox.)	8	2	G. S. Maclagan, Mag. (cox.)	8	5
Average	12.1	5-8	Average	12.6	15-32

P. to M., Wednesday, April 1, 1903, 3.35 p.m.

CAMBRIDGE.			OXFORD.		
	st.	lb.		st.	lb.
W. H. Chapman, Third Trin.	11	2	C. A. Willis, Magdalen	11	4
P. H. Thomas, Third Trin.	12	8	A. K. Graham, Balliol	10	12
S. R. Beale, First Trinity	11	2	A. de L. Long, New College	12	11
C. W. H. Taylor, Third Trin.	13	0	F. S. Kelly, Balliol	11	12
J. S. Carter, Kings	13	4	H. W. Adams, University	12	1
H. B. Grylls, First Trinity	12	13	D. Milburn, Lincoln	12	10
J. Edwards-Moss, Third Trin.	12	9	S. C. Drinkwater, Wadham	11	11
R. H. Nelson, Third Tr. (st.)	11	6	E. G. Monier-Williams, University (st.)	12	5
B. G. A. Scott, Trinity Hall (cox.)	8	0	F. T. H. Eyre, Keble (cox.)	6	6
Average	12.3	3-4	Average	11.13½	

P. to M., Saturday, March 26, 1904, 7.45 a.m.

WINNERS		LOSERS	
CAMBRIDGE.	st. lb.	OXFORD.	st. lb.
H. Sanger, Lady Margaret	10 7	T. G. Brocklebank, Trinity	10 9½
S. M. Bruce, Trinity Hall	12 0	R. W. Somers-Smith, M'rt'n	10 8
B. C. Johnstone, Third Trin.	12 1	A. H. Hales, Corpus	12 3¾
A. L. Laurence, First Trin.	12 13¾	H. W. Jelf, Christ Church	12 6
R. V. Powell, Third Trin.	12 2¾	P. C. Underhill, Brasenose	12 9
P. H. Thomas, Third Trin.	12 7	A. R. Balfour, University	12 0
H. D. Gillies, Caius	10 5	E. P. Evans, University	13 0½
M. V. Smith, Trin. Hall (st.)	10 5½	A. K. Graham, Balliol (st.)	11 0
B. G. A. Scott, Trinity Hall		E. C. T. Warner, Christ Ch.	
(cox.)	8 4	(cox.)	7 10
Average	11.8¾	Average	11.20 1-16

P. to M., Saturday, April 1, 1905, 11.30 a.m.

OXFORD.		CAMBRIDGE.	
st. lb.		st. lb.	
R. W. Somers-Smith, M'rt'n	10 9	H. Sanger, Lady Margaret	10 9
H. M. Farrer, Balliol	11 5	W. B. Savory, First Trinity	12 9
A. H. Hales, Corpus	12 0	B. C. Johnstone, Third Trin.	12 4
A. R. Balfour, University	12 0	P. H. Thomas, Third Trin.	12 4½
L. E. Jones, Balliol	13 9½	E. P. Wedd, Caius	13 1
E. P. Evans, University	13 2½	B. R. Winthrop-Smith, Third	
A. K. Graham, Balliol	11 3½	Trinity	12 7
H. C. Bucknall, Merton		R. V. Powell, Third Trinity	12 3
(st.)	11 1½	C. H. S. Taylor, Caius (st.)	10 4
L. P. Stedall, Merton (cox.)	8 0	R. Allcard, Th'd Trin. (cox.)	8 6
Average	11.12¾	Average	11.13¾

P. to M., Saturday, April 7, 1906, 12 noon.

CAMBRIDGE.		OXFORD.	
st. lb.		st. lb.	
G. D. Cochrane, Third Trin.	10 8½	G. M. A. Graham, New	10 13
J. H. F. Benham, Jesus	11 6	C. H. Illingworth, Pembroke	11 13
H. M. Goldsmith, Jesus	12 6½	J. Dewar, New	12 4½
M. Donaldson, First Trinity	13 9½	L. E. Jones, Balliol	13 12
B. C. Johnstone, Third Trin.	12 6½	A. G. Kirby, Magdalen	13 8
R. V. Powell, Third Trin.	12 6½	E. P. Evans, University	13 6
E. W. Powell, Third Trin.	11 6	A. C. Gladstone, Christ Ch.	10 7½
D. C. R. Stuart, Trin. Hall (st.)	11 1½	H. C. Bucknall, Merton	
A. G. L. Hunt, Lady Margaret		(st.)	11 3
(cox.)	8 0	L. P. Stedall, Merton (cox.)	8 5
Average	11.13¾	Average	12.3¼

P. to M., Saturday, March 16, 1907, 3 p.m.

WINNERS		LOSERS	
CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
A. B. Close-Brooks, First Trinity	11 0	W. T. Heard, Balliol	11 0
J. H. F. Benham, Jesus	12 5½	H. C. Bucknall, Merton	11 8
H. M. Goldsmith, Jesus	12 6	G. E. Hope, Christ Church	12 13
J. S. Burn, First Trinity	12 9½	R. M. Peat, Trinity	11 11
H. G. Baynes, First Trinity	14 0	J. A. Gillan, Magdalen	12 7
B. C. Johnstone, Third Trin.	12 9	A. G. Kirby, Magdalen	13 10
E. W. Powell, Third Trinity	11 6	E. H. L. Southwell, Magdalen	12 1
D. C. R. Stuart, Trinity Hall (st.)	11 1	A. C. Gladstone, Ch. Ch. (st.)	11 0
R. Boyle, Trinity Hall (cox.)	8 10	A. W. Donkin, Magdalen (cox.)	8 5
Average	12.2 7-8	Average	12.1

P. to M.; Saturday, April 4, 1908, 4.30 p.m.

CAMBRIDGE.		OXFORD.	
	st. lb.		st. lb.
F. H. Jerwood, Jesus	11 10	Hon. R. Stanhope, Magdalen	9 10
G. E. Fairbairn, Jesus	11 13	C. R. Cudmore, Magdalen	12 0
O. A. Carver, First Trinity	12 10	E. H. L. Southwell, Magdalen	12 3
H. E. Kitching, Trinity Hall	13 2	A. E. Kitchin, St. John's	12 7
J. S. Burn, First Trinity	12 10½	A. G. Kirby, Magdalen	13 7
E. G. Williams, Third Trinity	13 0½	A. G. McCulloch, University	12 9½
E. W. Powell, Third Trinity	11 6	H. R. Barker, Christ Church	12 0½
D. C. R. Stuart, Trinity Hall (st.)	11 2	A. C. Gladstone, Christ Church (st.)	11 3½
R. Boyle, Trinity Hall (cox.)	8 10	A. W. Donkin, Magdalen (cox.)	8 7
Average	12.3½	Average	11.13 13-16

HENLEY-ON-THAMES ROYAL REGATTA

Original course, top of Temple Island to Henley Bridge. Altered in 1886, below Island to Phyllis Court.

GRAND CHALLENGE CUP, FOR EIGHT-OARS

Established 1839.

	Time	m.	s.		Time	m.	s.
1839	First Trinity B.C., Cam.	8	30	1845	Cambridge U.B.C.	8	30
1840	Leander Club	9	15	1846	Thames Club, London	8	15
1841	Cam. Subs. rooms*	—	—	1847	Oxford U.B.C.	8	0
1842	Cambridge Subs. rooms	8	30	1848	Oxford U.B.C.	9	11
1843	Oxford U.B.C. (7 oars)	9	0	1849	Wadham Coll., Oxford†	—	—
1844	Etonian C., Oxford	8	25	1850	Oxford U.B.C., 10	—	—

* A foul claimed and allowed against the Leander Club.

† A foul claimed and allowed against Second Trinity B.C., Cam.

	Time	m.	s.
1851	Oxford U.B.C.	7	45
1852	Oxford U.B.C.	—	—
1853	Oxford U.B.C.	8	3
1854	First Trinity B.C., Cam.	8	15
1855	Cambridge U.B.C.	8	32
1856	Royal Chester R.C.	—	—
1857	London Rowing Club	7	55
1858	Cambridge U.B.C.	7	26
1859	London Rowing Club	7	45
1860	First Trinity B.C., Cam.	8	55
1861	First Trinity B.C., Cam.	8	15
1862	London Rowing Club	8	2
1863	University Coll., Oxford	7	45
1864	Kingston Rowing Club	7	40
1865	Kingston Rowing Club	7	26
1866	Etonian Club, Oxford	8	29
1867	Etonian Club, Oxford	7	54
1868	London Rowing Club	7	23
1869	Etonian Club, Oxford	7	28
1870	Etonian Club, Oxford	7	18
1871	Etonian Club, Oxford	8	5
1872	London Rowing Club	8	27
1873	London Rowing Club	7	52
1874	London Rowing Club	7	41
1875	Leander Club	7	19
1876	Thames Rowing Club	7	26
1877	London Rowing Club	8	2 $\frac{1}{2}$
1878	Thames Rowing Club	7	42
1879	Jesus Coll., Cambridge	8	39
1880	Leander Club	7	3

	Time	m.	s.
1881	London Rowing Club	7	23
1882	Exeter College, Oxford	8	11
1883	London Rowing Club	7	51
1884	London Rowing Club	7	27
1885	Jesus Coll., Cambridge	7	22
1886	Trinity Hall, Cam.	6	53 $\frac{1}{2}$
1887	Trinity Hall, Cam.	6	56
1888	Thames Rowing Club	7	1
1889	Thames Rowing Club	7	4 $\frac{1}{2}$
1890	London Rowing Club	7	4
1891	Leander Club	6	51
1892	Leander Club	7	48
1893	Leander Club	7	12
1894	Leander Club	7	22
1895	Trinity Hall, Cam.	7	30
1896	Leander Club	7	43
1897	New College, Oxford	6	51
1898	Leander Club	7	13
1899	Leander Club	7	12
1900	Leander Club	7	6
1901	Leander Club	7	5
1902	Third Tr. B.C., Cam.	7	17
1903	Leander Club	7	9
1904	Leander Club	7	20
1905	Leander Club	6	58
1906	Club Nautique de Gand, Belgium	7	9
1907	Sport Nautique de Gand, Belgium	7	31

LADIES' CHALLENGE PLATE, FOR EIGHT-OARS

Established 1845.

1845	St. George's Club, Lon.	8	25
1846	First Trinity B.C., Cam.	—	—
1847	Brasenose Coll., Oxford	9	0
1848	Christ Church, Oxford	—	—
1849	Wadham Coll., Oxford	—	—
1850	Lincoln Coll., Ox., r o	—	—
1851	Brasenose Coll., Oxford	8	10
1852	Pembroke Coll., Ox., r o	—	—
1853	First Trinity B.C., Cam.	8	15
1854	First Trinity B.C., Cam.	7	55
1855	Balliol College, Oxford	7	58
1856	Royal Chester R.C.	—	—
1857	Exeter College, Oxford	7	57
1858	Balliol College, Oxford	7	51

1859	First Trinity B.C., Cam.	7	55
1860	First Trinity B.C., Cam., r o	—	—
1861	First Trinity B.C., Cam.	8	10
1862	University Coll., Oxford	8	17
1863	University Coll., Oxford	7	23
1864	Eton College Boat Club	7	56
1865	Third Trinity B.C., Cam.	7	38
1866	Eton College Boat Club	8	16
1867	Eton College Boat Club	7	55
1868	Eton College Boat Club	7	25
1869	Eton College Boat Club	7	58
1870	Eton College Boat Club	7	46
1871	Pembroke Coll., Oxford	7	59

	Time	m. s.		Time	m. s.
1872	Jesus College, Cam.	8 39	1890	Balliol Coll., Oxford	7 16
1873	Jesus College, Cam.	7 54	1891	Balliol Coll., Oxford	7 20
1874	First Trinity B. C., Cam.	8 6	1892	First Trin. B. C., Cam.	7 43½
1875	Trinity College, Dublin	7 30	1893	Eton College Boat Club	7 32
1876	Jesus College, Cam.	7 31	1894	Eton College Boat Club	7 36
1877	Jesus College, Cam.	8 23	1895	Eton College Boat Club	7 25
1878	Jesus College, Cam.	8 52	1896	Eton College Boat Club	8 6
1879	Lady Margaret B. C., Cam.	8 52	1897	Eton College Boat Club	7 1
1880	Trinity Hall, Cam.	7 26	1898	Eton College Boat Club	7 3
1881	First Trin., B. C., Cam.	7 51	1899	Eton College Boat Club	7 20
1882	Eton College Boat Club	8 37	1900	New College, Oxford	7 18
1883	Christ Church, Oxford	7 51	1901	University Coll., Oxford	7 28
1884	Eton College Boat Club	7 37	1902	University Coll., Oxford	7 16
1885	Eton College Boat Club	7 21	1903	Magdalen Coll., Oxford	7 33
1886	Pembroke Coll., Cam.	7 17	1904	Eton College	7 20
1887	Trinity Hall, Cam.	7 10	1905	Eton College	7 12
1888	Lady Marg. B. C., Cam.	7 18	1906	First Trinity, Cam.	7 23½
1889	Christ Church, Oxford	7 22	1907	Trinity Hall	7 44

THAMES CHALLENGE CUP, FOR EIGHT-OARS

Established 1868.

1868	Pembroke Coll., Oxford	7 46	1888	Lady Margaret B. C., Cam.	7 19
1869	Oscillators B. C., Srbn., 10	—	1889	Christ Church, Oxford	7 16
1870	Oscillators B. C., Surbiton	7 53	1890	Thames Rowing Club	7 21½
1871	Ino R. C., London	8 36	1891	Molesey Boat Club	7 18
1872	Thames Rowing Club	8 42	1892	Jesus College, Cam.	8 10
1873	Thames Rowing Club	8 2	1893	Thames Rowing Club	7 49
1874	Thames Rowing Club	8 19	1894	Trinity College, Oxford	7 58
1875	London Rowing Club	7 33	1895	Nereus B. C., Amsterdam	7 29
1876	West London R. C.	7 37	1896	Emmanuel Coll., Camb.	8 7
1877	London Rowing Club	8 29	1897	Kingston Rowing Club	7 9
1878	London Rowing Club	7 55	1898	Trinity College, Oxford	7 19
1879	Twickenham R. C.	8 55	1899	First Trin. B. C., Camb.	7 25
1880	London Rowing Club	7 24	1900	Trinity College, Camb.	7 24
1881	Twickenham R. C.	7 50	1901	Trinity Hall, Camb.	7 23
1882	Royal Chester R. C.	—	1902	Trinity Hall, Camb.	7 34
1883	London Rowing Club	8 5	1903	Trinity College, Dublin	7 37
1884	Twickenham R. C.	7 48	1904	Caius College, Camb.	7 30
1885	London Rowing Club	7 36	1905	Thames Rowing Club	7 28
1886	London Rowing Club	7 8	1906	Christ's College, Cam.	7 23
1887	Trinity Hall, Cam.	7 20	1907	Christ's College, Cam.	7 45

HENLEY-ON-THAMES ROYAL REGATTA 301

STEWARDS' CHALLENGE CUP, FOR FOUR-OARS

Established 1842.

Time . . . m. s.	Time . . . m. s.
1841 Oxford Club, London . . . — —	1875 London Rowing Club . . . 7 56
1842 Oxford Club, London . . . 9 16	1876 London Rowing Club . . . 8 27
1843 St. George's Club, Lon. 10 15	1877 London Rowing Club . . . 9 7
1844 Oxford U.B.C. . . . 9 16	1878 London Rowing Club . . . 8 37
1845 Oxford U.B.C. . . . 8 25	1879 Jesus College, Cam. . . 9 37
1846 Oxford U.B.C. . . . — —	1880 Thames Rowing Club . . . 7 58
1847 Christ Church, Oxf., r o — —	1881 Hertford Coll., Oxford 8 15
1848 Christ Church, Oxf., r o — —	1882 Hertford Coll., Oxford — —
1849 Leander Club . . . — —	1883 Thames Rowing Club . . . — —
1850 Oxford, U.B.C. . . . — —	1884 Kingston Rowing Club . . . — —
1851 Cambridge U.B.C. . . . 8 54	1885 Trinity Hall, Cambridge 7 53
1852 Oxford U.B.C. . . . — —	1886 Thames Rowing Club . . . 7 39
1853 Oxford U.B.C. . . . 8 57	1887 Trinity Hall, Cam. . . 7 53
1854 Pembroke Coll., Oxford . 9 38	1888 Trinity Hall, Cam. . . 8 25
1855 Royal Chester R.C. . . . — —	1889 Thames Rowing Club . . . 7 53
1856 Argonauts Club, London — —	1890 Brasenose College, Oxf. 7 37
1857 London Rowing Club . . . 8 25	1891 Thames Rowing Club . . . 7 45
1858 London Rowing Club, r o — —	1892 Royal Chester R.C. . . . 8 38
1859 Third Trinity B.C., Cam. 8 25	1893 Magdalen College, Oxf. 7 45
1860 First Trinity B.C., Cam. 9 26	1894 Thames Rowing Club . . . 8 20
1861 First Trinity B.C., Cam. 9 35	1895 London Rowing Club . . . 7 43
1862 Brasenose Coll., Oxford 9 40	1896 London Rowing Club . . . 8 42
1863 University Coll., Oxford 8 24	1897 Leander Club . . . 7 30
1864 London Rowing Club . . . 8 45	1898 Leander Club . . . 7 42
1865 Third Trinity B.C., Cam. 8 13	1899 Magdalen Coll., Oxford 7 51
1866 University Coll., Oxford 9 28	1900 Leander Club . . . 7 55
1867 University Coll., Oxford 8 45	1901 Third Tr. B.C., Cam. . . 7 54
1868 London Rowing Club . . . 8 22	1902 Third Tr. B.C., Cam. . . 7 45
1869 London Rowing Club . . . 8 36	1903 Third Tr. B.C., Cam. . . 8 5
1870 Etonian Club, Oxford . . . 8 5	1904 Third Tr. B.C., Cam. . . 7 30
1871 London Rowing Club . . . 9 9	1905 Leander Club . . . 8 26
1872 London Rowing Club . . . 9 21	1906 Leander Club . . . 7 36
1873 London Rowing Club* . . . 8 23	1907 Magdalen College, Oxf. 8 42
1874 London Rowing Club . . . 9 0	

VISITORS' CHALLENGE CUP, FOR FOUR-OARS

Established 1847.

1847 Christ Church, Oxford . . . 9 0	1852 Argonauts Club, London — —
1848 Christ Church, Oxf., r o — —	1853 Argonauts Club, London 9 2
1849 Second Tr.B.C., Cam., r o — —	1854 St. John's, Cambridge . . . 8 48
1850 Christ Church, Oxford . . . — —	1855 St. John's, Cambridge . . . — —
1851 Christ Church, Oxford . . . 9 0	1856 St. John's, Cambridge . . . — —

* Rowed without a coxswain.

	Time . . . m. s.		Time . . . m. s.		
1857	Pembroke Coll., Oxford	8 40	1883	Christ Church, Oxford . . . — —	
1858	First Trinity B.C., Cam.	— —	1884	Third Trinity, B.C., Cam.	8 39
1859	Third Trin. B.C., Cam., r o	— —	1885	Trinity Hall, Cam.	7 41
1860	First Trin. B.C., Cam., r o	— —	1886	First Trinity, B.C., Cam.	8 20½
1861	First Trinity B.C., Cam.	8 57	1887	Trinity Hall, Cambridge	8 8
1862	Brasenose Coll., Oxford	9 40	1888	Brasenose Coll., Oxford	7 59
1863	Brasenose Coll., Oxford	— —	1889	Third Trinity B.C., Cam.	8 6
1864	University Coll., Ox., r o	— —	1890	Brasenose Coll., Oxford	7 42
1865	Third Trin. B.C., Cam., r o	— —	1891	Trinity Hall, Cambridge.	7 45
1866	University Coll., Oxford	8 49	1892	Third Trin. B.C., Cam.	8 23
1867	University Coll., Ox., r o	— —	1893	Third Trin. B.C., Cam.	8 21
1868	University Coll., Oxford	8 15	1894	New College, Oxford.	— —
1869	University Coll., Oxford	9 7	1895	Trinity Coll. B.C., Ox.	8 17
1870	Trinity College, Dublin	8 36	1896	Caius Coll., Cam.	8 29
1871	First Trinity B.C., Cam.	9 8	1897	Trinity College, Oxford	7 53
1872	Pembroke Coll., Oxford	9 28	1898	New College, Oxford	7 37
1873	Trinity College, Dublin	— —	1899	Balliol College, Oxford	8 1
1874	Trinity College, Dublin	8 47	1900	Trinity Coll., Cambridge	7 53
1875	University Coll., Oxford	8 20	1901	Balliol College, Oxford	8 27
1876	University Coll., Oxford	8 5	1902	Jesus College, Cam.	7 56
1877	Jesus College, Cam.	9 7	1903	University College	8 25
1878	Columbia Coll., U.S.A.	8 42	1904	Third Trinity, Camb.	7 46
1879	Lady Marg't B.C., Cam.	9 22	1905	Trinity Hall	7 53
1880	Third Trinity B.C., Cam.	8 16	1906	Third Trinity	7 49½
1881	First Trinity B.C., Cam.	8 22	1907	Magdalen College, Oxf.	8 7
1882	Brasenose Coll., Oxford	9 23			

WYFOLD CHALLENGE CUP, FOR FOUR-OARS

Established 1855.*

1855	Royal Chester R.C.	— —	1869	Oscillators B.C., Surbiton	8 58
1856	Argonauts Club, London	— —	1870	Thames Rowing Club	8 34
1857	Pembroke Coll., Oxford	8 30	1871	Thames Rowing Club	9 6
1858	First Trinity B.C., Cam.	— —	1872	Thames Rowing Club	8 42
1859	First Trinity B.C., Cam.	8 21	1873	Kingstown Harbour B.C.	8 37
1860	London Rowing Club	10 8	1874	Newcastle A.R.C. †	9 0
1861	Brasenose Coll., Oxford	9 43	1875	Thames Rowing Club	8 10
1862	London Rowing Club	9 20	1876	West London R.C.	8 24
1863	Kingston Rowing Club	8 50	1877	Kingston Rowing Club	— —
1864	Kingston R.C. r o	— —	1878	Kingston Rowing Club	8 44
1865	Kingston Rowing Club	8 23	1879	London Rowing Club	9 56
1866	Kingston Rowing Club	— —	1880	London Rowing Club	8 4
1867	Kingston Rowing Club	— —	1881	Dublin University R.C.	8 8
1868	Kingston Rowing Club	8 32	1882	Jesus Coll., Cambridge	8 58

* In 1847, and for some years following, the Wyfold Cup was given to the best crew among the challengers for the Grand Challenge Cup.

† Rowed without a coxswain.

Time	m. s.	Time	m. s.
1883 Kingston Rowing Club	8 51	1896 Trinity College, Oxford	8 41
1884 Thames Rowing Club	8 58	1897 Kingston Rowing Club	8 0
1885 Kingston Rowing Club	— —	1898 Kingston Rowing Club	8 28
1886 Thames Rowing Club	8 4	1899 Trinity Hall, Cambridge	8 57
1887 Pembroke Coll., Cam.	7 50	1900 Trinity Hall, Cambridge	8 14
1888 Thames Rowing Club	7 59	1901 Trinity Hall, Cambridge	8 9
1889 London Rowing Club	7 58	1902 Burton-on-Trent R.C.	7 43
1890 Kingston Rowing Club	7 46	1903 Kingston R.C.	8 23
1891 Royal Chester R.C.	7 50	1904 Birmingham R.C.	8 1
1892 Molesey Boat Club	8 42	1905 London Rowing Club	7 59
1893 Molesey Boat Club	8 28	1906 London Rowing Club	7 58
1894 Thames Rowing Club	8 16	1907 Magdalen College, Oxf.	8 49
1895 London Rowing Club	8 16		

SILVER GOBLETS AND NICKALLS CHALLENGE CUP, FOR PAIR-OARS *

Established 1845.

1845 G. Mann, F. M. Arnold (st.), Caius, Cambridge	— —	1855 A. A. Casamajor, J. Not- tidge (st.), London	— —
1846 M. Haggard, W. H. Mil- man (st.), Christ Ch., Ox.	— —	1856 A. A. Casamajor, J. Not- tidge (st.), London	— —
1847 W. S. Falls, W. Coult- hard (st.), St. George's Club, London	— —	1857 E. Warre, A. P. Lonsdale (st.), Balliol, Oxford	9 22
1848 M. Haggard, W. H. H. Milman (st.), Christ Ch., Ox.	— —	1858 H. H. Playford, A. A. A. Casamajor (st.), L.R.C.	— —
1849 E. G. Peacock, F. Play- ford (st.), London	— —	1859 E. Warre, J. Arkell (st.), Balliol and Pembroke, Oxford	9 0
1850 J. J. Hornby, J. W. Chitty (st.), B.N.C. and Balliol, Oxford	— —	1860 A. A. Casamajor, W. Woodbridge (st.), L.R.C.	11 50
1851 J. W. Chitty, J. Aitken (st.), Balliol and Exeter, Oxford	— —	1861 W. Champneys, W. B. Woodgate (st.), B.N.C., Oxford	— —
1852 H. S. Barker, P. H. Nind (st.), Christ Church, Oxford	— —	1862 W. Champneys, W. B. Woodgate (st.), B.N.C., Oxford	9 45
1853 R. Gordon, J. B. Barlee (st.), Christ's, Cam.	10 0	1863 R. Shepherd, W. B. Woodgate (st.), B.N.C., Oxford, ro.	— —
1854 C. Cadogan, W. F. Short (st.), Ch. Ch. and New, Oxford	9 36	1864 J. R. Selwyn, R. A. Kingleake (st.), Third Tr. Cam.	9 92

* The event was called the Silver Wherries, until 1850, when it was changed to the Silver Goblets, by which title the race is still known. In 1895 a Challenge Cup was presented by Mr. Tom Nickalls.

Time	m. s.	Time	m. s.
1865 J. C. F. May, F. Fenner (st.), L.R.C.	9 7	Muttlebury (st.), Third Trin. B. C., Cam.	8 40
1866 E. L. Corrie, W. B. Woodgate (st.), K.R.C.	9 23	1887 C. T. Barclay, S. D. Muttlebury (st.), 3rd Trin. B.C., Cam.	8 15
1867 E. L. Corrie, M. Brown (st.), K.R.C.	9 49	1888 N. P. Symonds, E. Buck (st.), C.U.B.C. and O.U.B.C.	— —
1868 W. C. Crofts, W. B. Woodgate(st.),B.N.C., Oxford	— —	1889 J. C. Gardner, S. D. Muttlebury (st.), Cam. U.B.C.	8 25
1869 A. de L. Long, W. Stout (st.), L.R.C.	9 20	1890 Lord Amptill,; Guy Nickalls (st.), O.U.B.C.	8 38
1870 E. L. Corrie, E. Hall (st.), K.R.C.	— —	1891 Lord Amptill, Guy Nickalls (st.), Leander Club	8 36
1871 A. de L. Long. F. S. Gulston (st.), L.R.C.	10 17	1892 V. Nickalls, W. A. L. Fletcher (st.), O.U.B.C.	9 0
1872 A. de L. Long, F. S. Gulston (st.), L.R.C.	— —	1893 V. Nickalls, W. A. L. Fletcher (st.), O.U.B.C.	8 44
1873 C. C. Knollys, A. Trower (st.) K.R.C.	9 22	1894 V. Nickalls, Guy Nickalls (st.), Formosa B.C.	9 35
1874 A. de L. Long, F. S. Gulston (st.), L.R.C.	— —	1895 V. Nickalls, Guy Nickalls (st.), London R.C.	9 11
1875 W. Chillingworth, C. Herbert, Ino R.C.	9 3	1896 V. Nickalls, Guy Nickalls, London R.C.	9 10
1876 S. Le B. Smith, F. S. Gulston (st.), L.R.C.	8 55	1897 E. R. Balfour, Guy Nick- alls (st.), Leander Club	8 59
1877 W. H. Eyre, J. Hastie (st.), T.R.C.	— —	1898 A. Bogle, W. J. Fernie (st.), Thames R.C.	8 41
1878 T. C. Edwards-Moss, W. A. Ellison (st.), Oxford	9 14	1899 C. K. Philips, H. W. M. Willis (st.), Leander C.	8 49
1879 R. H. Labat, F. S. Guls- ton (st.), L.R.C.	11 16	1900 C. J. D. Goldie, G. M. Maitland (st.), Trinity College, Cambridge	8 33
1880 W. H. Eyre, J. Hastie (st.), T.R.C.	8 45	1901 H. J. Hale, F. W. Warre, Balliol College, Oxford	8 50
1881 W. H. Eyre, J. Hastie (st.) T.R.C.	9 4	1902 W. Dudley Ward, C. W. H. Taylor, Third Trin. B.C., Cambridge	8 36
1882 D. E. Brown, J. Lowndes, (st.), Hertford College, Oxford	— —	1903 Lothar Klaus, Alfred Ehrenberg (st.), V.R.C. Berlin	8 45
1883 G. Q. Roberts, D. E. Brown (st.), Twicken- ham R.C.	9 22	1904 C. J. D. Goldie, C. W. H. Taylor, Third Trinity, Cambridge	8 33
1884 J. Lowndes, D. E. Brown (st.), Twick. R.C.	9 1	1905 H. R. Nelson and P. H. Thomas	8 40
1885 H. McLean, D. H. Mc- Lean (st.), Oxford Etonians	— —		
1886 F. E. Churchill, S. D.			

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	Time . m. s.		Time . m. s.
1906 B. C. Johnstone and R. V. Powell (st.), Third Trinity . . .	9 15	1907 B. C. Johnstone and R. V. Powell (st.), Leander Club . . .	8 52

DIAMOND SCULLS, FOR SCULLERS

Established 1844.

1844 T. B. Bumpstead, Scullers' Club, London . . .	10 32	1867 W. C. Crofts, Brasenose College, Oxford . . .	10 2
1845 S. Wallace, Leander Club	11 30	1868 W. Stout, London R. C.	9 6
1846 E.G.Moon, Mag. Coll. Ox.	— —	1869 W. C. Crofts, Brasenose College, Oxford . . .	9 56
1847 W. Maule, First Trinity B.C., Cambridge . . .	10 45	1870 John B. Close, First Trinity B.C., Camb. . .	9 43
1848 W. L. G. Bagshawe, 3rd Trin. B.C., Cambridge . . .	— —	1871 W. Fawcus, Tynemouth R.C.	10 9
1849 T. R. Bone, London . . .	— —	1872 C. C. Knollys, Magdalen College, Oxford . . .	10 48
1850 T.R.Bone, Meteor Club, London	— —	1873 A. C. Dicker, St. John's College, Cambridge . . .	9 50
1851 E. G. Peacock, Thames Club, London	— —	1874 A. C. Dicker, ditto . . .	10 50
1852 E. Macnaghten, First Trinity B.C., Cam.	— —	1875 A. C. Dicker, ditto . . .	9 15
1853 S. Ripplingall, Peterhouse, Cambridge . . .	10 2	1876 F. L. Playford, L. R. C.	9 28
1854 H. H. Playford, Wandle Club, London	— —	1877 T. C. Edwards-Moss, B.N.C., Oxford	10 20
1855 A. A. Casamajor, Argonauts Club, London . . .	9 27	1878 T. C. Edwards-Moss, B.N.C., Oxford	9 37
1856 A. A. Casamajor, Argonauts Club, London	— —	1879 J. Lowndes, Hert. Coll., Oxford	12 30
1857 A. A. Casamajor, London Rowing Club	— —	1880 J. Lowndes, Derby	9 10
1858 A. A. Casamajor, L.R.C.	— —	1881 J. Lowndes, Derby	9 28
1859 E. D. Brickwood, Richmond	10 0	1882 J. Lowndes, Derby	11 43
1860 H. H. Playford, L.R.C.	12 8	1883 J. Lowndes, Twick. R.C.	10 2
1861 A. A. Casamajor, L.R.C.	10 4	1884 W. S. Unwin, Magdalen College, Oxford	9 44
1862 E. D. Brickwood, L.R.C.*	10 40	1885 W. S. Unwin, Magdalen College, Oxford	9 22
1863 C. B. Lawes, Third Trin. B.C., Cambridge	9 43	1886 F. I. Pitman, Third Trin. B.C., Cambridge	9 5
1864 W. B. Woodgate, Brasenose College, Oxford	10 10	1887 J.C. Gardner, Emmanuel College, Cambridge	8 51
1865 E. B. Michell, Magdalen College, Oxford	9 11	1888 Guy Nickalls, Magdalen College, Oxford	8 36
1866 E. B. Michell, Magdalen College, Oxford	9 55	1889 Guy Nickalls, ditto	8 56
		1890 Guy Nickalls, ditto	8 57½
		1891 V. Nickalls, ditto	— —

* After a dead heat with W. B. Woodgate, Brasenose Coll., Ox., 10 m. 22 s.

	Time . . . m. s.		Time . . . m. s.
1892 J. J. K. Ooms, Neptunus R.C., Amsterdam . . .	10 9½	1900 E. G. Hemmerde, University Coll., Oxford . . .	8 42
1893 Guy Nickalls, Magdalen College, Oxford . . .	9 12	1901 C. V. Fox, Guards' Brigade R.C.	8 46
1894 Guy Nickalls, Formosa B.C.	9 32	1902 F. S. Kelly, Balliol Coll., Oxford	8 59
1895 Hon. R. Guinness, Leander Club	9 11	1903 F. S. Kelly, Leander Club	8 41
1896 Hon. R. Guinness, Leander Club	9 35	1904 L. E. Scholes, Toronto R.C., Canada	8 23
1897 E. H. Ten Eyck, Worcester, U.S.A.	8 35	1905 F. S. Kelly, Leander Club	8 10
1898 B. H. Howell, Trinity Hall, Cambridge.	8 29	1906 H. T. Blackstaffe	8 35
1899 B. H. Howell, Thames R.C.	8 38	1907 Capt. W. H. Darell, Household Brigade B.C.	9 24

WINNERS OF THE GRAND CHALLENGE CUP

1839.—TRINITY COLLEGE, CAMBRIDGE.—W. R. Gough, W. W. Smyth, S. B. T. Taylor, J. G. Lonsdale, C. Penrose, W. C. Strickland, W. A. Cross, W. Massey (st.), H. D. Barclay (cox.).

1840.—LEANDER CLUB.—E. Shephard, W. Wood, S. Wallace, J. Layton, T. L. Jenkins, O. Ommanney, C. Pollock, A. Dalgleish (st.), H. Gibson (cox.).

1841.—CAMBRIDGE SUBSCRIPTION ROOMS, LONDON.—Hon. G. Denman, A. H. Shadwell, W. A. Cross, T. A. Anson, W. H. Yatman, Warren Jones, C. M. Vialls, W. B. Brett (st.), T. S. Egan (cox.).

1842.—CAMBRIDGE SUBSCRIPTION ROOMS, LONDON.—W. H. Yatman, A. H. Shadwell, G. C. Uppleby, J. G. Lonsdale, A. M. Ritchie, W. M. Jones, C. J. Selwyn, J. Beresford, (st.), T. S. Egan (cox.).

1843.—OXFORD UNIVERSITY.—R. Menzies, E. Royds, W. B. Brewster, G. D. Bourne, J. C. Cox, R. Lowndes, G. E. Hughes (st.), A. T. W. Shadwell (cox.).

1844.—ETONA CLUB, OXFORD.—W. Chetwynd-Stapylton, W. Spottiswoode, H. Chetwynd-Stapylton, J. Spankie, F. M. Wilson, F. E. Tuke, J. W. Conant, H. Morgan (st.), A. T. W. Shadwell (cox.).

1845.—CAMBRIDGE UNIVERSITY.—G. Mann, W. Harkness, W. S. Lockhart, W. P. Cloves, F. L. Hopkins, H. J. Potts, F. M. Arnold, C. G. Hill (st.), H. Munster (cox.).

1846.—THAMES CLUB, LONDON.—F. W. Blake, W. Field, E. G. Peacock, E. Webb, J. S. Robinson, Francis Playford, L. D. Strutton, J. R. L. Walmisley (st.), G. Walmisley (cox.).

1847.—OXFORD UNIVERSITY.—E. G. Moon, M. Haggard, J. Oldham, F. C. Royds, E. G. C. Griffiths, W. King, G. R. Winter, E. C. Burton (st.), C. J. Soanes (cox.).

1848.—OXFORD UNIVERSITY.—W. G. Rich, M. Haggard, E. J. Sykes, F. C. Royds, G. R. Winter, A. Mansfield, W. H. Milman, E. C. Burton (st.), C. J. Soanes (cox.).

WINNERS OF THE GRAND CHALLENGE CUP 307

1849.—WADHAM COLLEGE, OXFORD.—O. Ogle, J. Semple, A. Sugden, E. Johnson, W. H. Humphrey, J. E. Clarke, H. Hodgson, D. Wauchope (st.), C. Ranken (cox.).

1850.—OXFORD UNIVERSITY.—H. J. Cheales, W. Houghton, J. J. Hornby, J. Aitken, C. H. Steward, J. W. Chitty, E. J. Sykes, W. G. Rich (st.), R. W. Cotton (cox.).

1851.—OXFORD UNIVERSITY.—W. G. Rich, W. Nixon, J. J. Hornby, W. Houghton, J. Aitken, R. Greenhall, E. J. Sykes, J. W. Chitty (st.), E. C. Burton (cox.).

1852.—OXFORD UNIVERSITY.—W. F. Short, H. Blundell, H. S. Polehampton, W. H. Coventry, H. Denne, C. Stephens, H. R. Barker, R. Greenhall (st.), F. Balguy (cox.).

1853.—OXFORD UNIVERSITY.—W. F. Short, P. H. Moore, W. King, R. J. Buller, H. Denne, P. H. Nind, K. Prescott, W. O. Meade-King (st.), T. H. Marshall (cox.).

1854.—TRINITY COLLEGE, CAMBRIDGE.—Hon. G. Pepys, J. S. Wood, R. D. Marshall, E. C. Graham, E. Courage, E. Macnaughten, R. C. Galton, H. R. Mansel Jones (st.), W. Wingfield (cox.).

1855.—CAMBRIDGE UNIVERSITY.—P. P. Pearson, E. C. Graham, H. W. Schreiber, E. H. Fairrie, H. Williams, H. F. Johnson, H. Blake, H. R. Mansel Jones (st.), W. Wingfield (cox.).

1856.—ROYAL CHESTER ROWING CLUB.—P. Maudsley, T. Grindrod, J. Fairrie, E. B. Gibson, E. Dixon, F. French, J. Elsee, J. B. Littledale (st.), A. Brittain (cox.).

1857.—LONDON ROWING CLUB.—J. Ireland, F. Potter, C. Schlotel, J. Nottidge, J. Paine, W. Farrar, A. A. Casamajor, H. H. Playford (st.), H. Edie (cox.).

1858.—CAMBRIDGE UNIVERSITY.—G. A. Paley, A. L. Smith, W. J. Havart, D. Darroch, A. H. Fairbairn, R. Lewis Lloyd, N. Royds, J. Hall (st.), J. T. Morland (cox.).

1859.—LONDON ROWING CLUB.—G. Dunnage, W. Foster, F. Potter, W. M. Dunnage, W. Farrar, J. Paine, A. A. Casamajor, H. H. Playford (st.), H. Weston (cox.).

1860.—FIRST TRINITY, CAMBRIDGE.—G. H. Richards, G. Cox, H. S. Wright, D. Ingles, J. Lyle, T. E. Beaumont, S. Heathcote, N. Royds (st.), J. T. Morland (cox.).

1861.—FIRST TRINITY, CAMBRIDGE.—H. A. Ridgway, T. H. Crampton, H. S. Wright, A. M. Channell, B. P. Gregson, W. C. Smyly, J. G. Buchanan, G. H. Richards (st.), J. C. Carter (cox.).

1862.—LONDON ROWING CLUB.—H. Hood, W. Stout, G. P. R. Grubb, G. Ryan, C. Boydell, A. Hodgson, F. Fenner, G. R. Cox (st.), E. Weston (cox.).

1863.—UNIVERSITY COLLEGE, OXFORD.—J. H. E. Smith, A. Brassey, J. E. Parker, J. M. Collyer, R. A. Seymour, A. E. Seymour, F. H. Kelly, J. H. Forster (st.), W. Glaister (cox.).

1864.—KINGSTON ROWING CLUB.—C. C. Mowbray, G. F. Meynell, A. Wilson, E. A. Thurburn, W. Seymour, W. R. Griffiths, C. A. P. Talbot, G. Cardale (st.), C. Walton (cox.).

1865.—KINGSTON ROWING CLUB.—C. C. Mowbray, G. F. Meynell, H. B.

Middleton, F. Willan, W. Seymour, R. F. Wade, W. B. Woodgate, R. W. Risley (st.), F. Walton (cox.).

1866.—OXFORD ETONIAN CLUB.—W. P. Bowman, C. S. Newton, W. P. Senhouse, R. G. Marsden, F. Willan, W. W. Wood, A. Brassey, A. H. Hall (st.), C. R. W. Tottenham (cox.).

1867.—OXFORD ETONIAN CLUB.—M. G. Knight, C. S. Newton, W. P. Bowman, R. G. Marsden, J. C. Tinné, W. W. Wood, F. Willan, A. H. Hall (st.), C. R. W. Tottenham (cox.).

1868.—LONDON ROWING CLUB.—C. Warren, B. P. Seare, J. G. Walker, W. Cross, A. de L. Long, C. Ryan, S. le B. Smith, F. S. Gulston (st.), V. Weston (cox.).

1869.—OXFORD ETONIAN CLUB.—W. Farrer, F. F. Armitstead, R. W. B. Mirehouse, A. G. P. Lewis, F. Willan, A. C. Yarborough, W. D. Benson, S. H. Woodhouse (st.), E. E. Grubbe (cox.).

1870.—OXFORD ETONIAN CLUB.—W. Farrer, F. E. Armitstead, S. H. Woodhouse, A. G. P. Lewis, J. C. Tinné, A. C. Yarborough, R. W. B. Mirehouse, W. D. Benson (st.), E. E. Grubbe (cox.).

1871.—OXFORD ETONIAN CLUB.—F. E. H. Elliot, W. Farrer, M. A. Farrer, J. W. McClintock Bunbury, J. Edwards-Moss, A. G. P. Lewis, S. H. Woodhouse, F. E. Armitstead (st.), E. E. Grubbe (cox.).

1872.—LONDON ROWING CLUB.—S. le B. Smith, C. E. Routh, C. S. Routh, B. P. Seare, R. M. Barton, John B. Close, A. de L. Long, F. S. Gulston (st.), V. Weston (cox.).

1873.—LONDON ROWING CLUB.—C. E. Routh, C. S. Routh, James B. Close, W. F. Pitchford, R. M. Barton, John B. Close, A. de L. Long, F. S. Gulston (st.), V. Weston (cox.).

1874.—LONDON ROWING CLUB.—B. Horton, C. S. Routh, C. E. Routh, E. B. Parlour, A. de L. Long, F. L. Playford, S. le B. Smith, F. S. Gulston (st.), V. Weston (cox.).

1875.—LEANDER CLUB.—P. J. Hibbert, W. Davy, E. A. Phillips, A. W. Nicholson, C. S. Read, H. E. Rhodes, C. W. Benson, J. H. D. Goldie (st.), E. O. Hopwood (cox.).

1876.—THAMES ROWING CLUB.—R. H. Labat, J. Howell, G. C. Gordon, C. C. Cream, W. L. Slater, J. A. M. Robertson, W. H. Eyre, J. Hastie (st.), E. A. Safford (cox.).

1877.—LONDON ROWING CLUB.—B. Horton, C. H. Warren, E. Slade, A. Trower, A. de L. Long, F. S. Gulston, S. le B. Smith, F. L. Playford (st.), W. F. Sheard (cox.).

1878.—THAMES ROWING CLUB.—J. C. Sutherland, J. G. Jones, E. C. Otter, B. J. Angle, G. H. Scales, W. Nottebohm, W. H. Eyre, J. Hastie (st.), E. A. Stafford (cox.).

1879.—JESUS COLLEGE, CAMBRIDGE.—L. R. Jones, W. W. Baillie, C. N. Armytage, C. Fairbairn, E. A. Phillips, C. Gurdon, T. E. Hockin, E. H. Prest (st.), R. Williams (cox.).

1880.—LEANDER CLUB.—R. H. Poole, L. R. West, F. H. Capron, H. Sandford, J. H. T. Wharton, H. B. Southwell, T. C. Edwards-Moss, W. A. Ellison (st.), G. L. Davis (cox.).

1881.—LONDON ROWING CLUB.—P. Adcock, W. A. D. Evanson, C. G. Ousey, W. W. Hewitt, H. Butler, W. R. Grove, H. H. Playford, jun., F. L. Playford (st.), W. F. Sheard (cox.).

WINNERS OF THE GRAND CHALLENGE CUP 309

1882.—EXETER COLLEGE, OXFORD.—W. C. Blandy, L. Stock, J. A. G. Bengough, A. B. How, H. H. Walrond, R. A. Pinckney, R. S. Kindersley, W. D. B. Curry (st.), A. B. Roxburgh (cox.).

1883.—LONDON ROWING CLUB.—G. R. B. Earnshaw, C. E. Earnshaw, W. Bergh, A. S. J. Hurrell, C. G. Ousey, W. R. Grove, J. T. Crier, W. W. Hewitt (st.), W. F. Sheard (cox.).

1884.—LONDON ROWING CLUB.—G. R. B. Earnshaw, C. E. Earnshaw, W. Bergh, J. F. Stilwell, H. J. Hill, A. S. J. Hurrell, J. T. Crier, W. W. Hewitt (st.), W. F. Sheard (cox.).

1885.—JESUS COLLEGE, CAMBRIDGE.—H. S. Sanford, L. P. Bevan, H. Armitage, E. P. Alexander, J. W. Dickson, A. M. Hutchinson, S. Fairbairn, C. H. Bicknell (st.), C. E. Tyndale-Biscoe (cox.).

1886.—TRINITY HALL, CAMBRIDGE.—R. M'Kenna, L. Hannen, W. A. D. Bell, P. Landale, J. Walmsley, S. Swann, A. R. Sladen, C. J. Bristowe (st.), A. G. Salvin (cox.).

1887.—TRINITY HALL, CAMBRIDGE.—A. R. Sladen, L. Hannen, A. Bousfield, C. B. P. Bell, J. Walmsley, S. Swann, P. Landale, C. J. Bristowe (st.), J. R. Roxburgh (cox.).

1888.—THAMES ROWING CLUB.—B. W. Looker, J. W. Fogg-Elliot, P. S. G. Propert, A. S. Falconer, W. Broughton, A. M. Hutchinson, F. E. C. Clark, J. A. Drake-Smith (st.), E. A. Safford (cox.).

1889.—THAMES ROWING CLUB.—B. W. Looker, B. E. Cole, P. S. G. Propert, A. S. Falconer, W. Broughton, A. M. Hutchinson, F. E. C. Clark, J. Drake-Smith (st.), E. A. Safford (cox.).

1890.—LONDON ROWING CLUB.—M. W. Mossop, H. W. Reeves, T. E. Coulson, J. Baker, A. G. Aldous, R. S. Farren, R. S. Bradshaw, G. B. James (st.), W. F. Sheard (cox.).

1891.—LEANDER CLUB.—W. F. C. Holland, J. A. Ford, V. Nickalls, Lord Amptill, Guy Nickalls, W. A. L. Fletcher, R. P. P. Rowe, C. W. Kent (st.), L. S. Williams (cox.).

1892.—LEANDER CLUB.—H. B. Cotton, J. A. Ford, W. A. Hewett, C. M. Pitman, Guy Nickalls, W. A. L. Fletcher, R. P. P. Rowe, C. W. Kent (st.), J. P. Heywood-Lonsdale (cox.).

1893.—LEANDER CLUB.—W. F. C. Holland, T. G. Lewis, C. T. Fogg-Elliott, J. A. Ford, W. B. Stewart, W. A. L. Fletcher, R. O. Kerrison, C. W. Kent (st.), L. S. Williams (cox.).

1894.—LEANDER CLUB.—H. B. Cotton, J. A. Ford, M. C. Pilkington, C. M. Pitman, W. B. Stewart, J. A. Morrison, W. E. Crum, C. W. Kent (st.), D. Powell (cox.).

1895.—TRINITY HALL, CAMBRIDGE.—T. B. Hope, J. A. Bott, W. J. Fernie, F. C. Stewart, W. A. Bieber, B. H. Howell, A. S. Bell, D. A. Wauchope (st.), T. R. Paget-Tomlinson (cox.).

1896.—LEANDER CLUB.—C. W. N. Graham, J. A. Ford, H. Willis, R. Carr, T. H. E. Stretch, Guy Nickalls, W. F. C. Holland, H. G. Gold (st.), H. R. K. Pechell (cox.).

1897.—NEW COLLEGE BOAT CLUB, OXFORD.—J. J. de Knoop, G. O. Edwards, R. O. Pitman, A. O. Dowson, C. K. Philips, H. Thorpe, W. E. Crum, H. Whitworth (st.), C. P. Serocold (cox.).

1898.—LEANDER CLUB.—H. A. Steward, W. B. Rennie, J. A. Tinné, H. A.

Game, C. D. Burnell, H. Willis, C. J. D. Goldie, H. G. Gold (st.), H. R. K. Pechell (cox.).

1899.—LEANDER CLUB.—R. O. Pitman, E. A. Beresford-Peirse, H. W. M. Willis, H. A. Game, C. D. Burnell, R. Carr, C. K. Philips, H. G. Gold (st.), G. S. Maclagan (cox.).

1900.—LEANDER CLUB.—R. O. Pitman, H. U. Gould, Lord Grimston, F. W. Warre, C. D. Burnell, J. E. Payne, M. C. Thornhill, F. O. J. Huntley (st.), G. S. Maclagan (cox.).

1901.—LEANDER CLUB.—C. A. Willis, H. J. du Vallon, W. Dudley Ward, G. M. Maitland, C. D. Burnell, J. E. Payne, C. J. D. Goldie, R. B. Etherington-Smith (st.), G. S. Maclagan (cox.).

1902.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—W. H. Chapman, V. P. Powell, C. J. D. Goldie, P. H. Thomas, J. Edwards-Moss, C. W. H. Taylor, W. Dudley Ward, J. H. Gibbon (st.), W. H. Brown (cox.).

1903.—LEANDER CLUB.—H. Sanger, T. Drysdale, B. C. Cox, F. S. Kelly, R. B. Etherington-Smith, F. W. Warre, F. J. Escombe, A. K. Graham (st.), G. S. Maclagan (cox.).

1904.—LEANDER CLUB.—W. H. Chapman, F. S. Kelly, B. C. Johnstone, C. W. H. Taylor, F. J. Escombe, P. H. Thomas, A. K. Graham, R. H. Nelson (st.), G. S. Maclagan (cox.).

1905.—LEANDER CLUB.—A. K. Graham, F. S. Kelly, B. C. Johnstone, G. Nickalls, F. J. Escombe, P. H. Thomas, R. B. Etherington-Smith, R. H. Nelson (st.), G. S. Maclagan (cox.).

1906.—CLUB NAUTIQUE DE GAND, BELGIUM.—Urbain Molmans, Albert Heye, Alphonse Van Roy, Guillaume Visser, M. Orban, R. Orban, Oscar de Somville, Rudolph Poma (st.), Raphael Van der Waerden (cox.).

1907.—SPORT NAUTIQUE DE GAND, BELGIUM.—P. de Geyter, G. Visser, U. Molmans, A. Van Roy, F. Vergucht, P. Veirman, O. de Somville, R. Poma (st.), R. Colpaert (cox.).

WINNERS OF THE STEWARDS' CHALLENGE CUP

1841.—THE MIDGE, OXFORD CLUB, LONDON.—D. Stuart, J. J. Rogers, P. L. Powys, S. E. Maberley (st.), Mackintosh (cox.).

1842.—THE MIDGE, OXFORD CLUB, LONDON.—D. Stuart, T. J. Pocock, P. L. Powys, S. E. Maberley (st.), H. Churchill (cox.).

1843.—ST. GEORGE'S CLUB, LONDON.—G. Jeffreys, J. Hodding, G. Collier, T. B. Bumpstead (st.), A. Johnson (cox.).

1844.—OXFORD UNIVERSITY BOAT CLUB.—W. Chetwynd-Stapylton, W. J. Dry, F. M. Wilson, F. E. Tuke (st.), G. B. Lewis (cox.).

1845.—OXFORD UNIVERSITY BOAT CLUB.—W. Chetwynd-Stapylton, W. H. Milman, J. W. Conant, F. M. Wilson (st.), G. B. Lewis (cox.).

1846.—OXFORD UNIVERSITY BOAT CLUB.—W. Chetwynd-Stapylton, F. M. Wilson, J. W. Conant, W. H. Milman (st.), M. Haggard (cox.).

1847.—CHRIST CHURCH BOAT CLUB.—A. Milman, M. Haggard, E. C. Burton, W. H. Milman (st.), H. W. P. Richards (cox.).

1848.—CHRIST CHURCH BOAT CLUB.—A. Milman, M. Haggard, E. C. Burton, W. H. Milman (st.), R. W. Cotton (cox.).

WINNERS OF STEWARDS' CHALLENGE CUP 311

1849.—LEANDER CLUB.—W. Bovill, M. Shearman, T. H. Fellows, E. C. Wolstenholme (st.), P. Colquhoun (cox.).

1850.—OXFORD UNIVERSITY BOAT CLUB.—J. J. Hornby, J. Aitken, C. H. Steward, J. W. Chitty (st.), W. G. Rich (cox.).

1851.—CAMBRIDGE UNIVERSITY BOAT CLUB.—A. S. Page, W. S. Longmore, H. E. Tuckey, F. W. Johnson (st.), C. H. Crosse (cox.).

1852.—OXFORD UNIVERSITY BOAT CLUB.—R. Greenhall, H. R. Barker, P. H. Nind, W. O. Meade-King (st.), F. Balguy (cox.).

1853.—OXFORD UNIVERSITY BOAT CLUB.—K. Prescott, P. H. Nind, W. O. Meade-King, J. W. Chitty (st.), G. Petch (cox.).

1854.—PEMBROKE COLLEGE, OXFORD.—G. O. Clarke, C. F. Cadiz, T. A. Hooper, H. R. Hayward (st.), W. Fursdon (cox.).

1855.—ROYAL CHESTER ROWING CLUB.—P. Maudsley, E. B. Gibson, E. Dixon, J. B. Littledale (st.), H. Roberts (cox.).

1856.—ARGONAUT BOAT CLUB.—J. Nottidge, A. A. Casamajor, J. Paine, H. H. Playford (st.), F. Levien (cox.).

1857.—LONDON ROWING CLUB.—A. A. Casamajor, J. Nottidge, J. Paine, H. H. Playford (st.), H. Weston (cox.).

1858.—LONDON ROWING CLUB.—A. A. Casamajor, W. Farrar, J. Paine, H. H. Playford (st.), H. Weston (cox.).

1859.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—R. Beaumont, H. H. Collings, J. P. Ingham, F. W. Holland (st.), T. K. Gaskell (cox.).

1860.—FIRST TRINITY BOAT CLUB, CAMBRIDGE.—S. Heathcote, G. Cox, D. Ingles, N. Royds (st.), J. T. Morland (cox.).

1861.—FIRST TRINITY BOAT CLUB, CAMBRIDGE.—H. S. Wright, W. C. Smyly, B. P. Gregson, G. H. Richards (st.), J. C. Carter (cox.).

1862.—BRASENOSE COLLEGE, OXFORD.—W. C. Harris, R. Shepherd, W. Champneys, W. B. Woodgate (st.), C. J. Parkin (cox.).

1863.—UNIVERSITY COLLEGE, OXFORD.—J. E. Parker, A. E. Seymour, F. H. Kelly, J. H. Forster (st.), W. Glaister (cox.).

1864.—LONDON ROWING CLUB.—J. C. F. May, H. N. Custance, G. Ryan, F. Fenner (st.), E. Weston (cox.).

1865.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—J. R. Selwyn, J. G. Chambers, R. A. Kinglake, W. R. Griffiths (st.), F. Walton (cox.).

1866.—UNIVERSITY COLLEGE, OXFORD.—W. P. Bowman, W. W. Wood, A. Brassey, A. H. Hall (st.), W. H. Lipscombe (cox.).

1867.—UNIVERSITY COLLEGE, OXFORD.—W. P. Bowman, W. W. Wood, J. C. Tinne, A. H. Hall (st.), W. H. Lipscombe (cox.).

1868.—LONDON ROWING CLUB.—S. Le B. Smith, F. S. Gulston, A. De L. Long, W. Stout (st.), V. Weston (cox.).

1869.—LONDON ROWING CLUB.—G. Ryan, F. S. Gulston, A. De L. Long, W. Stout (st.), V. Weston.

1870.—ETONIAN CLUB, OXFORD.—R. W. B. Mirehouse, A. C. Yarborough, J. C. Tinne, W. D. Benson (st.), E. E. Grubbe (cox.).

1871.—LONDON ROWING CLUB.—C. E. Routh, G. Ryan, A. De L. Long, F. S. Gulston (st.), V. Weston (cox.).

1872.—LONDON ROWING CLUB.—S. Le B. Smith, John B. Close, A. De L. Long, F. S. Gulston (st.), V. Weston (cox.).

1873.—LONDON ROWING CLUB.—James B. Close, F. S. Gulston, A. De L. Long, John B. Close (st.).

1874.—LONDON ROWING CLUB.—S. Le B. Smith, F. L. Playford, A. De L. Long, F. S. Gulston (st.).

1875.—LONDON ROWING CLUB.—S. Le B. Smith, F. L. Playford, A. De L. Long, F. S. Gulston (st.).

1876.—LONDON ROWING CLUB.—C. H. Warren, F. S. Gulston, S. Le B. Smith, F. L. Playford (st.).

1877.—LONDON ROWING CLUB.—S. Le B. Smith, F. S. Gulston, A. De L. Long, F. L. Playford (st.).

1878.—LONDON ROWING CLUB.—S. Le B. Smith, F. S. Gulston, A. Trower, F. L. Playford (st.).

1879.—JESUS COLLEGE, CAMBRIDGE.—G. M. Edmonds, C. Gurdon, T. E. Hockin, E. H. Prest (st.).

1880.—THAMES ROWING CLUB.—W. H. Eyre, J. Hastie, D. E. Brown, F. Canton (st.).

1881.—HERTFORD COLLEGE, OXFORD.—G. Q. Roberts, E. Buck, D. E. Brown, J. Lowndes (st.).

1882.—HERTFORD COLLEGE, OXFORD.—G. Q. Roberts, E. Buck, D. E. Brown, J. Lowndes (st.).

1883.—THAMES ROWING CLUB.—H. B. Tween, J. Hastie, H. J. Rust, J. A. Drake-Smith (st.).

1884.—KINGSTON ROWING CLUB.—F. H. Cobb, H. A. Harvey, H. S. Till, R. H. Cobb (st.).

1885.—TRINITY HALL, CAMBRIDGE.—W. K. Hardacre, S. Swann, R. H. Coke, C. J. Bristowe (st.).

1886.—THAMES ROWING CLUB.—B. W. Looker, A. M. Hutchinson, S. Fairbairn, J. A. Drake-Smith (st.).

1887.—TRINITY HALL, CAMBRIDGE.—R. McKenna, S. Swann, P. Landale, C. J. Bristowe (st.).

1888.—TRINITY HALL, CAMBRIDGE.—F. H. Maugham, C. B. P. Bell, P. Landale, L. Hannen (st.).

1889.—THAMES ROWING CLUB.—C. W. Hughes, A. M. Hutchinson, F. E. C. Clark, B. W. Looker (st.).

1890.—BRASENOSE COLLEGE, OXFORD.—W. F. C. Holland, J. A. Ford, F. Wilkinson, C. W. Kent (st.).

1891.—THAMES ROWING CLUB.—B. W. Looker, P. Landale, F. E. C. Clark, J. C. Gardner (st.).

1892.—ROYAL CHESTER ROWING CLUB.—S. G. Cox, A. Fairrie, R. E. R. Brockelbank, H. Fairrie (st.).

1893.—MAGDALEN COLLEGE, OXFORD.—H. B. Cotton, W. M. Poole, V. Nickalls, G. Nickalls (st.).

1894.—THAMES ROWING CLUB.—G. H. McHenry, W. Broughton, S. D. Muttelbury, J. C. Gardner (st.).

1895.—LONDON ROWING CLUB.—A. S. Little, H. W. Stout, V. Nickalls, G. Nickalls (st.).

1896.—LONDON ROWING CLUB.—W. B. Richards, H. W. Stout, V. Nickalls, G. Nickalls (st.).

1897.—LEANDER CLUB.—C. W. N. Graham, J. A. Ford, H. Willis, G. Nickalls (st.).

1898.—LEANDER CLUB.—C. J. D. Goldie, H. Willis, C. D. Burnell, H. G. Gold (st.).

1899.—MAGDALEN COLLEGE, OXFORD.—M. C. Thornhill, R. Carr, C. D. Burnell, H. G. Gold (st.).

1900.—LEANDER CLUB.—R. O. Pitman, F. W. Warre, C. D. Burnell, J. E. Payne (st.).

1901.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—W. H. Watney, R. H. Nelson, W. Dudley Ward, C. W. H. Taylor (st.).

1902.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—W. H. Chapman, P. H. Thomas, W. Dudley Ward, C. W. H. Taylor (st.).

1903.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—W. H. Chapman, P. H. Thomas, W. Dudley Ward, R. H. Nelson (st.).

1904.—THIRD TRINITY BOAT CLUB, CAMBRIDGE.—W. H. Chapman, C. W. H. Taylor, P. H. Thomas, R. H. Nelson (st.).

1905.—LEANDER CLUB.—H. A. Steward, R. B. Etherington-Smith, F. J. Escombe, G. Nickalls (st.).

1906.—LEANDER CLUB.—A. K. Graham, F. S. Kelly, R. B. Etherington-Smith, G. Nickalls (st.).

1907.—MAGDALEN COLLEGE.—Hon. R. P. Stanhope, E. H. L. Southwell, A. G. Kirby, Guy Nickalls (st.).

CAMBRIDGE UNIVERSITY BOAT CLUB

MAY RACES

HEAD OF THE RIVER

1827	Trinity.	1843	First Trinity.
1828	St. John's.	1844	Caius.
1829	St. John's.	1845	First Trinity.
1830	{Lent, St. John's.	1846	First Trinity.
	{May, Trinity.*	1847	First Trinity.
1831	{Lent, St. John's.†	1848	Third Trinity.
	{May, First Trinity.	1849	{Lent, Third Trinity.
1832	First Trinity.		{May, Second Trinity.
1833	{Lent, First Trinity.	1850	First Trinity.
	{May, Christ's.	1851	{Lent, Lady Margaret.
1834	{Lent, First Trinity.		{May, First Trinity.
	{May, Third Trinity.	1852	First Trinity.
1835	{Lent, Third Trinity.	1853	First Trinity.
	{May, Second Trinity.	1854	{Lent, First Trinity.
1836	{Lent, First Trinity.		{May, Lady Margaret.
	{May, Corpus.	1855	Lady Margaret.
1837	Lady Margaret.	1856	Lady Margaret.
1838	Lady Margaret.	1857	Lady Margaret.
1839	First Trinity.	1858	{Lent, Lady Margaret.
1840	Caius.		{May, First Trinity.
1841	Caius.	1859	{Lent, Trinity Hall.
1842	Peterhouse.		{May, Third Trinity.

* From this date subdivided into First, Second, and Third Trinity.

† After this date the club was divided, and two separate clubs were formed—Lady Margaret and Lady Somerset.

1860	First Trinity.*	1884	Jesus.
1861	First Trinity.	1885	Jesus.
1862	Trinity Hall.	1886	Trinity Hall.
1863	Third Trinity.	1887	Trinity Hall.
1864	Trinity Hall.	1888	Trinity Hall.
1865	Third Trinity.	1889	Third Trinity.
1866	First Trinity.	1890	Trinity Hall.
1867	First Trinity.	1891	Trinity Hall.
1868	First Trinity.	1892	Trinity Hall.
1869	First Trinity.	1893	Trinity Hall.
1870	First Trinity.	1894	Trinity Hall.
1871	First Trinity.	1895	Trinity Hall.
1872	Lady Margaret.	1896	Trinity Hall.
1873	First Trinity.	1897	Trinity Hall.
1874	First Trinity.	1898	First Trinity.
1875	Jesus.	1899	First Trinity.
1876	Jesus.	1900	First Trinity.
1877	Jesus.	1901	Third Trinity.
1878	Jesus.	1902	Third Trinity.
1879	Jesus.	1903	Third Trinity.
1880	Jesus.	1904	Third Trinity.
1881	Jesus.	1905	Third Trinity.
1882	Jesus.	1906	Third Trinity.
1883	Jesus.	1907	Trinity Hall.

WINNERS OF THE UNIVERSITY FOUR-OARS

The Challenge Cup was presented in 1850 by the Third Trinity Boat Club, to which it had originally been given by Sir F. Heygate, Bart., Mr. Auber, and Mr. Clissold.

1849	First Trinity.	1862	Third Trinity.
1850	Lady Margaret.	1863	Lady Margaret.
1851	Third Trinity.	1864	Lady Margaret.
1852	First Trinity.	1865	Third Trinity.
1853	Lady Margaret.	1866	First Trinity.
1854	Third Trinity.	1867	Emmanuel.
1855	Trinity Hall.	1868	Sidney.
1856	Lady Margaret.	1869	Sidney.
1857	Magdalene.	1870	First Trinity.
1858	Third Trinity.	1871	First Trinity.
1859	Third Trinity.	1872	First Trinity.
1860	First Trinity.	1873	Jesus.
1861	First Trinity and Trinity Hall rowed a dead heat.	1874	First Trinity and Jesus rowed a dead heat.

* In this year it was decided that the "pride of place" should alone be determined in the May Term Races; as previously this was not the case, the occasional appearance of "two heads of the river" in one year is accounted for.

- 1875 Jesus.
- 1876 Jesus.
- 1877 Jesus.
- 1878 Lady Margaret.
- 1879 Lady Margaret.
- 1880 Jesus.
- 1881 Jesus.
- 1882 Third Trinity.
- 1883 Third Trinity.
- 1884 Third Trinity.
- 1885 Third Trinity.
- 1886 Trinity Hall.
- 1887 Trinity Hall.
- 1888 Trinity Hall.
- 1889 Third Trinity.
- 1890 Trinity Hall.
- 1891 Trinity Hall.

- 1892 Third Trinity.
- 1893 Third Trinity.
- 1894 Trinity Hall.
- 1895 Caius.
- 1896 Trinity Hall.
- 1897 Trinity Hall.
- 1898 First Trinity.
- 1899 First Trinity.
- 1900 Third Trinity.
- 1901 Third Trinity.
- 1902 Third Trinity.
- 1903 Third Trinity.
- 1904 Third Trinity.
- 1905 Third Trinity.
- 1906 Trinity Hall.
- 1907 Jesus.

WINNERS OF THE UNIVERSITY PAIR-OARS,

Commonly called "The Magdalene Silver Oars."

- 1844 T. W. Brooks and W. P. Cloves,
First Trinity.
- 1845 S. Vincent and E. P. Wolsten-
holme, First Trinity.
- 1846 T. S. Hoare and T. M. Gisborne,
St. John's.
- 1847 S. Vincent and W. Maule, First
Trinity.
- 1848 A. B. Dickson and W. L. G.
Bagshawe, Third Trinity.
- 1849 A. Baldry, First, and W. L. G.
Bagshawe, Third Trinity.
- 1850 J. B. Cane and C. Hudson,
St. J.
- 1851 E. Macnaghten, First, and F.
W. Johnson, Third Trinity.
- 1852 W. S. Longmore and E. Haw-
ley, Sidney.
- 1853 R. Gordon and J. B. Barlee,
Christ's.
- 1854 R. C. Galton, First Trinity, and
H. Blake, Corpus.
- 1855 H. Blake, Corpus, and J. Wright,
St. John's.
- 1856 R. Gordon and P. H. Wormald,
Christ's.

- 1857 R. E. Thompson and N. Royds,
First Trinity.
- 1858 R. Beaumont and F. W. Hol-
land, Third Trinity.
- 1859 D. Ingles, First Trinity, and J.
P. Ingham, Third Trinity.
- 1860 R. P. Fitzgerald, Trinity Hall,
and J. P. Ingham, Third Trinity.
- 1861 A. D'A. Burney and A. M.
Channell, First Trinity.
- 1862 J. G. Chambers, Third Trinity,
and R. Neave, Trinity Hall.
- 1863 R. A. Kinglake and J. R.
Selwyn, Third Trinity.
- 1864 R. A. Kinglake and W. R.
Griffiths, Third Trinity.
- 1865 J. R. Selwyn and W. R. Griffiths,
Third Trinity.
- 1866 W. R. Griffiths, Third, and J. U.
Bourke, First Trinity.
- 1867 E. Hopkinson and H. Herbert,
Christ's.
- 1868 C. Pitt-Taylor and J. Blake
Humfrey, Third Trinity.
- 1869 L. P. Muirhead and E. Phelps,
Sidney.

- 1870 John B. Close and G. L. Rives,
First Trinity.
- 1871 James B. Close and John B.
Close, First Trinity.
- 1872 H. E. Rhodes and E. Hoskyns,
Jesus.
- 1873 P. J. Hibbert and E. Sawyer,
Lady Margaret.
- 1874 G. F. Armytage and C. D.
Shafto, Jesus.
- 1875 W. B. Close and G. C. Dicker,
First Trinity.
- 1876 T. E. Hockin and C. Gurdon,
Jesus.
- 1877 J. G. Pinder and C. O. L. Riley,
Caius.
- 1878 A. H. Prior and H. Sandford,
Lady Margaret.
- 1879 J. A. Watson-Taylor, Magd.,
and T. E. Hockin, Jesus.
- 1880 L. R. Jones and E. Prest,
Jesus.
- 1881 J. F. Kieser and S. P. Smith,
First Trinity.
- 1882 W. K. Hardacre and F. C.
Meyrick, Trinity Hall.
- 1883 C. J. Bristowe and F. C. Mey-
rick, Trinity Hall.
- 1884 P. S. Propert and S. Swann,
Trinity Hall.
- 1885 R. H. Coke and S. Swann,
Trinity Hall.
- 1886 S. D. Muttelbury and C. Barclay,
Third Trinity.
- 1887 C. T. Barclay and S. D. Muttel-
bury, Third Trinity.
- 1888 P. Landale and C. B. P. Bell,
Trinity Hall.
- 1889 J. C. Gardner, Emm. and S. D.
Muttelbury, Third Trinity.
- 1890 G. Francklyn and S. D. Muttel-
bury, Third Trinity.
- 1891 G. A. H. Branson and G. C.
Kerr, First Trinity.
- 1892 C. T. Fogg-Elliot and W. Lan-
dale, Trinity Hall.
- 1893 R. O. Kerrison and T. G. Lewis,
Third Trinity.
- 1894 N. W. Payne and R. O. Kerri-
son, Third Trinity.
- 1895 A. J. Davis and L. H. K. Bushe-
Fox, Lady Margaret, B.C.
- 1896 A. S. Bell and W. J. Fernie (st.),
Trinity Hall.
- 1897 W. Dudley Ward, Third Trin.,
and W. J. Fernie (st.), Trinity
Hall.
- 1898 C. J. D. Goldie, Third, and R.
B. Etherington-Smith (st.), First
Trinity.
- 1899 W. Dudley Ward, Third, and
R. B. Etherington-Smith (st.),
First Trinity.
- 1900 C. W. H. Taylor, C. J. D.
Goldie (st.), Third Trinity.
- 1901 E. F. Duncanson, Emmanuel, and
C. W. H. Taylor, Third Trinity.
- 1902 R. H. Nelson and C. W. H.
Taylor, Third Trinity.
- 1903 P. H. Thomas and H. R. Nelson,
Third Trinity.
- 1904 J. Edwards-Moss and P. H.
Thomas, Third Trinity.
- 1905 B. C. Johnstone and R. V.
Powell.
- 1906 E. W. and R. V. Powell, Third
Trinity.
- 1907 E. W. Powell, Third Trinity,
and D. C. R. Stuart, Trinity
Hall.

WINNERS OF THE UNIVERSITY SCULLS

(Colquhoun Challenge Sculls.)

Presented in 1837 by Patrick Colquhoun to the Lady Margaret Boat Club, and by that club in 1842 to the competition of the whole University of Cambridge. The winner, in late years, receives, in addition to the Sculls, a twenty-guinea cup, and the title of "Champion of the Cam." The race was rowed from Westminster to Putney until 1842, but since that time has been rowed on the Cam.

- | | |
|---------------------------------------------------------------|-------------------------------------------------|
| 1837 Berney, Lady Margaret. | 1873 A. C. Dicker, Lady Margaret. |
| 1838 Antrobus, Lady Margaret. | 1874 W. B. Close, First Trinity. |
| 1839 Vincent, Lady Margaret. | 1875 S. A. Saunders, Second Trinity. |
| 1840 A. H. Shadwell, Lady Marg. | 1876 J. C. Fenn, First Trinity. |
| 1841 A. H. Shadwell (no challenger). | 1877 T. W. Barker, First Trinity. |
| 1842 Hon. G. Denman, First Trinity. | 1878 H. Sandford, Lady Margaret. |
| 1843 Thompson, Peterhouse. | 1879 A. H. Prior, Lady Margaret. |
| 1844 Miles, Third Trinity. | 1880 J. F. Kieser, First Trinity. |
| 1845 W. P. Cloves, First Trinity. | 1881 J. C. Fellowes, First Trinity. |
| 1846 W. Maule, First Trinity. | 1882 F. W. Fox, First Trinity. |
| 1847 W. L. Bagshawe, Third Trinity. | 1883 S. Swann, Trinity Hall. |
| 1848 Bagot, Second Trinity. | 1884 F. I. Pitman, Third Trinity. |
| 1849 H. G. Miller, Third Trinity. | 1885 A. M. Cowper-Smith, First Trin. |
| 1850 Cowie and Hudson. | 1886 J. C. Gardner, Emmanuel. |
| 1851 E. Macnaghten, First Trinity. | 1887 C. B. P. Bell, Trinity Hall. |
| 1852 E. Courage, First Trinity. | 1888 S. D. Muttlebury, Third Trinity. |
| 1853 R. C. Galton, First Trinity. | 1889 E. T. Fison, Corpus. |
| 1854 J. Wright, Lady Margaret. | 1890 G. Elin, Third Trinity. |
| 1855 J. P. Salter, Trinity Hall. | 1891 G. C. Kerr, First Trinity. |
| 1856 R. Beaumont, Third Trinity. | 1892 E. H. M. Waller, Corpus. |
| 1857 H. Busk, First Trinity. | 1893 R. P. Croft, Trinity Hall. |
| 1858 D. Ingles, First Trinity. | 1894 J. F. Beale, First Trinity. |
| 1859 G. A. Paley, Lady Margaret. | 1895 A. S. Bell, Trinity Hall. |
| 1860 A. M. Channell, First Trinity. | 1896 H. U. Gould, First Trinity. |
| 1861 J. C. Hawkshaw, Third Trinity. | 1897 R. B. Etherington-Smith, First
Trinity. |
| 1862 C. B. Lawes, Third Trinity. | 1898 C. J. D. Goldie, Third Trinity. |
| 1863 J. G. Chambers, Third Trinity. | 1899 R. H. Sanderson, First Trinity. |
| 1864 G. D. Redpath, First Trinity. | 1900 C. W. H. Taylor, Third Trinity. |
| 1865 H. Watney, Lady Margaret. | 1901 T. Drysdale, Jesus. |
| 1866 G. Shann, First Trinity. | 1902 R. H. Nelson, Third Trinity. |
| 1867 G. H. Wright, First Trinity. | 1903 P. H. Thomas, Third Trinity. |
| 1868 E. Phelps, Sidney, and F. E.
Marshall, First Trinity. | 1904 M. Donaldson, First Trinity. |
| 1869* John B. Close, First Trinity. | 1905 R. V. Powell, Third Trinity. |
| 1870 J. H. D. Goldie, Lady Margaret. | 1906 D. C. Stuart, Trinity Hall. |
| 1871 C. W. Benson, Third Trinity. | 1907 E. W. Powell, Third Trinity |
| 1872 James B. Close, First Trinity. | |

* Postponed, and rowed in January, 1870.

WINNERS OF LOWE DOUBLE SCULLS

Presented to the L.M.B.C., and by the latter executive for open competition.

- 1894 A. S. Bell and R. P. Croft, Trinity Hall.
 1895 A. S. Bell and J. A. Bott, Trinity Hall.
 *1896 { H. G. Macartney and J. F. Beale, First Trinity.
 { A. S. Bell and W. J. Fernie, Trinity Hall.
 1897 G. T. Bullard and B. H. Howell, Trinity Hall.
 1898 C. J. D. Goldie, Third Trinity, and R. B. Etherington-Smith, First Trinity.
 1899 R. H. Sanderson and R. B. Etherington-Smith, First Trinity.
 1900 R. H. Sanderson and C. J. M. Adie, First Trinity.
 1901 B. C. Cox, Trinity Hall, and C. W. H. Taylor, Third Trinity.
 1902 P. H. Thomas and J. Edwards-Moss, Third Trinity.
 1903 P. H. Thomas and R. H. Nelson, Third Trinity.
 1904 G. S. Russell, King's, and P. H. Thomas, Third Trinity.
 1905 B. C. Johnstone and R. V. Powell, Third Trinity.
 1906 E. W. and R. V. Powell, Third Trinity.
 1907 B. M. Arnold and N. E. Hawdon.

WINNERS OF THE CLINKER FOURS

- | | | |
|------------------------|--------------------|--------------------|
| 1890 King's. | 1896 Peterhouse. | 1902 Trinity Hall. |
| 1891 King's. | 1897 No race. | 1903 Trinity Hall. |
| 1892 First Trinity. | 1898 Trinity Hall. | 1904 Trinity Hall. |
| 1893 Trinity Hall. | 1899 Peterhouse. | 1905 Trinity Hall. |
| 1894 Third Trinity. | 1900 Peterhouse. | 1906 Jesus. |
| 1895 Gonville & Caius. | 1901 Trinity Hall. | 1907 Jesus. |

OXFORD UNIVERSITY BOAT CLUB

SUMMER EIGHT-OARS

HEAD OF THE RIVER

- | | | |
|---------------------|-----------------|------------------|
| 1836 Christ Church. | 1850 Wadham. | 1864 Trinity. |
| 1837 Queen's. | 1851 Balliol. | 1865 Brasenose. |
| 1838 Exeter. | 1852 Brasenose. | 1866 Brasenose. |
| 1839 Brasenose. | 1853 Brasenose. | 1867 Brasenose. |
| 1840 Brasenose. | 1854 Brasenose. | 1868 Corpus. |
| 1841 University. | 1855 Balliol. | 1869 University. |
| 1842 Oriel. | 1856 Wadham. | 1870 University. |
| 1843 University. | 1857 Exeter. | 1871 University. |
| 1844 Christ Church. | 1858 Exeter. | 1872 Pembroke. |
| 1845 Brasenose. | 1859 Balliol. | 1873 Balliol. |
| 1846 Brasenose. | 1860 Balliol. | 1874 University. |
| 1847 Christ Church. | 1861 Trinity. | 1875 University. |
| 1848 Christ Church. | 1862 Trinity. | 1876 Brasenose. |
| 1849 Christ Church. | 1863 Trinity. | 1877 University. |

* A dead heat.

1878 University.	1888 Magdalen.	1898 New.
1879 Balliol.	1889 Brasenose.	1899 New.
1880 Magdalen.	1890 Brasenose.	1900 Magdalen.
1881 Hertford.	1891 Brasenose.	1901 New College.
1882 Exeter.	1892 Magdalen.	1902 University.
1883 Exeter.	1893 Magdalen.	1903 New College.
1884 Exeter.	1894 Magdalen.	1904 New College.
1885 Corpus.	1895 Magdalen.	1905 Magdalen.
1886 Magdalen.	1896 New.	1906 Magdalen.
1887 New.	1897 New.	1907 Christ Church.

WINNERS OF THE UNIVERSITY FOUR-OARS

Presented by the O.U.B.C. in 1840 (with Medals attached)

1840 Brasenose.	1863 Trinity.	1886 Magdalen.
1841 University.	1864 University.	1887 Brasenose.
1842 University.	1865 University.	1888 New.
1843 Oriol.	1866 University.	1889 Magdalen.
1844 University.	1867 University.	1890 New.
1845 Christ Church.	1868 University.	1891 Christ Church.
1846 Christ Church.	1869 Balliol.	1892 Christ Church.
1847 Christ Church.	1870 Balliol.	1893 Magdalen.
1848 Oriol.	1871 Christ Church.	1894 New.
1849 Brasenose.	1872 Balliol.	1895 New.
1850 Brasenose.	1873 University.	1896 New.
1851 Christ Church.	1874 Brasenose.	1897 New.
1852 Trinity.	1875 University.	1898 New.
1853 Trinity.	1876 Brasenose.	1899 Magdalen.
1854 Exeter.	1877 Brasenose.	1900 Balliol.
1855 Exeter.	1878 Magdalen.	1901 New College.
1856 Balliol.	1879 Hertford.	1902 New College.
1857 Pembroke.	1880 Magdalen.	1903 Balliol.
1858 Balliol.	1881 Hertford.	1904 University.
1859 University.	1882 Hertford.	1905 Magdalen.
1860 Brasenose.	1883 Corpus.	1906 Magdalen.
1861 Trinity.	1884 Magdalen.	1907 Magdalen.
1862 University.	1885 Magdalen.	

WINNERS OF THE UNIVERSITY PAIR-OARS

TWO SILVER OARS, given by C. BEWICKE and S. E. MABERLY.
 RUDDER, given by W. E. GARNETT and R. HOBHOUSE.

1839 R. Menzies, F. N. Menzies. R. S. Fox (cox.), Univ.	1841 H. E. C. Stapylton, W. Bolland, J. H. Griffiths (cox.), Univ.
1840 O. B. Barttelot, C.C.C. ; E. Royds, B.N.C. ; T. Evett (cox.), C.C.C.	1842 W. Wilberforce, G. E. Hughes, G. B. Lewis (cox.), Oriol.

- 1843 M. Haggard, W. H. Milman, T. J. Prout (cox.), Christ Church.
- 1844 M. Haggard, W. H. Milman, T. J. Prout (cox.), Christ Church.
- 1845 M. Haggard, W. H. Milman, C. J. Fuller (cox.), Christ Church.
- 1846 A. Milman, E. C. Burton, H. Ingram (cox.), Christ Church.
- 1847 W. G. Rich, A. Milman, Christ Church.
- 1848 T. H. Michel, C. H. Steward, Oriol.
- 1849 E. M. Clissold, Exeter, J. W. Chitty, Balliol.
- 1850 J. C. Bengough, Oriol, J. W. Chitty, Balliol.
- 1851 R. Greenhall, K. Prescott, B.N.C.
- 1852 W. F. Short, New, W. L. Rogers, Balliol.
- 1853 C. Cadogan, Christ Church, W. F. Short, New.
- 1854 C. Cadogan, Christ Church, W. F. Short, New.
- 1855 A. P. Lonsdale, E. Warre, Balliol.
- 1856 E. Warre, A. P. Lonsdale, Balliol.
- 1857 P. W. Phipps, J. Arkell, Pemb.
- 1858 T. B. Shaw-Hellier, B.N.C., F. Halcomb, Wadham.
- 1859 B. de B. Russell, R. F. Clarke, St. John's.
- 1860 W. B. Woodgate, H. F. Baxter, B.N.C.
- 1861 W. Champneys, W. B. Woodgate, B.N.C.
- 1862 R. Shepherd, W. B. Woodgate, B.N.C.
- 1863 C. P. Roberts, M. Brown, Trinity.
- 1864 C. P. Roberts, M. Brown, Trinity.
- 1865 R. T. Raikes, Merton M. Brown, Trinity.
- 1866 G. H. Swinny, G. H. Morrell, Merton.
- 1867 W. C. Crofts, F. Crowder, Brasenose.
- 1868 A. V. Jones, Exeter, W. C. Crofts, B.N.C.
- 1869 F. Pownall, A. V. Jones, Exeter
- 1870 J. Mair St. Alb., C. J. Vesey, St. John's.
- 1871 J. W. M^cC. Bunbury, B.N.C., A. G. P. Lewis, University.
- 1872 H. J. Preston, A. S. Daniel, University.
- 1873 W. Farrer, Balliol, M. Farrer, B.N.C.
- 1874 M. Farrer, H. Benson, B.N.C.
- 1875 H. J. Preston, University, T. C. Edwards-Moss, B.N.C.
- 1876 H. M. Marriott, T. C. Edwards-Moss, B.N.C.
- 1877 D. J. Cowles, W. L. Giles, St. John's.
- 1878 T. C. Edwards-Moss, B.N.C., W. A. Ellison, University.
- 1879 C. R. L. Fletcher and F. P. Bulley, Magdalen.
- 1880 E. Staniland, Magdalen, and L. R. West, Christ Church.
- 1881 C. Lowry and R. de Havilland, Corpus.
- 1882 G. C. Bourne, New, and C. H. Sharpe, Hertford.
- 1883 A. G. Shortt and A. B. Shaw, Christ Church.
- 1884 W. S. Unwin, Magdalen, and J. Reade, B.N.C.
- 1885 H. McLean and D. H. McLean, New.
- 1886 H. McLean and D. H. McLean, New.
- 1887 F. W. Douglass and M. E. Bradford, Christ Church.
- 1888 W. F. D. Smith, New, and G. Nickalls, Magdalen.
- 1889 Lord Ampthill, New, and G. Nickalls, Magdalen.
- 1890 Lord Ampthill, New, and G. Nickalls, Magdalen.
- 1891 H. B. Cotton and V. Nickalls, Magdalen.
- 1892 V. Nickalls, Magdalen, and W. A. L. Fletcher, Christ Church.

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| 1893 H. L. Puxley, Queen's, and V. Nickalls, Magdalen. | 1901 H. J. Hale and F. W. Warre, Balliol. |
| 1894 W. E. Crum and C. M. Pitman, New. | 1902 W. W. Field and G. C. Drinkwater, Wadham. |
| 1895 W. E. Crum and C. M. Pitman, New. | 1903 A. K. Graham and F. S. Kelly, Balliol. |
| 1896 W. E. Crum and C. K. Philips, New. | 1904 A. K. Graham, Balliol, and A. R. Balfour, University. |
| 1897 R. Carr and H. G. Gold, Magdalen. | 1905 R. W. Somers-Smith, Merton, and A. K. Graham, Balliol. |
| 1898 R. O. Pitman and H. Thorpe, New. | 1906 H. C. Bucknall, Merton, and A. C. Gladstone, Ch. Ch. |
| 1899 R. O. Pitman and C. E. Johnston, New. | 1907 A. C. Gladstone, Ch. Ch., and H. C. Bucknall, Merton. |
| 1900 T. B. Etherington-Smith, Oriel, and F. W. Warre, Balliol. | |

WINNERS OF THE UNIVERSITY SCULLS

Originally presented by Members of Christ Church.

- | | |
|--------------------------------------|-------------------------------------------------|
| 1841 T. T. Pocock, Merton. | 1869 A. C. Yarborough, Lincoln. |
| 1842 H. Morgan, Christ Church. | 1870 A. C. Yarborough, Lincoln. |
| 1843 Sir F. E. Scott, Christ Church. | 1871 J. W. M ^c C. Bunbury Brasenose. |
| 1844 Sir F. E. Scott, Christ Church. | 1872 C. C. Knollys, Magdalen. |
| 1845 J. W. Conant, St. John's. | 1873 J. B. Little, Christ Church. |
| 1846 E. G. Moon, Magdalen. | 1874 A. Michell, Oriel. |
| 1847 E. C. Burton, Christ Church. | 1875 L. C. Cholmeley, Magdalen. |
| 1848 D. Wauchope, Wadham. | 1876 D. J. Cowles, St. John's. |
| 1849 T. Erskine Clarke, Wadham. | 1877 T. C. Edwards-Moss, Brasenose. |
| 1850 T. Erskine Clarke, Wadham. | 1878 J. Lowndes, Hertford. |
| 1851 W. Heaven, Trinity. | 1879 J. Lowndes, Hertford. |
| 1852 H. M. Irving, Balliol. | 1880 H. S. Cheshire, Worcester. |
| 1853 W. F. Short, New. | 1881 H. S. Cheshire, Worcester. |
| 1854 W. F. Short, New. | 1882 G. Q. Roberts, Hertford. |
| 1855 E. Warre, Balliol. | 1883 A. E. Staniland, Magdalen. |
| 1856 E. Warre, Balliol. | 1884 W. S. Unwin, Magdalen. |
| 1857 R. W. Risley, Exeter. | 1885 W. S. Unwin, Magdalen. |
| 1858 R. W. Risley, Exeter. | 1886 F. O. Wethered, Christ Church. |
| 1859 H. F. Baxter, Brasenose. | 1887 G. Nickalls, Magdalen. |
| 1860 T. R. Finch, Wadham. | 1888 W. F. C. Holland, Brasenose. |
| 1861 W. B. Woodgate, Brasenose. | 1889 W. J. Thompson, Exeter. |
| 1862 W. B. Woodgate, Brasenose. | 1890 W. J. Thompson, Exeter. |
| 1863 J. E. Parker, University. | 1891 V. Nickalls, Magdalen. |
| 1864 E. B. Michell, Magdalen. | 1892 C. M. Pitman, New. |
| 1865 J. Rickaby, Brasenose. | 1893 A. H. Taylor, St. John's. |
| 1866 W. L. Freeman, Merton. | 1894 F. H. Dutton, Hertford. |
| 1867 W. C. Crofts, Brasenose. | 1895 C. K. Philips, New. |
| 1868 W. C. Crofts, Brasenose. | 1896 C. K. Philips, New. |

1897 C. K. Philips, New.
 1898 C. D. Burnell, Magdalen.
 1899 C. V. Fox, Pembroke.
 1900 W. W. Field, Exeter.
 1901 A. de L. Long, New College.
 1902 W. W. Field, Exeter.

1903 F. S. Kelly, Balliol.
 1904 C. G. Kay-Monat, University.
 1905 F. L. Ratto, Merton.
 1906 C. E. Hope, Christ Church.
 1907 A. McCulloch.

WINNERS OF THE CLINKER FOURS

1889 Balliol.	1895 New College.	1901 No race.
1890 Worcester.	1896 Christ Church.	1902 Queen's.
1891 Lincoln.	1897 Keble.	1903 Lincoln.
1892 Worcester.	1898 Hertford.	1904 Lincoln.
1893 Trinity.	1899 Magdalen.	1905 Lincoln.
1894 Worcester.	1900 New College.	1906 Lincoln.

WINGFIELD SCULLS, INSTITUTED 1830

AMATEUR CHAMPIONSHIP OF THE THAMES

Original Course, Westminster to Putney. Altered in 1849, Putney to Kew.

Again altered in 1861, Putney to Mortlake.

WINNERS.	Time	m.	s.	LOSERS.
J. H. Bayford	—	—	C. Lewis, H. Wood, F. Horneman, W. E. Revell, A. Bayford, C. Duke,
1831 C. Lewis	—	—	J. H. Bayford. [J. Hume.
1832 A. A. Julius	—	—	C. Lewis.
1833 C. Lewis *	—	—	A. A. Julius.
1834 A. A. Julius	—	—	r o.
1835 A. A. Julius	—	—	r o.
1836 H. Wood	—	—	Patrick Colquhoun.
1837 P. Colquhoun	—	—	H. Wood Jones.
1838 H. Wood *	—	—	P Colquhoun, C. Pollock, H. Chapman.
1839 H. Chapman	—	—	C. Pollock, Crockford.
1840 T. L. Jenkins	—	—	Crockford, S. Wallace, A. Earnshaw.
1841 T. L. Jenkins *	—	—	H. Chapman.
1842 H. Chapman	—	—	S. Wallace. [shaw.
1843 H. Chapman	—	—	S. Wallace, E. S. Kennedy, A. Earn-
1844 T. B. Bumpsted	—	—	H. Chapman, Hon. G. Denman, Ro-
1845 H. Chapman *	—	—	T. B. Bumpstead. [nayne.
1846 C. Russell *	—	—	T. R. L. Walmisley, T. H. Fellows, P. E. Dodd.
1847 J. R. L. Walmisley	—	—	H. Murray, C. Harrington.
1848 J. R. L. Walmisley *	—	—	r o.
1849 F. Playford *	—	—	T. R. Bone.
1850 T. R. Bone	—	—	r o.

* Resigned.

WINNERS.			Time	m.	s.	LOSERS.	
1851	T. R. Bone *	.	.	—	—	r o.	
1852	E. G. Peacock	.	.	—	—	r o.	
1853	J. Paine *	.	.	—	—	S. Rippingall, J. Nottidge, H. C.	[Smith.
1854	H. H. Playford	.	.	—	—	r o	
1855	A. A. Casamajor	.	.	—	—	H. H. Playford.	
1856	A. A. Casamajor	.	.	—	—	r o.	
1857	A. A. Casamajor	.	.	—	—	r o.	
1858	A. A. Casamajor	.	.	—	—	r o.	
1859	A. A. Casamajor	.	.	—	—	r o.	
1860	A. A. Casamajor *	.	.	—	—	r o.	
1861	E. D. Brickwood	.	.	29	0	G. R. Cox, A. G. Lloyd.	
1862	W. B. Woodgate	.	.	27	0	E. D. Brickwood, G. R. Cox.	
1863	J. E. Parker *	.	.	25	0	E. B. Michell, J. Wallace, A. O.	
1864	W. B. Woodgate	.	.	25	35	W. P. Cecil, G. Rayan.	[Lloyd.
1865	C. B. Lawes *	.	.	27	4	W. B. Woodgate, E. B. Mitchell, W.	P. Cecil, T. Lindsay.
1866	E. B. Michell *	.	.	27	26	W. B. Woodgate, T. G. Chambers.	
1867	W. B. Woodgate	.	.	—	—	r o.	
1868	W. Stout *	.	.	26	52	E. B. Michell, W. B. Woodgate.	
1869	A. de L. Long	.	.	—	—	r o.	
1870	A. de L. Long	.	.	—	—	J. Ross, A. C. Yarborough, W. Chil-	lingworth.
1871	W. Fawcus	.	.	26	13	A. de L. Long.	
1872	C. C. Knollys	.	.	28	30	W. Fawcus.	
1873	A. C. Dicker	.	.	24	40	C. C. Knollys, W. H. Eyre, F. S.	Gulston.
1874	A. C. Dicker	.	.	25	45	W. H. Eyre, W. Fawcus.	
1875	F. L. Playford	.	.	27	8	A. C. Dicker, C. Herbert.	
1876	F. L. Playford	.	.	24	46	A. V. Frere, R. H. Labat, A. C. Dicker.	
1877	F. L. Playford	.	.	24	41	T. C. Edwards-Moss, A. H. Grove, J.	T. Bucknill.
1878	F. L. Playford	.	.	25	14	A. Payne.	
1879	F. L. Playford *	.	.	24	50	J. Lowndes, C. G. White.	
1880	A. Payne	.	.	24	2	J. Lowndes, C. G. White.	
1881	J. Lowndes	.	.	25	13	W. R. Grove.	
1882	A. Payne *	.	.	27	40	W. R. Grove.	
1883	J. Lowndes *	.	.	—	—	r o.	
1884	W. S. Unwin	.	.	24	12	C. J. S. Batt, E. F. Grün, W. Hawks,	R. H. Smith.
1885	W. S. Unwin *	.	.	25	2	F. I. Pitman, C. W. Hughes.	
1886	F. L. Pitman	.	.	24	12	W. H. Cumming, A. M. Cowper-	Smith.
1887	G. Nickalls	.	.	25	23	J. C. Gardner, W. H. Cumming, S.	Fairbairn, W. A. Barr.
1888	G. Nickalls	.	.	23	36	J. C. Gardner.	
1889	G. Nickalls	.	.	—	—	r o.	

*Resigned.

WINNERS.		Time.	m. s.	LOSERS.	
1890	J. C. Gardner *	.	26	20	G. Nickalls.
1891	G. Nickalls *	.	—	—	r o.
1892	V. Nickalls .	.	23	40	G. E. B. Kennedy, W. H. Cumming.
1893	G. E. B. Kennedy *	.	24	56	V. Nickalls, R. S. Farran, S. M. Boyd.
1894	V. Nickalls .	.	23	30	Hon. R. Guinness.
1895	V. Nickalls .	.	25	6	Hon. R. Guinness, Guy Nickalls, H. T. Blackstaffe.
1896	Hon. R. Guinness *	.	24	10	V. Nickalls.
1897	H. T. Blackstaffe .	.	23	58	B. H. Howell, A. F. G. Everitt, R. K. Beaumont, F. Beddington.
1898	B. Hunting Howell .	.	22	56	H. T. Blackstaffe, C. H. R. Thorn.
1899	B. Hunting Howell .	.	23	7	H. T. Blackstaffe, C. V. Fox.
1900	C. V. Fox * .	.	22	54	B. Hunting Howell, St. G. Ashe, H. T. Blackstaffe.
1901	H. T. Blackstaffe *	.	24	16	St. G. Ashe, A. Hamilton Cloutte.
1902	A. Hamilton Cloutte .	.	24	32	R. B. Etherington-Smith, J. Beresford.
1903	F. S. Kelly * .	.	23	32	A. H. Cloutte, H. T. Blackstaffe, J. Beresford, Guy Rixon, St. George Ashe, R. C. Whiteing.
1904	St. G. Ashe .	.	23	25	A. H. Cloutte.
1905	H. T. Blackstaffe .	.	25	17	S. G. Ashe, D. C. Stuart, A. H. Cloutte, Guy Rixon, D. Fitte.
1906	H. T. Blackstaffe .	.	23	10	A. H. Cloutte, St. G. Ashe.
1907	J. de G. Edye .	.	23	51	R. V. Powell, Capt. W. H. Darell, D. Fitte.

[N.B.—Gentlemen scullers of the United Kingdom of Great Britain and Ireland are alone qualified to row for these Sculls.]

THE CHAMPIONSHIP

	Time	m. s.
1831 C. Campbell, Westminster, beat J. Williams, Waterloo, W. to H. (Sept. 9) .	—	—
1838 C. Campbell beat R. Coombes, Vauxhall, W. to P. (Nov. 1) .	42	—
1846 R. Coombes, Vauxhaull, beat C. Campbell, P. to M. (Aug. 19) .	26	15
1847 R. Coombes beat R. Newell, Lambeth, P. to M. (Sept. 19) .	23	46
1851 R. Coombes beat T. Mackinney, Richmond, P. to M. (May 7) .	27	30
1852 T. Cole, Chelsea, beat R. Coombes, P. to M. (May 24) .	25	15
1852 T. Cole, Chelsea, beat R. Coombes, P. to M. (Oct. 14) .	23	35
1854 J. Messenger, Teddington, beat T. Cole, P. to M. (Nov. 20) .	24	45
1857 H. Kelly, Fulham, beat J. Messenger, P. to M. (May 12) .	24	30
1859 R. Chambers, Newcastle, beat H. Kelley, P. to M. (Sept. 29) .	25	25
1860 R. Chambers beat T. White, Shadwell, P. to M. (Sept. 18) .	23	25
1863 R. Chambers beat G. W. Everson, Greenwich, P. to M. (April 14) .	25	27
1863 R. Chambers beat R. A. W. Green, Australia, P. to M. (June 16) .	25	35

* Resigned.

	Time m. s.
1865 H. Kelley beat R. Chambers, P. to M. (Aug. 8)	23 23
1866 H. Kelley beat J. Hammill, Pitsburg, U.S.A., 4½ miles on Tyne (July 4)	32 45
1866 R. Chambers beat J. H. Sadler, Putney, P. to M. (Nov. 22)	25 4
1867 H. Kelley beat R. Chambers, on Tyne (May 6)	31 47
1868 J. Renforth, Newcastle, beat H. Kelley, P. to M. (Nov. 17)	23 15
1874 J. H. Sadler beat R. Bagnall, Newcastle, P. to M. (April 16)	24 15
1875 J. H. Sadler beat R. W. Boyd, Newcastle, P. to M. (Nov. 15)	28 5
1876 E. Trickett, Sydney, N.S.W. beat J. H. Sadler, P. to M. (June 27)	24 35
1877 E. Trickett beat M. Rush, on Parramatta River, N.S.W. (June 30)	— —
1880 E. Hanlan, Toronto, Canada, beat E. Trickett, P. to M. (Nov. 15)	26 12
1881 E. Hanlan beat E. C. Laycock, Sydney, N.S.W. P. to M. (Feb. 14)	25 41
1882 E. Hanlan beat R. W. Boyd, on Tyne (April 3)	21 25
1882 E. Hanlan beat E. Trickett, P. to M. (May 1)	28 0
1884 E. Hanlan beat E. C. Laycock, on Nepean River, N.S.W. (May 22)	— —
1884 W. Beach, Dapto, N.S.W., beat E. Hanlan, on Parramatta River, N.S.W. (Aug. 16)	— —
1885 W. Beach beat T. Clifford, Dapto, N.S.W., on Parramatta River, N.S.W. (Feb. 28)	26 0
1885 W. Beach beat E. Hanlan, on Parramatta R., N.S.W. (March 28)	22 1
1885 W. Beach beat N. Matterson, Sydney, N.S.W., on Parramatta R., N.S.W. (Dec. 18)	24 11
1886 W. Beach beat J. Gaudaur, St. Louis, U.S.A., P. to M. (Sept. 18)	22 29
1886 W. Beach beat Wallace Ross, St. John's, N.B., P. to M. (Sept. 25)	23 5
1887 W. Beach beat E. Hanlan, on Nepean River, N.S.W. (Nov. 26)	19 55
1888 P. Kemp, Sydney, N.S.W., beat T. Clifford, on Parramatta River, N.S.W. (Feb. 11)	23 47
1888 P. Kemp beat E. Hanlan, on Parramatta River, N.S.W. (May 5)	21 36
1888 P. Kemp beat E. Hanlan, on Parramatta River, N.S.W. (Sept. 28)	21 25
1888 H. E. Searle, Grafton, N.S.W., beat P. Kemp, on Parramatta R., N.S.W. (Oct. 27)	22 44
1889 H. E. Searle beat W. O'Connor, Toronto, Canada, P. to M. (Sept. 9)	22 42
1890 J. Stanbury, N.S.W., beat W. O'Connor, on Parramatta River, N.S.W. (June 30)	22 59
1891 J. Stanbury beat J. McLean, N.S.W., on Parramatta River, N.S.W. (April 28)	22 15½
1892 J. Stanbury beat T. Sullivan, New Zealand, on Parramatta River, N.S.W. (May 2)	17 26
1896 J. Stanbury beat C. R. Harding, P. to M. (July 13)	21 51
1896 J. Gaudaur beat J. Stanbury, P. to M. (Sept. 7)	23 1
1901 G. Towns beat J. Gaudaur, on the Lake of the Woods, Canada (Sept. 7)	20 30
1904 G. Towns beat R. Tressider, N.S.W., on the Parramatta River, N.S.W. (July 30)	21 49
1905 J. Stanbury bt. G. Towns on the Parramatta River, N.S.W. (July 22)	19 4½
1906 G. Towns bt. J. Stanbury on the Parramatta River, N.S.W. (July 28)	19 53½
1907 G. Towns beat E. Durnan, Canada, on the Nepean River, N.S.W. (March 2)	22 27

		Time m. s.
1907	W. Webb, New Zealand, beat C. Towns, on the Parramatta River, N.S.W. (Aug. 3)	20 45
1908	W. Webb, New Zealand, beat R. Tressider, N.S.W., on the Wanganui River, New Zealand (Feb. 24)	20 28

DOGGETT'S COAT AND BADGE

The following is a list of the winners of the Livery and Badge given by Mr. Thomas Doggett, a famous comedian, in 1715, from 1716 to 1790, taken from an article published in *The Field* of August 3rd, 1895. It is not quite complete, despite the fact that many very old documents have been searched carefully. No reliable trace of the first winner can be found, and in the years 1716, 1737, 1739, 1777, and 1788 more than one man has been stated as having been successful, so the names of two or more men have been printed against those dates.

<i>Year.</i>	<i>Name.</i>	<i>Year.</i>	<i>Name.</i>
1716	Bd. Bishop, or E. Guilliford.	1753	N. Sandford.
1719	Dobbin.	1754	Adam.
1721	Gundy.	1755	C. Gill.
1722	Welloris.	1757	W. Wright.
1723	Howard.	1758	Langley.
1726	T. Barrow.	1759	J. Clarke.
1728	J. Gibbs.	1760	E. Wood.
1729	J. Bean.	1761	W. Penner.
1730	J. Burroughs.	1762	W. Wood.
1731	J. Aliss.	1763	S. Eggleston.
1732	R. Adams.	1764	R. Murlin.
1733	W. Swabby.	1768	W. Watson.
1734	J. Bellows.	1770	Goddard.
1735	H. Watford.	1771	A. Badman.
1736	W. Hilliard.	1772	H. Briggs.
1737	J. Heaver or Heather.	1773	J. Frogley.
1738	T. Oakes.	1776	W. Price.
1739	J. Harrington or G. Anderson.	1777	J. Pickering, or Pender.
1740	J. Winch.	1778	H. Pearson.
1741	D. Roberts.	1779	W. Boddington.
1743	A. Wood.	1780	T. Bradshaw.
1744	J. Polton.	1781	Reeves.
1745	J. Blasdale.	1782	Trucke.
1746	J. White.	1786	J. Nash.
1747	J. Joyner.	1787	B. Rawlinson.
1748	Wagdon.	1788	Rathbourne, Radborne, or Redburn.
1749	H. Holden.	1789	Curtis.
1750	J. Duncomb.	1790	Byers.
1751	J. Earle.		
1752	T. Hogdon.		

The following table of winners from 1791 to 1905 may be regarded as correct:—

<i>Year.</i>	<i>Name, &c.</i>	<i>Year.</i>	<i>Name, &c.</i>
1791—	T. Easton, Old Swan.	1836—	J. Morris, Horselydown.
1792—	J. Kettleby, Westminster.	1837—	T. Harrison, Bankside.
1793—	A. Haley, Horselydown.	1838—	S. Bridge, Kidney Stairs.
1794—	J. Franklin, Putney.	1839—	T. Goodrum, Vauxhall Stair.
1795—	W. Parry, Hungerford.	1840—	W. Hawkins, Kidney Stairs.
1796—	J. Thompson Wapping O. Sts.	1841—	R. Moore, Surrey Canal.
1797—	J. Hill, Bankside.	1842—	J. Liddey, Wandsworth.
1798—	T. Williams, Ratcliffe Cross.	1843—	J. Fry, Kidney Stairs.
1799—	J. Dixon, Paddington-st.	1844—	F. Lett, Lambeth.
1800—	J. Burgoyne, Blackfriars.	1845—	F. Cobb, Greenwich.
1801—	J. Curtis, Queenhithe.	1846—	J. Wing, Pimlico.
1802—	W. Burns, Limehouse.	1847—	W. Ellis, Westminster.
1803—	J. Flower, Hungerford.	1848—	J. Ash, Rotherhithe.
1804—	C. Gingle, Temple.	1849—	T. Cole, jun., Chelsea.
1805—	T. Johnson, Vauxhall.	1850—	W. Campbell, Westminster.
1806—	J. Goodwin, Ratcliff Cross.	1851—	G. Wigget, Somer's Quay.
1807—	J. Evans, Mill Stairs.	1852—	C. Constable, Lambeth.
1808—	G. Newall, Battle-bridge.	1853—	J. Finnis, Tower.
1809—	F. Jury, Hermitage.	1854—	D. Hemmings, Bankside.
1810—	J. Smart, Strand.	1855—	H. White, Mill Stairs.
1811—	W. Thornton, Hungerford.	1856—	G. W. Everson, Greenwich.
1812—	R. May, Westminster.	1857—	T. White, Mill Stairs.
1813—	R. Farson, Bankside.	1858—	C. J. Turner, Rotherhithe.
1814—	R. Harris, Bankside.	1859—	C. Farrow, jun., Mill Stairs.
1815—	J. Scott, Bankside.	1860—	H. J. M. Phelps, Fulham.
1816—	T. Senham, Blackfriars.	1861—	S. Short, Bermondsey.
1817—	J. Robson, Wapping O. Stairs.	1862—	J. Messenger, Cherry Garden Stairs.
1818—	W. Nicholls, Greenwich.	1863—	T. Young, Rotherhithe.
1819—	W. Emery, Hungerford.	1864—	D. Coombes, Horselydown.
1820—	J. Hartley, Strand.	1865—	J. W. Wood, Mill Stairs.
1821—	T. Cole, sen., Chelsea.	1866—	A. Iles, Kew.
1822—	W. Noulton, Lambeth.	1867—	H. M. Maxwell, Custom House.
1823—	G. Butcher, Hungerford.	1868—	A. Egalton, Blackwall.
1824—	G. Fogo, Battle-bridge.	1869—	G. Wright, Bermondsey.
1825—	G. Staple, Battle-bridge.	1870—	R. Harding, Blackwall.
1826—	J. Poett, Bankside.	1871—	T. J. Mackinney, Richmond.
1827—	J. Voss, Fountain Stairs.	1872—	T. G. Green, Hammersmith.
1828—	R. Mallett, Lambeth.	1873—	H. Messum, Richmond.
1829—	S. Stubbs, Old Barge House.	1874—	R. W. Burwood, Wapping.
1830—	W. Butler, Vauxhall.	1875—	W. Phelps, Putney.
1831—	R. Oliver, Deptford.	1876—	C. T. Bulman, Shadwell.
1832—	R. Waight, Bankside.	1877—	J. Tarryer, Rotherhithe.
1833—	G. Maynard, Lambeth.	1878—	T. E. Tayler, Hermitage Sts.
1834—	W. Tomlinson, Whitehall.	1879—	H. Cordery, Putney.
1835—	W. Dryson, Kidney Stairs.		

<i>Year.</i>	<i>Name, &c.</i>
1880—	W. J. Cobb, Putney.
1881—	G. Claridge, Richmond.
1882—	H. A. Audsley, Waterloo.
1883—	J. Lloyd, Chelsea.
1884—	C. Phelps, Putney.
1885—	J. Mackinney, Richmond.
1886—	H. Cole, Deptford.
1887—	W. G. East, Isleworth.
1888—	C. R. Harding, Chelsea.
1889—	G. M. Green, Barnes.
1890—	J. T. Sansom, Strand-on-the-Green.
1891—	W. A. Barry, Victoria Docks.
1892—	George Webb, Gravesend.
1893—	J. Harding, jun., Chelsea.

<i>Year.</i>	<i>Name, &c.</i>
1894—	F. Pearce, Hammersmith.
1895—	J. H. Gibson, Putney.
1896—	R. J. Carter, Greenwich.
1897—	T. Bullman, Shadwell.
1898—	A. J. Carter, Greenwich.
1899—	J. See, Hammersmith.
1900—	J. J. Turffrey, Bankside.
1901—	A. H. Brewer, Putney.
1902—	R. G. Odell, Lambeth.
1903—	E. Barry, Brentford.
1904—	W. A. Pizzey, Lambeth.
1905—	Henry Silvester, Hammersmith.
1906—	E. L. Brewer, Putney.
1907—	A. T. Cook, Hammersmith.

THE CHAMPIONSHIP OF ENGLAND CHALLENGE CUPS

THE following is a list of previous winners of the Championship of England since 1877, which is taken from the *Sportsman*. Some of the races were also for the Championship of the World, as will be seen from the table of races on pp. 324, 325.

“NEWCASTLE CHRONICLE” CHALLENGE CUP

1877, March 19.—R. W. Boyd, Gateshead, beat W. Nicholson, Stockton, Mansion House to Scotswood Bridge, on the Tyne, in the final heat; time, 25 m. 45 s.

1877, May 28.—R. W. Boyd, Gateshead, beat John Higgins, Shadwell, Putney to Mortlake; time, 29 m.

1877, Oct. 8.—John Higgins, Shadwell, beat R. W. Boyd, Gateshead, Putney to Mortlake; time, 24 m. 10 s.

1878, Jan. 14.—John Higgins, Shadwell, beat R. W. Boyd, Gateshead, Mansion House to Scotswood Bridge, on Tyne, won on a foul.

1878, June 3.—John Higgins, Shadwell, beat W. Elliott, Pegswood, Putney to Mortlake; time, 24 m. 38 s.

FIRST “SPORTSMAN” CHALLENGE CUP

1878, Sept. 17.—W. Elliott, Blyth, beat R. W. Boyd, Gateshead, on a foul, in the final heat; time 24 m. 47 s.

1879, Feb. 17.—W. Elliott, Blyth, beat John Higgins, Shadwell, Mansion House to Scotswood Suspension Bridge; time, 22 m. 1 s.

1879, June 15.—E. Hanlan, Toronto, Canada, beat W. Elliott, Blyth, Mansion House to Scotswood Suspension Bridge; time, 21 m. 1 s.

1880, Nov. 15.—E. Hanlan, Toronto, Canada, beat E. Trickett, Sydney, New South Wales, Putney to Mortlake; time, 26 m. 12 s.

- 1881, Feb. 14.—E. Hanlan, Toronto, Canada, beat E. C. Laycock, Sydney, N.S.W., Putney to Mortlake ; time, 25 m. 41 s.
 1882, April 3.—E. Hanlan, Toronto, Canada, beat R. W. Boyd, Middlesborough, Mansion House to Scotswood Bridge ; time, 21 m. 25 s.

SECOND "SPORTSMAN" CHALLENGE CUP

- 1882, June 20.—J. Largan, Wandsworth, beat H. Pearce, Sydney, N.S.W., and E. C. Laycock, N.S.W., Putney to Mortlake ; time, 24 m. 5 s.
 1886, May 24.—G. J. Perkins, Rotherhithe, beat N. Matterson, Sydney, N.S.W., Putney to Mortlake ; time, 27 m. 25 s.
 1887, Feb. 7.—G. Bubear, Hammersmith, beat G. J. Perkins, Rotherhithe, Mansion House to Scotswood Suspension Bridge ; time, 23 m. 34 s.
 1888, Feb. 13.—W. Ross, New Brunswick, beat G. Bubear, Hammersmith, Putney to Mortlake ; time, 23 m. 16 s.
 1888, Sept. 9.—H. E. Searle, Sydney, N.S.W., beat W. O'Connor, Toronto, Canada, Putney to Mortlake ; time, 23 m. 38 s.
 1891, Nov. 30.—W. G. East, Isleworth, beat G. J. Perkins, Newcastle, Mansion House to Scotswood Suspension Bridge ; time, 24 m. 26 s.
 1893, Jan. 30.—G. Bubear, Hammersmith, beat G. H. Hosmer, Boston, U.S.A., Putney to Mortlake ; time, 27 m. 25 s.
 1893, Sept. 25.—T. Sullivan, New Zealand, beat G. Bubear, Hammersmith, Putney to Mortlake ; time, 22 m. 30 s.
 1895, Feb. 16.—C. R. Harding, Chelsea, beat T. Sullivan, New Zealand, Mansion House to Redheugh Bridge, Newcastle ; time, 21 m. 15 s.
 1895, Sept. 9.—C. R. Harding, Chelsea, beat T. Sullivan, New Zealand, Putney to Mortlake ; time, 22 m. 59 s.
 1896, July 13.—J. Stanbury, N.S.W., beat C. R. Harding, Chelsea, Putney to Mortlake ; time, 21 m. 51 s.
 1896, Sept. 7.—J. Gaudaur, Canada, beat J. Stanbury, N.S.W., Putney to Mortlake ; time, 23 m. 1 s.
 1898, Sept. 21.—W. A. Barry, Putney, beat G. Towns, N.S.W., in the final heat, Putney to Mortlake ; time, 23 m. 23 s.
 1899, May 1.—G. Towns, N.S.W., beat W. A. Barry, Putney to Mortlake ; time, 24 m. 2 s.
 1900, Sept. 10.—G. Towns, N.S.W., beat J. Wray, N.S.W., Putney to Mortlake ; time, 22 m. 40 s.

TABLE OF DISTANCES

FROM OXFORD TO LONDON

	Distance from	
	Oxford.	Lon. Bridge.
Oxford Folly Bridge	0 0	112 0 $\frac{1}{2}$
Cherwell River	0 4	111 4 $\frac{1}{2}$
Iffley Lock	1 3 $\frac{1}{2}$	110 5
Kennington Railway Bridge	2 0 $\frac{1}{4}$	110 0 $\frac{1}{2}$
Sandford Lock	3 1	108 7 $\frac{1}{2}$
Nuneham Railway Bridge	6 2 $\frac{1}{2}$	105 6

	Distance from	
	Oxford.	Lon. Bridge.
Horseferry	7 2	104 6 $\frac{1}{2}$
Abingdon Lock	7 5 $\frac{3}{4}$	104 3
Abingdon Bridge	8 1 $\frac{3}{4}$	103 7
River Ock	8 3 $\frac{3}{4}$	103 5
Berks and Wilts Canal	8 4	103 4 $\frac{1}{2}$
Culham Lock	9 2 $\frac{1}{2}$	101 6 $\frac{1}{2}$
Sutton Bridge	10 0	101 5 $\frac{1}{2}$
Appleford Railway Bridge	11 4 $\frac{3}{4}$	100 4
Clifton Weir	12 4 $\frac{1}{4}$	99 4 $\frac{1}{2}$
Clifton Hampden Lock	13 1	98 7 $\frac{1}{2}$
Clifton Hampden Bridge	13 4 $\frac{1}{2}$	98 4 $\frac{1}{4}$
Day's Lock	16 0 $\frac{3}{4}$	96 0
Thame River	16 7 $\frac{1}{2}$	95 1 $\frac{1}{4}$
Keen Edge Ferry	18 0 $\frac{1}{4}$	94 0 $\frac{1}{2}$
Shillingford Bridge	18 6 $\frac{1}{4}$	93 2 $\frac{1}{4}$
Benson Lock	20 0 $\frac{1}{4}$	92 0 $\frac{1}{4}$
Wallingford Bridge	21 2 $\frac{1}{4}$	90 0 $\frac{1}{2}$
Chatmore Ferry	21 6 $\frac{1}{4}$	90 2 $\frac{1}{2}$
Little Stoke Ferry	23 7 $\frac{3}{4}$	88 1
Moulsford Railway Bridge	24 4 $\frac{3}{4}$	87 4
South Stoke Ferry	25 2 $\frac{1}{4}$	86 6 $\frac{1}{2}$
Cleeve Lock	26 4 $\frac{1}{2}$	85 4 $\frac{1}{4}$
Goring Lock	27 1 $\frac{1}{2}$	84 7 $\frac{1}{4}$
Streatley Bridge	27 2	84 6 $\frac{3}{4}$
Gatehampton Railway Bridge	28 3 $\frac{3}{4}$	83 5
Gatehampton Ferry	28 6	83 2 $\frac{3}{4}$
Whitchurch Lock	31 2	80 6 $\frac{3}{4}$
Whitchurch or Pangbourne Bridge	31 3	80 5 $\frac{3}{4}$
Mapledurham Lock	33 4 $\frac{1}{4}$	78 4 $\frac{1}{2}$
Caversham Bridge	37 1 $\frac{3}{4}$	74 7
Caversham Lock	37 7 $\frac{1}{2}$	74 1 $\frac{1}{4}$
Kennet River	38 5 $\frac{1}{2}$	73 3 $\frac{1}{4}$
Sonning Lock	40 4 $\frac{1}{2}$	70 4 $\frac{1}{4}$
Sonning Bridge	40 6 $\frac{3}{4}$	71 2
Shiplake Lock	43 3 $\frac{3}{4}$	68 5
Shiplake Railway Bridge	43 5 $\frac{1}{2}$	68 3 $\frac{1}{4}$
Wargrave Ferry	43 7 $\frac{3}{4}$	68 1
Lashbroke Ferry	44 4 $\frac{3}{4}$	67 4
Harpsden Ferry	45 3 $\frac{3}{4}$	66 5
Marsh Lock	46 0 $\frac{1}{4}$	66 0 $\frac{1}{4}$
Henley Bridge	47 0	65 0 $\frac{3}{4}$
Hambleden Lock	49 2 $\frac{1}{4}$	62 6 $\frac{1}{4}$
Medmenham Abbey and Ferry	51 3	60 5 $\frac{1}{2}$
Hurley Lock	52 7 $\frac{1}{4}$	59 1
Temple Lock	53 4 $\frac{3}{4}$	58 4
Marlow Bridge	55 0 $\frac{3}{4}$	57 0
Marlow Lock	55 2 $\frac{1}{4}$	56 6 $\frac{1}{4}$
Spade Oak Ferry	57 2 $\frac{3}{4}$	54 6

	Distance from	
	Oxford.	Lon. Bridge.
Bourne End Railway Bridge	58 0	54 0 $\frac{1}{2}$
Wycombe R.	58 3	53 5 $\frac{1}{2}$
Cookham Bridge	59 0 $\frac{1}{2}$	53 0 $\frac{1}{4}$
Cookham Lock	59 4 $\frac{1}{4}$	52 4 $\frac{1}{2}$
My Lady Ferry	60 0	52 0 $\frac{3}{4}$
Boulter's Lock	61 5	50 3 $\frac{1}{4}$
Maidenhead Bridge	62 2 $\frac{1}{2}$	49 6 $\frac{1}{2}$
Great Western Railway Bridge	62 4	49 4 $\frac{1}{4}$
Bray Lock	63 6	48 2 $\frac{3}{4}$
Surly Hall	66 2 $\frac{1}{2}$	45 6 $\frac{1}{4}$
Boveney Lock	66 7 $\frac{1}{2}$	45 1 $\frac{1}{4}$
Great Western Railway Bridge	68 3 $\frac{1}{4}$	43 5 $\frac{1}{2}$
Windsor Bridge	68 6 $\frac{3}{4}$	43 2
Romney Lock	69 2	42 6 $\frac{3}{4}$
South Western Railway Bridge	69 4 $\frac{3}{4}$	42 4
Victoria Bridge	70 0	42 0 $\frac{3}{4}$
Albert Bridge	71 3 $\frac{3}{4}$	40 5
Old Windsor Lock	72 2	39 6 $\frac{3}{4}$
Bells of Ouseley	73 1	38 7 $\frac{3}{4}$
Bell Weir Egham Lock	75 1 $\frac{1}{2}$	36 7 $\frac{1}{4}$
Colne Brook	75 2 $\frac{1}{2}$	36 6 $\frac{1}{2}$
London Stone	75 6 $\frac{3}{4}$	36 2
Staines Bridge	76 1 $\frac{1}{2}$	35 7 $\frac{1}{2}$
River Colne	76 2	35 6 $\frac{1}{4}$
South-Western Railway Bridge	76 3 $\frac{3}{4}$	35 5
Penton Hook Lock	78 0	34 0 $\frac{3}{4}$
Chertsey Lock	79 7 $\frac{3}{4}$	32 1
Chertsey Bridge	80 1	31 7 $\frac{3}{4}$
Wey River, Thames Lock	81 6 $\frac{1}{4}$	30 2 $\frac{1}{2}$
Shepperton Lock	81 7 $\frac{3}{4}$	30 1
Walton Bridge	84 0 $\frac{1}{4}$	28 0 $\frac{1}{4}$
Sunbury Lock	85 5 $\frac{1}{4}$	26 3 $\frac{1}{2}$
Hampton Ferry	87 6 $\frac{1}{2}$	24 2 $\frac{1}{4}$
Molesey Lock	88 5	23 3 $\frac{3}{4}$
Hampton Court Bridge	88 6 $\frac{1}{4}$	23 2 $\frac{1}{4}$
Mole River	88 6 $\frac{3}{4}$	23 2
Ember River	89 1	22 7 $\frac{1}{4}$
Thames Ditton Ferry	89 6	22 2 $\frac{3}{4}$
Long Ditton Ferry	89 7 $\frac{3}{4}$	22 1
Hogs Mill River	91 4 $\frac{1}{4}$	20 4 $\frac{1}{2}$
Kingston Bridge	91 5 $\frac{1}{4}$	20 3 $\frac{1}{2}$
South-Western Railway Bridge	92 0 $\frac{3}{4}$	20 0
Teddington Lock	93 3 $\frac{1}{4}$	18 5 $\frac{1}{4}$
Twickenham Eyot	94 4	17 4 $\frac{3}{4}$
Richmond Bridge	96 0 $\frac{3}{4}$	16 0
South-Western Railway Bridge	96 3 $\frac{1}{4}$	15 5 $\frac{1}{4}$
Richmond Lock	96 5 $\frac{1}{4}$	15 3 $\frac{1}{4}$
Isleworth Church Ferry	97 2 $\frac{3}{4}$	14 6

	Oxford.	Distance from	Lon. Bridge.
Brentford Dock and Grand Junction Canal	98 3½		13 5½
Kew Bridge	99 1		12 7½
Kew Railway Bridge	99 4¼		12 4¼
Ship Inn, Mortlake	100 4¼		11 4½
Barnes Pier	101 0¼		11 0½
Barnes Railway Bridge	101 1½		10 7¼
Chiswick Church	102 0¾		10 0
Hammersmith Bridge	102 7¾		9 1
Putney Bridge	104 6¼		7 2½
Wandle River	105 4		6 4¾
Wandsworth Bridge	105 7		6 1¾
Battersea Railway Bridge	106 4½		5 4¼
Battersea Bridge	107 1¾		4 7
Albert Bridge	107 3¾		4 5
Chelsea Bridge	108 1¾		3 7
Victoria Railway Bridge	108 2½		3 6¼
Vauxhall Bridge	109 2¼		2 6½
Lambeth Bridge	109 6½		2 2¼
Westminster Bridge	110 2		1 6¾
Charing Cross Railway Bridge	110 4¾		1 4
Waterloo Bridge	110 6½		1 2¼
Blackfriars Bridge	111 2¾		0 6
Southwark Bridge	111 6½		0 2¼
Canon-street Railway Bridge	111 7½		0 1¼
London Bridge	112 0¾		0 0

LENGTH OF RACING COURSES

Agecroft (Manchester), 1 mile.
 Bedford Regatta, 1 mile.
 Belfast, River Lagan Course, 1¼ mile.
 Bewdley, 1 mile.
 Blyth, Flanker to Cowpen Gut,
 2 miles.
 Bridgnorth, 1 mile.
 Burton-on-Trent, 1 mile.
 Cambridge, 1½ mile.
 Cardiff, ¾ mile.
 Chester, 1 mile 480 yards.
 Coleraine, 1 mile 590 yards.
 Cork, 2 miles.
 Derby, 1 mile.
 Dublin, 1¼ mile.
 Durham, 1 mile 300 yards.
 Ely, Littleport to Adelaide Bridge,
 3 miles.

Eton, 3 miles and under.
 Exeter, 9½ miles.
 Henley-on-Thames, 1 mile 500 yards.
 Hereford, 1 mile 536 yards.
 Huntingdon, 1¼ mile.
 Ipswich, 2½ miles.
 Ironbridge, 1 mile.
 King's Lynn, Champion Course, 2
 miles; Prince of Wales' Course,
 1¼ mile.
 Kingston-on-Thames, Long Ditton
 Ferry to Raven's Ait, 7 fur.
 Lincoln, sc. and p-o. ¾ mile, 4-0.
 1½ mile.
 London Bridge to Old Swan, Chelsea,
 4 miles 3 fur.
 Manchester, 2 miles.
 Marlow, 1 mile.

Molesey, 1 mile.	Stockton-on-Tees, Portrack Course, 4 miles ; above Bridges, $1\frac{1}{2}$ mile.
Moulsford Bridge to Cleeve Lock, 2 miles.	Stourport, $1\frac{1}{4}$ mile.
Newark, Farndon Ferry to Aversham Weir, 1 mile.	Sunderland, North Hylton to Spa Well, 1 mile.
Oxford, Iffley to the Barges, $1\frac{1}{2}$ mile.	Sydney, N.S.W., Champion Course, 2 miles 1560 yards on Parramatta River.
„ Abingdon Lasher to Nuneham Cottage, $1\frac{1}{2}$ mile.	Tyne, High Level Bridge to Waterson's Gates, 1 mile ; to Meadows House, $1\frac{3}{4}$ mile ; to Armstrong's Crane, 2 miles ; to West Point of Paradise Quay, $2\frac{1}{2}$ miles ; to Scotswood Suspension Bridge, 3 miles 713 yards ; to Leamington Point, $4\frac{1}{2}$ miles.
Putney to Barnes Bridge, 3 miles 5 fur.	Tewkesbury, 1 mile.
„ Chiswick, 2 miles $5\frac{1}{2}$ fur.	Walton, 1 mile.
„ Hammersmith, 1 mile $6\frac{1}{2}$ fur.	Warwick, $1\frac{1}{2}$ mile.
„ Mortlake, 4 miles 2 fur.	Westminster to Putney, nearly $5\frac{1}{2}$ miles.
Reading, $1\frac{1}{4}$ mile.	Windsor, short mile.
Richmond, Twickenham Eyot to Richmond Stone Bridge, 1 m. $4\frac{1}{2}$ f.	Worcester, 1 mile.
Saltford (near Bath), about 1 mile straight.	
Shrewsbury, $\frac{3}{4}$ mile.	
Southampton, Cadland Beacon to Royal Pier, $4\frac{1}{2}$ miles.	
Staines Railway Bridge to Savory Weir, 7 fur.	

APPENDICES

APPENDIX I

OLYMPIC GAMES, 1908

RULES AND REGULATIONS OF THE AMATEUR ROWING ASSOCIATION FOR THE INTERNATIONAL REGATTA

GENERAL RULES

1. The Regatta shall be held under the control and management of the Committee of the Amateur Rowing Association of England, whose decisions on all matters relating thereto except such as may be hereinafter specified shall be final and without appeal.

2. The Rules governing the Regatta and the Laws governing the Boat-racing shall be those set out below.

3. The following definition of a Country being that laid down by the British Olympic Council shall be adopted.

A Country is any territory having separate representation on the International Olympic Committee, or where no such representation exists, any territory under one and the same sovereign jurisdiction.

4. The following definition of an Amateur being that laid down by the Amateur Rowing Association shall govern the Amateur status of each individual entering for the Regatta :—

No person shall be considered an Amateur Oarsman, Sculler, or Coxswain—

- (a) Who has ever rowed or steered in any race for a stake, money, or entrance fee.
- (b) Who has ever knowingly rowed or steered with or against a professional for any prize.
- (c) Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.
- (d) Who has ever been employed in or about boats, or in manual labour, for money or wages.
- (e) Who is, or has been, by trade or employment for wages a

mechanic, artisan, or labourer, or engaged in any menial duty.

(f) Who is disqualified as an Amateur in any other branch of sport.

5. The Regatta shall be held at Henley-on-Thames on July 28th, 1908, and following days, over a course about one and a half miles in length which will be staked out for the purpose.

6. The events for competition at the Regatta shall be four: namely—

For Eight-oars.

For Four-oars.

For Pair-oars.

For Sculls.

7. The number of Entries for each event, to be forwarded to the British Olympic Council from each Country, shall not exceed Two.

8. All entries shall be made by individual Rowing Clubs in a Country, or by two or more Rowing Clubs in a Country combining for the purpose of forming a Crew from their own Members.

9. The Winners, or Winner, of the events will each receive the British Olympic Council's Gold Medal of the Olympic Games of 1908.

10. No competitor shall make any pecuniary gain or profit from the funds provided for expenses, which must be disbursed by a person appointed by the Club, or combined Clubs, and accounted for by him to the Club, or combined Clubs.

11. Any infringement of any of the Rules, Laws, or Regulations governing the Regatta shall afford ground for disqualification of a crew even though the entry has been already accepted.

RULES FOR REGATTA

1. In the following Rules the Regatta Committee shall mean the Committee of the Amateur Rowing Association, and the Secretary of the Regatta shall mean the Hon. Secretary of the Amateur Rowing Association.

2. No one shall enter twice for the same race.

3. No person may be substituted for another who has already rowed or steered in a heat.

4. The Secretary of the Regatta, after receiving the final nominations of the crews and substitutes, shall furnish a copy of the same to the Crews, or Scullers, competing.

5. Objections to the qualifications of a Competitor must be made in writing to the Secretary of the Regatta at the earliest moment practicable. No protest shall be entertained unless lodged before the prizes are distributed.

6. Heats and Stations shall be drawn by lot by the Regatta Committee. It shall be open to all Competitors to be present at such draw.

7. Every Competitor must wear complete clothing from the base of the neck to within four inches of the top of the knee cap, including a jersey with sleeves reaching to within four inches of the elbow.

8. In the event of there being but one boat entered for any event, or if more than one enter and all withdraw but one, the Crew of the remaining boat must row over the course to be entitled to be declared winner of the event.

9. If there shall be more than two competing Crews, or Scullers, they shall row a trial heat or heats; but no more than two Boats shall contend in any heat for any event.

10. Every Eight-oared Boat shall carry a Coxswain; no Coxswain shall steer for more than one Crew. The minimum weight for Coxswains shall be 7 stone 7 lbs. Deficiencies must be made up by dead weight carried on the Coxswain's thwart.

The dead weight shall be provided by the Regatta Committee, and shall be placed in the Boat and removed from it by a person appointed for that purpose.

Each Coxswain shall attend to be weighed, in Rowing Costume, at the time and place appointed by the Regatta Committee; and his weight then registered by the Secretary of the Regatta shall be considered his racing weight during the Regatta. Any Coxswain omitting to register his weight shall be disqualified.

11. All Boats shall be measured and started with their bows level.

12. Every Boat at starting shall carry a Flag showing the Colour of the Club, or combined Clubs, at the bow. Boats not conforming to this Rule shall be liable to be disqualified by the Umpire.

13. In the event of a Dead Heat taking place, any Competitor refusing to row again, as may be directed by the Regatta Committee, shall be adjudged to have lost.

14. The Regatta Committee shall appoint one or more Umpires, and one or more Judges.

LAWS OF BOAT-RACING

(As in the A.R.A. Code)

REGULATIONS FOR CREWS FROM OUTSIDE THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND

1. Entries shall be made by the Club, or combined Clubs, intending to compete, and shall in the first instance be sent—

- (a) In the case of Canada, to the Canadian Association of Amateur Oarsmen.
- (b) In the case of Belgium, to the Fédération Belge des Sociétés d'Aviron.
- (c) In the case of Germany, to the Deutscher Ruderverband.
- (d) In the case of Holland, to the Verbonden Nederlandsche Roeivereenigingen.
- (e) In the case of France, to the Fédération Française des Sociétés d'Aviron.
- (f) In the case of any other Country, to a Committee of representative Amateur Oarsmen of that Country appointed by the Olympic Council of that Country.

2. The number of names which may be comprised in each entry, and from which the Crews will have to be finally selected, shall not exceed the following :—

For Eight-oars	27
For Four-oars	12
For Pair-oars	6
For Scullers	3

3. Should the Association, or Committee of any Country, receive more than two entries for any one event, such Association, or Committee, shall select the entries to be forwarded to the Olympic Council of the Country.

4. The Association, or Committee, receiving the entries shall investigate and be responsible for the Amateur status of each competitor so entered, and shall forward such entries as they approve and select, together with the declaration required by paragraph 6, to the Olympic Council of the Country, who shall, on satisfying themselves that the entries are in accordance with the requirements of the English Amateur Rowing Association, vouch for the same, and forward the entries to the British Olympic Council in London, provided that for the purposes of this Regulation the Delegate for

Rowing appointed by the French Olympic Council under their Convention with the Federations governing the various Sports in France, be regarded as vested with the full authority of the French Olympic Council so far as Rowing is concerned. Before accepting such entries the British Olympic Council will submit them to the Committee of the English Amateur Rowing Association for their approval, and without such approval no entries will be accepted.

5. Entries must be received by the British Olympic Council in London—

(a) In the case of Canada, Belgium, Germany, and Holland, not later than June 30, 1908.

(b) In the case of other Countries, not later than June 1, 1908.

The final nominations of the Crews selected from the names already entered, must be received by the British Olympic Council in London not later than July 15, 1908; and, in such final nominations, five substitutes shall be allowed for an Eight-oar, of whom one shall be a coxswain; two for a Four-oar.

6. Entries must be accompanied by a Declaration in writing by the Secretary or a responsible Official of the Rowing Association or Committee of the Country, vouched for by the Secretary or a responsible official of the Olympic Council of the Country, as to each person so entering to the effect that he—

(a) Has never rowed or steered in any race for a stake, money, or entrance fee.

(b) Has never knowingly rowed or steered with or against a professional for any prize.

(c) Has never taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.

(d) Has never been employed in or about boats, or in manual labour, for money or wages.

(e) Is not, and never has been, by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty.

(f) Is not disqualified as an Amateur in any other branch of sport.

Provided that for the purposes of this Regulation the Delegate for Rowing appointed by the French Olympic Council under their Convention with the Federations governing the various sports in France, be regarded as a responsible Official of the French Olympic Council.

EXPENSES

7. All expenses of the Crews, or Scullers, shall be paid by the Crews, or Scullers, themselves, or by the Club, or combined Clubs, making the original entry, but it shall be open to *bonâ fide* members of such Clubs to contribute to the Club Funds for the above purpose. It shall also be permissible for Clubs entering Competitors for the Regatta to receive from the Governments of their respective Countries grants of money in aid of the expenses of the Crews, or Scullers, representing them, but such grants shall only be applicable for the actual Journey Expenses of the men and boats, and for no other purpose.

REGULATIONS FOR CREWS FROM THE UNITED KINGDOM
OF GREAT BRITAIN AND IRELAND

ENTRIES

1. Entries shall be made by the Club, or combined Clubs, intending to compete, and in the first instance be sent to the Amateur Rowing Association.

2. The number of names which may be comprised in each entry, and from which the crew will have to be finally selected, shall not exceed the following :—

For Eight-oars	27
For Four-oars	12
For Pair-oars	6
For Scullers	3

3. Should the Amateur Rowing Association receive more than two entries for any one event, they shall select the entries to be forwarded to the British Olympic Council.

4. The Amateur Rowing Association on receiving the entries shall investigate and be responsible for the Amateur status of each Competitor so entered, and shall forward such entries as they approve and select together with, in case of entries from Clubs not affiliated to the A.R.A. the declaration required by paragraph 6 of the Regulations for Crews from outside the United Kingdom of Great Britain and Ireland, to the British Olympic Council in London.

5. Entries must be received by the Amateur Rowing Association not later than June 30th, 1908. The final nominations of the Crews selected from the names already entered must be received by the British Olympic Council in London not later than July 15th, 1908,

and in such final nominations, five substitutes shall be allowed for an Eight-oar, of whom one shall be a coxswain; two for a Four-oar.

EXPENSES

6. All expenses of the Crews, or Scullers, shall be paid by the Crews, or Scullers, themselves, or by the Club, or combined Clubs, making the Entry, but it shall be open to *bonâ fide* members of such Clubs to contribute to the Club Funds for the above purpose.

OLYMPIC GAMES, 1908

INTERNATIONAL REGATTA

To be held at Henley-on-Thames on July 28th, 1908, and following days, under the Rules and Management of the Amateur Rowing Association.

SPECIAL RULES AND REGULATIONS ACCOMPANYING ENTRY FORM

DEFINITION OF A COUNTRY

A "Country" is any territory having separate representation on the International Olympic Committee, or where no such representation exists, any territory under one and the same sovereign jurisdiction.

NATIONALITY REGULATIONS

1. Natural-born or fully naturalised subjects or citizens of a "Country" or of the Sovereign State of which a "Country" forms part are alone eligible to represent that country as competitors in the Olympic Games.

2. Where two or more "Countries" form part of the same Sovereign State, a natural-born or fully naturalised subject or citizen of that Sovereign State may represent, as a competitor in the Olympic Games, either the "Country" in which he was born or that in which he habitually resides.

DEFINITION OF AN AMATEUR

The following definition of an Amateur being that laid down by the Amateur Rowing Association shall govern the Amateur status of each individual entering for the Regatta:—

No person shall be considered an Amateur Oarsman, Sculler, or Coxswain—

- (a) Who has ever rowed or steered in any race for a stake, money, or entrance fee.
- (b) Who has ever knowingly rowed or steered with or against a professional for any prize.
- (c) Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.
- (d) Who has ever been employed in or about boats, or in manual labour for money or wages.
- (e) Who is or has been by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty.
- (f) Who is disqualified as an Amateur in any other branch of sport.

REGULATIONS FOR ENTRIES OF CREWS FROM OUTSIDE
THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND

1. All entries shall be made by individual Rowing Clubs in a "Country," or by two or more Rowing Clubs in a "Country" combining for the purpose of forming a Crew from their own Members.

2. Entries shall be made by the Club or Clubs intending to compete, and shall in the first instance be sent—

- (a) In the case of Canada, to the Canadian Association of Amateur Oarsmen.
- (b) In the case of Belgium, to the Fédération Belge des Sociétés d'Aviron.
- (c) In the case of Germany, to the Deutscher Ruderverband.
- (d) In the case of Holland, to the Verbonden Nederlandsche Roeivereenigingen.
- (e) In the case of France, to the Fédération Française des Sociétés d'Aviron.
- (f) In the case of any other Country, to a Committee of representative Amateur Oarsmen of that Country appointed by the Olympic Council of that Country.

3. The number of names which may be comprised in each entry, and from which the Crews will have to be finally selected, shall not exceed the following :—

For Eight-oars	27
For Four-oars	12
For Pair-oars	6
For Scullers	3

4. Should the Association or Committee of any Country receive more than two entries for any one event, such Association or Committee shall select the entries to be forwarded to the Olympic Council of the Country.

5. The Association or Committee receiving the entries shall investigate and be responsible for the Amateur status of each competitor so entered and shall forward such entries as they approve and select, together with the declaration required by paragraph 6 to the Olympic Council of the Country who shall, on satisfying themselves that the entries are in accordance with the requirements of the English Amateur Rowing Association, vouch for the same, and forward the entries to the British Olympic Council in London, provided that for the purposes of this Regulation the Delegate for Rowing appointed by the French Olympic Council under their Convention with the Federations governing the various sports in France, be regarded as vested with the full authority of the French Olympic Council so far as Rowing is concerned. Before accepting such entries the British Olympic Council will submit them to the Committee of the English Amateur Rowing Association for their approval, and without such approval no entries will be accepted.

6. Entries must be received by the British Olympic Council in London—

(a) In the case of Canada, Belgium, Germany, and Holland, not later than June 30, 1908.

(b) In the case of other Countries, not later than June 1, 1908.

The final nominations of the Crews selected from the names already entered, must be received by the British Olympic Council in London not later than July 15, 1908; and, in such final nominations, five substitutes shall be allowed for an Eight-oar, of whom one shall be a coxswain; two for a Four-oar.

7. Entries must be accompanied by a Declaration in writing by the Secretary or a responsible Official of the Rowing Association or Committee of the Country, vouched for by the Secretary or a responsible Official of the Olympic Council of the Country, as to each person so entering to the effect that he—

(See Declaration on the last page of this Entry Form.)

Provided that for the purposes of this Regulation the Delegate for Rowing appointed by the French Olympic Council under their Convention with the Federations governing the various sports in France, be regarded as a responsible official of the French Olympic Council.

EXPENSES

8. All expenses of the Crews, or Scullers, shall be paid by the Crews, or Scullers, themselves, or by the Club, or combined Clubs, making the original entry, but it shall be open to *bonâ fide* members of such Clubs to contribute to the Club Funds for the above purpose. It shall also be permissible for Clubs entering Competitors for the Regatta to receive from the Governments of their respective Countries grants of money in aid of the expenses of the Crews, or Scullers, representing them, but such grants shall only be applicable for the Actual Journey Expenses of the men and boats, and for no other purpose.

9. No competitor shall make any pecuniary gain or profit from the funds provided for expenses, which must be disbursed by a person appointed by the Club or combined Clubs, and accounted for by him to the Club or combined Clubs.

GENERAL RULE

Any infringement of any of the Rules, Laws, or Regulations governing the Regatta shall afford ground for disqualification of a crew, even though the entry has been already accepted.

DECLARATION

On behalf of the *

I hereby declare as to each person entered in these Entry Forms he—

- (a) Has never rowed or steered in any race for a stake, money, or entrance fee.
- (b) Has never knowingly rowed or steered with or against a professional for a prize.
- (c) Has never taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.
- (d) Has never been employed in or about boats or in manual labour for money or wages.
- (e) Is not, and never has been, by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty.
- (f) Is not disqualified as an Amateur in any other branch of sport.

* Here insert a Rowing Association mentioned in Regulation 2 Page 2 or The Committee of Representative Amateur Oarsmen of _____ of _____ appointed by the Olympic Council.

Signed on behalf of the above-named Association or Committee
(Signature of Official)

Vouched for on behalf of the Olympic Council of
(Signature of Official)

APPENDIX II

AMATEUR ROWING ASSOCIATION

ESTABLISHED 1882

Constitution, Rules for Regattas and Laws of Boat Racing,
Revised April 1894. Amended, November, 1899;
May 1905; June 1906.

COMMITTEE, 1907

CHAIRMAN :

H. T. STEWARD, Leander Club. (*Nominated.*)

NOMINATED MEMBERS

R. B. FREEMAN, London Rowing Club.
R. H. FORSTER, Thames Rowing Club.
T. S. GRANT, Twickenham Rowing Club.
C. GURDON, Cambridge University Boat Club.
C. W. KENT, Molesey Boat Club.
T. A. KIRKHAM, Kingston Rowing Club.
E. W. PIERCE, Royal Chester Rowing Club.
G. D. ROWE, Oxford University Boat Club.

DATE OF ELECTION	ELECTED MEMBERS
December, 1906	PERCY ADCOCK
„ 1906	R. K. BEAUMONT
„ 1905	R. S. BRADSHAW
„ 1906	W. H. EYRE
„ 1906	W. A. L. FLETCHER, D.S.O.
„ 1905	H. GOWER FORD
„ 1905	H. M. KNIGHT
„ 1904	R. C. LEHMANN, M.P.
„ 1904	R. D. LUDLOW
„ 1905	S. D. MUTTLEBURY
„ 1904	C. M. PITMAN
„ 1906	F. I. PITMAN
„ 1904	S. LE BLANC SMITH
„ 1904	W. DUDLEY WARD, M.P.

HON. SEC. :

R. G. GRIDLEY, 73, Onslow Square, London, S.W.

AFFILIATED CLUBS

- | | |
|----------------------------------------------|------------------------------------------------------|
| (1) Aberdeen Boat Club. | (1) Leicester Rowing Club. |
| (1) Agecroft Rowing Club. | (1) Liverpool Rowing Club. |
| (1) Albion Rowing Club. | (1) Liverpool Victoria Rowing Club. |
| (1) Anglian Boat Club. | (1) London City and Midland Bank
Rowing Club. |
| (1) Ariel Rowing Club. | (1) London Joint Stock Bank Rowing
Club. |
| (1) Auriol Rowing Club. | (6) London Rowing Club. |
| (1) Avon Rowing Club. | (1) Lysander Rowing Club. |
| (1) Barry Amateur Rowing Club. | (1) Maidenhead Rowing Club. |
| (1) Bath Rowing Club. | (1) Marlow Rowing Club. |
| (1) Bedford Rowing Club. | (1) Medway Rowing Club. |
| (1) Bewdley Rowing Club. | (1) Mersey Rowing Club. |
| (1) Birmingham Rowing Club. | (1) Molesey Boat Club. |
| (1) Bradford Amateur Rowing Club. | (1) North London Boat Club. |
| (1) Bridgnorth Rowing Club. | (2) Nottingham Rowing Club. |
| (1) Broxbourne Rowing Club. | (1) Oakley (G.N.Ry.) Rowing Club. |
| (1) Burton Rowing Club. | (1) Old Cowperians Rowing Club. |
| (1) Burton Leander Rowing Club. | (6) Oxford University Boat Club. |
| (1) Calcutta Rowing Club. | (1) Pelican (G.W.Ry.) Rowing Club. |
| (1) Calpe Rowing Club. (<i>Gibraltar.</i>) | (1) Pembroke Rowing Club. |
| (1) Cambridge Amateur Rowing Club. | (2) Pengwerne Boat Club. |
| (6) Cambridge University Boat Club. | (1) Quintin Boat Club. |
| (1) Cardiff Rowing Club. | (1) Radley College Boat Club. |
| (1) Cecilian Rowing Club. | (1) Reading Rowing Club. |
| (1) Chatham Rowing Club. | (1) Redcliff Rowing Club. |
| (1) Clifton Rowing Club. | (2) Royal Chester Rowing Club. |
| (1) Curlew Rowing Club. | (1) Royal Savoy Club. |
| (1) Customs Amateur Rowing Club. | (1) Royal School of Mines Boat Club. |
| (1) Dublin University Boat Club. | (2) St. Andrew Boat Club. |
| (2) Durham University Boat Club. | (1) Staines Boat Club. |
| (1) Eton College Boat Club. | (1) Stratford-on-Avon Boat Club. |
| (1) Eton Excelsior Rowing Club. | (6) Thames Rowing Club. |
| (1) Gloucester Rowing Club. | (1) Twickenham Rowing Club. |
| (1) Gresham Rowing Club. | (1) Union of London and Smith's Bank
Rowing Club. |
| (1) Hector Rowing Club. | (1) Vesta Rowing Club. |
| (1) Henley Rowing Club. | (1) Vikings Club. |
| (1) Hereford Rowing Club. | (1) Wimbledon Rowing Club. |
| (3) Ibis Rowing Club. | (1) Warwick Boat Club. |
| (1) Kensington Rowing Club. | (1) Worcester Rowing Club. |
| (3) Kingston Rowing Club. | |
| (1) Kingston Rowing Club. (<i>Hull.</i>) | |
| (6) Leander Club. | |

N.B.—The figures denote the number of votes to which each of the Clubs is entitled.

CONSTITUTION

I. This Association shall be called "THE AMATEUR ROWING ASSOCIATION," and its objects shall be—

1. To maintain the standard of Amateur Oarsmanship as recognised by the Universities and principal Boat Clubs of the United Kingdom ;

2. To promote the interests of boat-racing generally.

II. The Association shall consist of Clubs which adopt the following definition of an Amateur, viz.—

No person shall be considered an Amateur Oarsman, Sculler, or Coxswain—

1. Who has ever rowed or steered in any race for a stake, money, or entrance fee.*

2. Who has ever knowingly rowed or steered with or against a professional for any prize.

3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.

4. Who has ever been employed in or about boats, or in manual labour, for money or wages.

5. Who is or has been by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty.

6. Who is disqualified as an amateur in any other branch of sport.

III. An Amateur may not receive any Contribution towards his expenses in competing in a Race or a Regatta except from the Club which he represents, or a *bonâ fide* Member of such Club ; but the Committee shall have power to make Special Rules for any International Regatta or Competition.

IV. Any Amateur Club willing to bind itself to observe the Rules of the Association may become affiliated upon making application to the Hon. Sec. of the A.R.A., and being elected by a majority of two-thirds of a meeting of the Committee.

Every affiliated Club shall have at least one vote at General Meetings. Any Club having more than two hundred full members shall have in addition one vote for every hundred or part of a

* N.B.—This clause is not to be construed as disqualifying any otherwise duly qualified amateur who previously to April 23, 1894, has rowed or steered for a stake, money, or entrance fee, in a race confined to members of any one Club, School, College, or University.

hundred members in excess of two hundred ; but no Club shall have more than six votes.

Every Club, on becoming affiliated to the Association, shall send to the Hon. Secretary the name and address of the Hon. Secretary, or other Officer of the Club to whom all communications are to be sent, and shall from time to time keep him informed of any change in the name and address, either or both, of such Officer. All notices sent by the Hon. Secretary to the name and address last given shall be deemed to have been properly sent to the affiliated Club, whether received or not.

Every affiliated Club shall, when required, send to the Hon. Sec. of the A.R.A. a list of its members and a copy of its last balance sheet.

The Committee shall not consider an application for affiliation from any Club previously refused, until after the expiration of twelve calendar months from the date of such refusal.

V. Each Club shall pay to the expenses of the Association a subscription to be fixed by the Committee, but such subscription shall not exceed one guinea in any year.

Subscriptions shall be paid to the Hon. Secretary within three months from the date when applications for the same were sent.

No Club more than three months in arrear of Subscription shall be entitled to be represented at any General or other Meeting, and if the defaulting Club be one entitled to nominate annually a Member of the Committee, such Member shall not be entitled to attend any Meeting of the Committee, if the subscription of his Club is more than three months in arrear. A Club more than six months in arrear of subscription shall be dealt with under Clause X.

VI. The government and management of the Association shall be vested in a Committee of twenty-six members, who shall meet once at least in every six months, or as often as may be required. At the first meeting of the Committee in each year a Chairman shall be elected, who shall remain in office until the next General Meeting. At all meetings of the Committee the Chairman shall preside, and in his absence a Chairman shall be elected for the occasion ; seven members shall form a quorum, and the Chairman shall have a casting vote.

VII. For the purpose of electing the members of the Committee a General Meeting of the representatives of the affiliated Clubs shall be held every year on a date to be fixed by the Hon. Secretary,

such date being not earlier than the 7th, or later than the 21st of December. One month's notice of this meeting shall be given.

Each Club shall notify to the Hon. Secretary in writing the names of its authorised representatives (the number of whom must not exceed the number of votes to which such Club is entitled), and the number of votes which each of such representatives is to record; but should a Club nominate one representative only, such representative can record the number of votes to which his Club is entitled. No representative of an affiliated Club shall be allowed to vote at a General Meeting unless the notification required by this Clause has been received by the Hon. Secretary two clear days before the day appointed for such Meeting.

VIII. Five members of the Committee shall be elected at each General Meeting, and shall remain in office for three years. The names and addresses of Candidates for election to the Committee, and the names of the Affiliated Clubs to which they belong, with the names of their proposers and seconders, and the names of the Affiliated Clubs to which they belong, shall be sent to the Hon. Secretary not later than the 30th of October immediately preceding the General Meeting. All such particulars shall be sent by the Hon. Secretary to the Affiliated Clubs with the notice convening the General Meeting, and the Hon. Secretary shall at the same time intimate which of the Candidates, if any, are retiring members of the Committee. The Committees of the Cambridge University Boat Club, the Royal Chester Rowing Club, the Kingston Rowing Club, the Leander Club, the London Rowing Club, the Molesey Boat Club, the Oxford University Boat Club, the Thames Rowing Club, the Twickenham Rowing Club, and the Provincial Amateur Rowing Council shall each nominate annually a member of the Committee, and such nomination shall be sent to the Hon. Secretary prior to the General Meeting. The Hon. Secretary of the A.R.A. shall be an *ex officio* member of the Committee of the A.R.A. Five members of the Committee shall retire annually by rotation, but shall be eligible for re-election. The Committee shall have power to fill up any vacancy that may occur during the year amongst the elected members, but any vacancy amongst the nominated members shall be filled up by the Club affected.

IX. The Committee shall have power to affiliate Clubs to the Association, to appoint officers, to make or alter rules, to suspend, disqualify, and reinstate Amateurs, and generally to determine and

settle all questions and disputes relating to Boat-racing which may be referred to them for decision. And further, the Committee shall take such other steps as they may consider necessary or expedient for carrying into effect the objects of the Association.

X. The Committee shall have power on due cause being shown to suspend any affiliated Club or to remove it from the list of affiliated Clubs.

No motion for the suspension or removal of a Club shall be considered except at a Committee Meeting specially called at not less than seven days' notice for the purpose. Such a motion shall not be deemed carried except by a majority of two-thirds of the Committee present.

A resolution for the removal of a Club must be confirmed at a subsequent meeting of the Committee specially summoned at not less than seven days' notice for the purpose.

XI. The Hon. Sec. shall be elected by the Committee; he shall keep a proper record of the proceedings of the Committee and of General Meetings, and shall be responsible for the Books, Accounts, and Funds of the Association.

XII. No member of any Club affiliated to the Association shall compete in any Regatta in England which is not held in accordance with the Rules of the Association.

XIII. No addition to or alteration in these rules shall be made except by the vote of a majority of two-thirds of a meeting of the Committee specially summoned at not less than seven days' notice for the purpose. Such notice shall state the alteration or addition proposed.

RULES FOR REGATTAS

1. The Laws of Boat-racing adopted by the Association shall be observed, and the Association's definition of an Amateur shall govern the qualifications of each Competitor.

2. The Regatta Committee shall state on their programmes, and on all other official notices and advertisements, that their Regatta is held in accordance with the Rules of the A.R.A.

3. No money or "value prize" (*e.g.* a cheque on a tradesman), shall be offered for competition, nor shall a prize and money be offered as alternatives.

4. Entries shall close at least three clear days before the date of the Regatta.

5. No assumed name shall be given to the Secretary of the Regatta unless accompanied by the real name of the Competitor.
6. No one shall enter twice for the same race.
7. No Official of the Regatta shall divulge any Entry, or report the state of the entrance list, until such list be closed.
8. The Regatta Committee shall investigate any questionable Entry irrespective of protest, and shall have power to refuse or return any Entry up to the time of starting, without being bound to assign a reason.
9. The Captain or Secretary of each Club or Crew entered, shall, at least three clear days before the Regatta, deliver to the Secretary of the Regatta a list containing the names of the actual crew appointed to compete, to which list the names of not more than five other members for an eight-oar, three for a four-oar carrying a coxswain, and two for a non-coxswain four-oar may be added as substitutes. Except in the last-mentioned case, one of such substitutes (if the full number be entered) shall be entered as a coxswain, and shall not be substituted except in that capacity.
10. No person may be substituted for another who has already rowed or steered in a heat.
11. The Secretary of the Regatta, after receiving the list of crews entered, and of the substitutes, shall, if required, furnish a copy of the same, with the names, real and assumed, to the Captain or Secretary of each Club or Crew entered and, in the case of Pairs or Scullers, to each Competitor entered.
12. Objections to the qualification of a Competitor must be made in writing to the Secretary of the Regatta at the earliest moment practicable. No protest shall be entertained unless lodged before the prizes are distributed.
13. In the event of there being but one boat entered for any prize, or if more than one enter and all withdraw but one, the Crew of the remaining boat must row over the course to be entitled to such prize.
14. In the event of a Dead Heat taking place, any Competitor refusing to row again, as may be directed by the Regatta Committee, shall be adjudged to have lost.
15. Every Competitor must wear complete clothing from the shoulders to the knees—including a sleeved jersey.
16. The Regatta Committee shall appoint one or more Umpires.
17. The Regatta Committee shall appoint one or more Judges, whose decision as to the order in which the boats pass the post shall be final.

18. A Maiden Oarsman is an Oarsman (A) who has never won a race with oars at a Regatta; (B) who has never been a competitor in any International or Inter-University Rowing Match. An Oarsman who has won a maiden race at a Regatta in which the construction of the boats was restricted may then row *as a Junior* in restricted boats until the end of the year in which he wins a Junior race, after which he must row as a Junior in first-class boats and be subject to Rule 19.

A Maiden Sculler is a Sculler (A) who has never won a sculling race at a Regatta; (B) who has never competed for the Diamond Sculls at Henley, or for the Amateur Championship of any Country. A Sculler who has won a maiden sculling race at a Regatta in which the construction of the boats was restricted may then scull *as a Junior* in restricted boats until the end of the year in which he wins a Junior race, after which he must scull as a Junior in first-class boats and be subject to Rule 19.

19. A Junior Oarsman is an Oarsman (A) who has never won a race with oars at a Regatta other than: a school race; a race in which the construction of the boats was restricted; or a race limited to members of one Club; (B) who has never been a Competitor in any International or Inter-University Match. Save and except as permitted in Rule 18, no Oarsman who has won a race at a Regatta in which the construction of the boats was restricted, shall compete as a Junior in any such race after the end of the current year.

A Junior Sculler is a Sculler (A) who has never won a sculling race at a Regatta other than: a race in which the construction of the boats was restricted; or a race limited to members of one Club; (B) who has never competed for the Diamond Sculls at Henley, or for the Amateur Championship of any Country. Save and except as permitted in Rule 18, no Sculler who has won a sculling race at a Regatta in which the construction of the boats was restricted shall compete as a Junior in any such race after the end of the current year.

N.B.—The qualification shall in every case relate to the day of the Regatta.

20. All questions not specially provided for shall be decided by the Regatta Committee.

LAWS FOR BOAT-RACING

I. All boat-races shall be started in the following manner:—The Starter on being satisfied that the Competitors are ready, shall give the signal to start.

II. A boat not at its post at the time specified shall be liable to be disqualified by the Umpire.

III. The Umpire may act as Starter, or not, as he thinks fit; when he does not so act, the Starter shall be subject to the control of the Umpire.

IV. If the Starter considers the start false, he shall at once recall the boats to their stations, and any boat refusing to start again, or persistently starting before the signal, shall be liable to be disqualified by the Umpire.

V. A boat's proper course is such a course as will enable it to reach the winning-post in the shortest possible time, provided that it allows ample water for every other competing boat to steer its proper course on the side on which such competing boat started, when such competing boat is in a position to enforce its right to such water. Any boat failing to keep its proper course does so at its peril in the event of a foul occurring.

VI. The Umpire shall be the sole judge of a boat's proper course during a race, and shall decide all questions as to a foul.

VII. The Umpire may caution any competitor when he considers that there is a probability of a foul occurring, and may warn a competitor of any obstruction in his course, but the Umpire shall not under any other circumstances direct the course of a competitor.

VIII. It shall be considered a foul when, after a race has been started, any Competitor, by his oar, scull, boat, or person, comes into contact with the oar, scull, boat, or person of another Competitor.

IX. In the event of a foul occurring, any Competitor involved therein may claim that any other Competitor involved therein be disqualified. Such claim must be made by the Competitor himself, before getting out of his boat, to the Umpire or to the Judge. The Judge, upon such claim being made to him, shall take immediate steps to communicate the same to the Umpire.

X. If the Competitor making the claim was in his proper course and the Competitor against whom the claim is made was out of his proper course, the latter shall be disqualified, unless the foul was so slight as not to influence the race, in which case the Competitor against whom the claim is made shall be disqualified only if he has seriously encroached upon the proper course of the Competitor making the claim. In cases under this Law the Umpire may reserve his decision, but must give it within a reasonable time after the finish of the race.

XI. The Umpire in either of the following cases may of his own initiative, and without a claim having been made, disqualify a Competitor who is involved in a foul when out of his proper course, provided he does so immediately upon the foul occurring :—

- (a) If such Competitor has in the opinion of the Umpire wilfully encroached upon the proper course of any other Competitor involved in the foul.
- (b) If the foul is of such a nature as clearly to influence the race.

XII. In case of a foul the Umpire shall have power—

- (a) To place the boats not disqualified in the order in which they come in.
- (b) To order the boats not disqualified to row again on the same or another day.
- (c) To re-start the boats not disqualified according to his discretion.

XIII. Every boat shall abide by its accidents, but if, during a race, a boat shall be interfered with by any outside boat or person, the Umpire shall have power, if he thinks fit, to re-start the boats according to his discretion, or to order them to row again on the same or another day.

XIV. No boat shall be allowed to accompany or follow any race for the purpose of directing the course of any of the competitors. Any Competitor receiving any extraneous assistance may be disqualified at the discretion of the Umpire.

XV. The whole course must be completed by a Competitor before he can be held to have won a trial or final heat unless he is prevented from doing so by damage occasioned by a foul. Boats shall be held to have completed the course when their bows reach the winning-post.

XVI. The Judge shall decide as to the order in which the boats reach the winning-post, and such decision shall be final and without appeal.

XVII. The jurisdiction of the Umpire extends over a race and all matters connected with it, from the time the race is specified to start until its termination, and his decision in all cases shall be final and without appeal.

XVIII. Any Competitor refusing to abide by the decision of the Umpire, or to follow his directions, shall be liable to be disqualified.

APPENDIX III

HENLEY ROYAL REGATTA

STEWARDS

THE MAYOR OF HENLEY.

HENRY KNOX, ESQ.

J. W. RHODES, ESQ.

W. DALZIEL MACKENZIE, ESQ.

THE REV. E. WARRE, D.D., C.B., M.V.O.

COLONEL FRANK WILLAN.

HERBT. THOS. STEWARD, ESQ.

COLONEL BASKERVILLE.

THE RT. HON. THE LORD DESBOROUGH.

JOHN PAGE, ESQ.

ARCH. BRAKSPEAR, ESQ.

THE RT. HON. THE EARL OF ANTRIM.

JOHN FOSTER, ESQ.

W. RUSSELL GRIFFITHS, ESQ.

THE REV. THE MASTER OF MAGDALENE COLLEGE, CAMBRIDGE.

C. A. SCOTT-MURRAY, ESQ.

THE HON. W. F. D. SMITH, M.P.

THE RT. HON. THE LORD AMPHILL, G.C.S.I., G.C.I.E.

W. F. HOLT BEEVER, ESQ.

F. I. PITMAN, ESQ.

LEONARD NOBLE, ESQ.

R. C. LEHMANN, ESQ., M.P.

W. A. L. FLETCHER, ESQ., D.S.O.

W. H. EYRE, ESQ.

CHARLES GURDON, ESQ.

R. G. GRIDLEY, ESQ.

W. F. C. HOLLAND, ESQ.

SIR ROBERT HERMON-HODGE, BART.

H. F. NICHOLL, ESQ.

R. S. DE HAVILLAND, ESQ.

G. D. ROWE, ESQ.

R. S. BRADSHAW, ESQ.

THE RIGHT HON. THE LORD CAMOYS.

C. M. PITMAN, ESQ.

ARCHIBALD BRAKSPEAR, *Hon. Treasurer.*

May 1907.

J. F. COOPER, *Secretary.*

COMMITTEE OF MANAGEMENT, 1907

HERBT. THOS. STEWARD, ESQ. (*Chairman*).

W. DALZIEL MACKENZIE, ESQ.

COL. FRANK WILLAN.

ARCHD. BRAKSPEAR, ESQ.

W. RUSSELL GRIFFITHS, ESQ.
 THE HON. W. F. D. SMITH, M.P.
 F. I. PITMAN, ESQ.
 R. C. LEHMANN, ESQ., M.P.
 W. A. L. FLETCHER, ESQ., D.S.O.
 W. H. EYRE, ESQ.
 CHARLES GURDON, ESQ.
 R. G. GRIDLEY, ESQ.

CONSTITUTION

On May 16, 1885, at a meeting of the Stewards, certain resolutions were agreed to, and as subsequently amended, are as follows:—

I. That the Stewards of Henley Regatta shall constitute a Council for the general control of the affairs of the Regatta.

II. That the Stewards shall at each General Meeting elect a Chairman to take the chair at that Meeting.

III. That the Chairman shall have a casting vote.

IV. That not less than *five* shall form a quorum at the General Meetings.

V. That two Ordinary General Meetings shall be held in each year, one in the month of June and another in the month of December.

VI. That other General Meetings shall be summoned by the Secretary at the request of any two Stewards in writing, provided that not less than fourteen days' notice shall be given of any such meeting.

VII. That the Stewards shall elect annually, at the meeting in December, from their own body a Committee of Management.

VIII. That the number of the Committee shall not exceed twelve, of whom not less than *three* shall form a quorum.

IX. That the Committee shall elect one of their own body to act as Chairman.

X. That the Committee be empowered to manage and exercise control over all matters connected with the Regatta, excepting such as shall involve the alteration of any of the published Rules of the Regatta.

XI. That the Committee shall present a Report, together with a Statement of Accounts, to the Stewards, annually, at the December meeting in each year.

XII. That meetings of the Committee shall be summoned by the Secretary when ordered by the Chairman, or at the request of

any two members of the Committee in writing, provided that not less than one week's notice be given of any such meeting.

XIII. That the Committee shall have power to make and publish bye-laws respecting any matter connected with the management of the Regatta, not already determined in the published Rules.

XIV. That no alteration shall be made in any of the foregoing Resolutions, or in any of the published Rules of the Regatta, except at a General Meeting specially convened for that purpose, of which twenty-one days' notice shall be given, such notice to state the alterations proposed, and unless the alterations be carried by a majority of two-thirds at a meeting of not less than nine Stewards. No amendment to the alterations proposed to be considered at the meeting shall be moved unless notice of such amendment shall have been given to the Secretary at least ten days before the date of the meeting.

BYE-LAWS

On April 9, 1885, at a meeting of the Stewards, the following bye-laws were confirmed:—

I. That the election of any new Steward shall be by ballot, and one black ball in four shall exclude.

II. That a ballot shall not take place unless eight Stewards are present, nor unless the name of the proposed new Steward, together with the name of his proposer and seconder, shall have been sent to each Steward in the circular convening the meeting.

III. That any Steward wishing to bring forward any matter for discussion must give notice thereof to the Secretary, and the Secretary shall state the matter to be discussed in the circular convening the meeting.

QUALIFICATION RULES

THE GRAND CHALLENGE CUP, FOR EIGHT OARS

Any crew of amateurs who are members of any University or Public School, or who are officers of His Majesty's Army or Navy, or any Amateur Club established at least one year previous to the day of entry, shall be qualified to contend for this prize.

THE STEWARDS' CHALLENGE CUP, FOR FOUR OARS

The same as for the Grand Challenge Cup.

THE LADIES' CHALLENGE PLATE, FOR EIGHT OARS

Any Crew of Amateurs who are members of any of the Boat Clubs of Colleges, or Non-Collegiate Boat Clubs of the Universities, or Boat Clubs of any of the Public Schools, in the United Kingdom only, shall be qualified to contend for this Prize, but subject to the following restrictions :—

- (a) With regard to members of any of the Colleges or Non-Collegiate Clubs—

No one shall be allowed to row who has exceeded four years from the date of his first commencing residence at the University, unless his University being Oxford or Cambridge he has rowed in the last preceding Summer races of his University, or his University being Dublin he is at the time of entry taking out a professional course at one of the Schools of his University, and no one shall in any case be allowed to row after five years from the date of his first commencing residence as aforesaid.

- (b) With regard to members of any of the Public Schools—

Each member of a crew shall at the time of entering be *bonâ fide* a member *in statu pupillari* of such School.

THE VISITORS' CHALLENGE CUP, FOR FOUR OARS

The same as for the Ladies' Challenge Plate.

THE THAMES CHALLENGE CUP, FOR EIGHT OARS

The qualification for this Cup shall be the same as for the Grand Challenge Cup; but no one (Coxswains excepted) may enter for this Cup who has ever rowed in a winning Crew for the Grand Challenge Cup or Stewards' Challenge Cup; and no one (Substitutes as per Rule 11 excepted) may enter, and no one shall row for this Cup, and for the Grand Challenge Cup, or Stewards' Challenge Cup, at the same Regatta.

THE WYFOLD CHALLENGE CUP, FOR FOUR OARS

The qualification for this Cup shall be the same as for the Stewards' Challenge Cup; but no one shall enter for this Cup who has ever rowed in a winning Crew for the Stewards' Challenge Cup; and no one (Substitutes as per Rule 11 excepted) may enter, and no one shall row for this Cup, and for the Stewards' Challenge Cup, at the same Regatta.

THE SILVER GOBLETS, AND NICKALLS CHALLENGE CUP, FOR PAIR OARS

Open to all Amateurs duly entered for the same according to the Rules following.

THE DIAMOND CHALLENGE SCULLS, FOR SCULLS

Open to all Amateurs duly entered for the same according to the Rules following.

GENERAL RULES

Definition

I. No person shall be considered an Amateur Oarsman, Sculler, or Coxswain—

- (a) Who has ever rowed or steered in any race for a stake money, or entrance fee.*
- (b) Who has ever knowingly rowed or steered with or against a professional for any prize.
- (c) Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit.
- (d) Who has ever been employed in or about boats, or in manual labour, for money or wages.
- (e) Who is or has been by trade or employment for wages, a mechanic, artisan, or labourer, or engaged in any menial duty.
- (f) Who is disqualified as an amateur in any other branch of sport.

An Amateur may not receive any contribution towards his expenses in competing at the Regatta except from the Club he represents, but it shall be open to any *bonâ-fide* Member of such Club to contribute to the Club funds for the above purpose.

II. No one shall be eligible to row or steer for a Club unless he has been a member of that Club for at least two months preceding the Regatta, but this Rule shall not apply to Colleges, Schools, or Crews composed of Officers of His Majesty's Army and Navy.

Entries

III. The Entry of any Amateur Club, Crew, or Sculler, in the United Kingdom, must be made ten clear days before the Regatta, and the names of the Captain or Secretary of each Club or Crew

* This clause is not to be construed as disqualifying any otherwise duly qualified amateur who previously to June 23, 1894, has rowed or steered for a stake, money, or entrance-fee, in a race confined to members of any one Club, School, College, or University.

must accompany the Entry. A copy of the List of Entries shall be forwarded by the Secretary of the Regatta to the Captain or Secretary of each Club or Crew duly entered.

IV. No entry shall be accepted of any Crew or Sculler out of the United Kingdom unless such Crew or Sculler belong to a Club which is affiliated to a Union or Federation having an agreement with the Committee of Management of Henley Regatta. The entry of any Crew or Sculler out of the United Kingdom belonging to a Club affiliated to such a Union or Federation must be made on or before the 1st of June, and any such entry must be made accompanied by a Declaration in writing by the Secretary or responsible official of such Union or Federation, with regard to the profession of each person so entering to the effect that he has never since the institution of the respective Union or Federation, or since a date to be stated in the before-mentioned agreement with the Committee of Management of Henley Regatta, as the case may be, either rowed or steered in any race for a stake, money, or entrance fee; or knowingly rowed or steered with or against a professional for any prize; has never taught, pursued, or assisted in the practice of athletic exercises of any kind for profit; has never been employed in or about boats, or in manual labour, for money or wages; is not, and never has been, by trade or employment for wages, a mechanic, artisan, or labourer, or engaged in any menial duty; and is not disqualified as an amateur in any other branch of sport; and in cases of the entry of a Crew, that each member thereof is, and has been for two months, a member of such Club, and that such Club has been duly established at least one year previous to the day of entry.

V. No assumed name shall be given to the Secretary, unless accompanied by the real name of the Competitor.

VI. No one shall enter twice for the same race.

VII. No Official of the Regatta shall divulge any entry, or report the state of the entrance list, until such list be closed.

VIII. Entrance money for each Boat shall be paid to the Secretary at the time of entering, as follows:—

	£	s.	d.
For the Grand Challenge Cup	6	6	0
Ladies' Challenge Plate	5	5	0
Thames Challenge Cup	5	5	0
Stewards' do.	4	4	0
Visitors' do.	3	3	0
Wyfold do.	3	3	0
Silver Goblets	2	2	0
Diamond Challenge Sculls	1	1	0

IX. The Committee shall investigate any questionable Entry, irrespective of protest.

X. The Committee shall have power to refuse or return any Entry up to the time of starting, without being bound to assign a reason.

XI. The Captain or Secretary of each Club or Crew entered shall, seven clear days before the Regatta, deliver to the Secretary of the Regatta a list containing the names of the actual Crew appointed to compete, to which list the names of not more than five other members for an eight-oar, and two for a four-oar, may be added as substitutes. In the case of an eight-oar one of such substitutes (if the full number be entered) shall be entered as a Coxswain, and shall not be substituted except in that capacity.

XII. No person may be substituted for another who has already rowed or steered in a heat.

XIII. No Eight-oared, Four-oared, or Pair-oared Crew shall be allowed to compete if within four weeks prior to the commencement of the Regatta the Crew shall have been coached during any practice in rowing, or controlled or directed in training by any person not considered an Amateur Oarsman, Sculler, or Coxswain, under Rule I.

XIV. The Secretary of the Regatta, after receiving the list of the Crews entered, and of the substitutes, shall, if required, furnish a copy of the same, with the names, real and assumed, to the Captain or Secretary of each Club or Crew entered, and in the case of Pairs or Scullers to each Competitor entered.

Objections

XV. Objections to the Entry of any Club or Crew must be made in writing to the Secretary at least four clear days before the Regatta, when the Committee shall investigate the grounds of objection, and decide thereon without delay.

XVI. Objections to the qualification of a Competitor must be made in writing to the Secretary at the earliest moment practicable. No protest shall be entertained unless lodged before the Prizes are distributed.

Course

XVII. The Races shall commence below the Island, and terminate at the upper end of Phyllis Court. Length of Course, about 1 mile and 550 yards.

Stations

XVIII. Stations shall be drawn by the Committee.

Row Over

XIX. In the event of there being but one Boat entered for any Prize, or if more than one enter and all withdraw but one, the Crew of the remaining Boat must row over the Course to be entitled to such Prize.

Heats

XX. If there shall be more than two Competitors, they shall row a trial Heat or Heats: but no more than two Boats shall contend in any Heat for any of the Prizes above-mentioned.

XXI. In the event of a Dead Heat taking place, the same Crews shall contend again, after such interval as the Committee may appoint, or the Crew refusing shall be adjudged to have lost the Heat.

Clothing

XXII. Every Competitor must wear complete clothing from the shoulders to the knees, including a sleeved jersey.

Coxswains

XXIII. Every Eight-oared Boat shall carry a Coxswain; such Coxswain must be an Amateur, and shall not steer for more than one Club for the same Prize.

The minimum weight for Coxswains shall be $6\frac{1}{2}$ stone.

Crews averaging $10\frac{1}{2}$ stone and under 11 stone to carry not less than 7 stone.

Crews averaging 11 stone and under $11\frac{1}{2}$ stone to carry not less than $7\frac{1}{2}$ stone.

Crews averaging $11\frac{1}{2}$ stone or more to carry not less than 8 stone.

Deficiencies must be made up by dead weight carried on the Coxswain's thwart.

The dead weight shall be provided by the Committee, and shall be placed in the Boat and removed from it by a person appointed for that purpose.

Each Competitor (including the Coxswain) in eight and four-oared Races shall attend to be weighed (in rowing costume) at the time and place appointed by the Committee; and his weight then registered by the Secretary shall be considered his racing weight during the Regatta. Any member of a Crew omitting to register his weight shall be disqualified.

Flag

XXIV. Every boat shall, at starting, carry a Flag showing its colour at the bow. Boats not conforming to this Rule are liable to be disqualified at the discretion of the Umpire.

Umpire

XXV. The Committee shall appoint one or more Umpires to act under the Laws of Boat Racing.

Judge

XXVI. The Committee shall appoint one or more Judges, whose decision as to the order in which the boats pass the post shall be final.

Prizes

XXVII. The Prizes shall be delivered at the conclusion of the Regatta to the respective winners, who, on receipt of a Challenge prize, shall subscribe a document to the following effect:—

“^I_{we} A(BCD, etc.) (Members of the Club) having been this day declared to be the Winners of the Henley Royal Regatta Challenge Cup (or Diamond Sculls), and the same having been delivered to ^{me}_{us} on behalf of the Stewards of the said Regatta, do (jointly and severally) agree to return in good order and condition as now received the said Cup (or Diamond Sculls) to the Stewards on or before June 1st next, and ^I_{we} do also (jointly and severally) agree that if the said Cup (or Sculls) be in any way lost or destroyed, or permanently defaced ^I_{we} will on or before the date aforesaid or as near thereto as may be conveniently possible, place in the hands of the said Stewards a Cup (or Diamond Sculls) of similar design and value, and engraved with the names of the previous winners (their officers and crews) as now engraved on the present Cup and ^{Base.}_{Case.} In witness of which agreement ^I_{we} have hereunto subscribed ^{my}_{our} (respective) ^{name.}_{names.}

Reference to Committee

XXVIII. All questions of eligibility, qualification, interpretation of the Rules, or other matters not specially provided for, shall be referred to the Committee, whose decision shall be final.

Laws of Racing

XXIX. The Laws of Boat-racing to be observed at the Regatta are those adopted by the Amateur Rowing Association.*

* See page 352.

APPENDIX IV

CAMBRIDGE UNIVERSITY BOAT CLUB

RULES AND REGULATIONS OF THE CAMBRIDGE UNIVERSITY
BOAT CLUB

I. LAWS OF THE CLUB

Revised December, 1900

1. THAT the CAMBRIDGE UNIVERSITY BOAT CLUB consist of the Members of the several Boat Clubs in the University.

Officers of the Club

2. That the affairs of the Club be under the management of a President, a Vice-President (who shall also be Hon. Secretary), a Treasurer, the Captains of all boats rowing in the Lent and May University Races, and all those who have been Members of the University Crew. The President and Vice-President shall be elected at the first Meeting in each Term; those only to be eligible who shall have been Members of a University Crew, unless there be none such under the standing of M.A. available. The Treasurer shall be a Resident Graduate of the University, elected annually at the first Meeting in the Easter Term.

3. That the names of Candidates for Office of the C.U.B.C. be sent to the Secretary, and posted by him at the Goldie Boathouse at least two days before the Meeting, and also be sent to each Boat Captain.

4. That all cases of dispute be referred to the President, or, in his absence, to the Vice-President.

Meetings

5. That Meetings of the C.U.B.C. be called by the President at the beginning of each Term, and as often as business may require, and that the Assistant Secretary give at least two days' notice thereof to every person in residence entitled to attend such Meetings.

6. That any person intending to bring forward any motion shall, at least three days before the Meeting at which he intends to bring it forward, send a copy thereof to the Assistant Secretary of the

C.U.B.C., who shall at once post copies at each of the Club Boat-houses and at the Goldie Boat-house.

7. That the President may call a meeting of the C.U.B.C. without two days' notice in the case of urgent business. But no business shall then be transacted except there be at least fifteen Members present, inclusive of the President.

8. That the President, on being requested to do so in writing by ten First-boat Captains, must call a Meeting of the C.U.B.C.

9. That at all meetings of the C.U.B.C. every Member present have only one vote, the President excepted, who shall have the casting-vote.

Names of Boat Club Officers to be sent in

10. That the Secretary of each Boat Club shall, within a fortnight of the beginning of full Term, together with his own name, send in the name of the Treasurer and all Captains of his Club, qualified to attend General Meetings, to the Assistant Secretary of the C.U.B.C. That 10s. 6d. be the penalty for neglect of this rule.

11. That the Assistant Secretary of the C.U.B.C. shall forward a copy of such names to the President and Hon. Secretary of the C.U.B.C. within a week after his receipt of such names.

Minutes to be kept

12. That the Hon. Secretary enter an account of all business transacted at Meetings of the C.U.B.C. in the Club Book, and that at the opening of every Meeting the minutes of the previous one be read and confirmed.

Finance Committee

13. That a Finance Committee be appointed, consisting of the President, Secretary, and Treasurer, together with three other Members, who shall be elected at the beginning of the October Term by and from the Treasurers of the various Boat Clubs of the University at a Meeting called by the Treasurer of the C.U.B.C., and in addition one Member elected by the C.U.B.C. at the first Meeting in the October Term.

14. That the estimates for each year be brought before the Finance Committee for approval, and that no Officer of the Club be allowed to involve the Club in any expense exceeding Ten Pounds not provided for in the estimates, without the consent of the Finance Committee.

The Treasurer

15. That the Treasurer of the C.U.B.C. be Chairman of the Finance Committee and have a casting vote in all divisions.

16. That all moneys due to the C.U.B.C. be paid to the Treasurer, who shall keep account of all sums received, and be responsible for all payments made on behalf of the Club.

Auditors

17. That two Auditors be appointed annually at the first meeting in the October Term, who shall be Graduates resident in the University, and shall present their report of the accounts of the three preceding Terms before October 31st.

Taxation of Boat Clubs

18. That the Treasurer of each Boat Club shall send in to the Assistant Secretary of the C.U.B.C. a balance sheet, together with an exact statement of the income of his Club for the past year, signed by an auditor, before October 31st. That the Penalty for neglecting this Rule be One Guinea.

19. That every Club shall pay the C.U.B.C. a Subscription in proportion to its income for the previous year.

20. That the rate per cent. of this Tax be fixed by the Finance Committee of the C.U.B.C., and levied in three equal terminal instalments.

21. For the purposes of Laws 18 and 19 the word *income* shall include—

(i) All money received from any source by a Boat Club.

(ii) The annual value, as assessed for Income Tax, of any Boathouse or Site which is the property of the Club.

(iii) The value of a boat or other property presented to the Club.

(iv) The interest of any investments.

Deductions shall be allowed for—

(i) Expenses paid by a Boat Club for crews taking part in Boat Races away from Cambridge.

(ii) Money received for the purchase of a Boathouse or Site, or any other investment.

(iii) Interest on Mortgage of Boathouse or Site, or on any other money borrowed.

22. That any Club neglecting to pay the Subscriptions or arrears to the C.U.B.C. within six weeks of the beginning of full Term be

fined One Guinea; and that no Captain be allowed to vote whose Club is in arrear.

Property of the C.U.B.C.

23. That no Boats, Oars, or Property belonging to the C.U.B.C. may at any time be used for any purposes save those of the C.U.B.C. without the written sanction of the Treasurer.

Rules of the C.U.B.C. to be displayed in Boat-houses

24. That each Boat Club be obliged to have a copy of these *Rules and Regulations of the C.U.B.C.* in its Boat-house or Boatroom for General Reference.

II. REGULATIONS FOR BOAT-RACING

1. That none but Members of the C.U.B.C. be allowed to row or Steer in the C.U.B.C. Races.

Eight-oared Races in May and Lent Terms

2. That there be regular Eight-oared Races in the Easter and Lent Terms, and that the days on which they shall take place and the number of races be appointed at the first General Meeting of the Term.

3. That the number of Boats be limited in the May Races to thirty, rowing in two divisions of fifteen and sixteen respectively, including the sandwich boat. In the Lent Term there shall be forty-three boats rowing in three divisions of fifteen each, including the two sandwich boats.

4. That in the Lent Races the three divisions be named respectively first, second, and third divisions, and that the crews row on fixed seats in clinker-built boats with not fewer than five strakes on a side, none of which shall exceed $4\frac{1}{2}$ inches (outside measurement).

5. That in the May Races the first division shall row in racing ships on sliding seats, and the second division in clinker-built boats, as defined in Rule 4, but with sliding seats.

6. That every Boat Club have the right to be represented by at least one boat in the Lent Races; and by at least one and not more than three in the May Races.

7. That the Lent and May Races be bumping races, and the starting posts be 150 feet apart. That the last post be at Baitsbite-lock, and the winning-posts at the Big Horse Grind and the first ditch above the Railway Bridge.

Order of Rowing down and Starting

8. That the boats row down to their stations from the Railway Bridge in reversed order, the last boat in each division starting first.

9. That in the Lent Races the boats row down at the following times:—

{	3rd Division . . .	Last Boat . . .	2 p.m.
{	3rd ,, . . .	First ,, . . .	2.15 p.m.
{	2nd ,, . . .	Last ,, . . .	3 p.m.
{	2nd ,, . . .	First ,, . . .	3.15 p.m.
{	1st ,, . . .	Last ,, . . .	4 p.m.
{	1st ,, . . .	First ,, . . .	4.15 p.m.

And in the May Races:—

{	2nd Division . . .	Last Boat . . .	5 p.m.
{	2nd ,, . . .	First ,, . . .	5.15 p.m.
{	1st ,, . . .	Last ,, . . .	6 p.m.
{	1st ,, . . .	First ,, . . .	6.15 p.m.

That a gun be fired near the Railway Bridge as a signal when the last and first boats are to start. That any boat causing delay in starting may, at the discretion of the President, be fined One Guinea.

10. That the boats be started by three guns: the first gun to be fired when the Head boat shall have arrived at its post, the second gun three minutes after the first, and the third gun one minute after the second.

11. That each boat start with the Coxswain holding the regulation chain attached to its post, and that if he leave go of the chain before the starting gun is fired, no bump made by his boat can be claimed. In the case of a defaulting boat being Head of a Division, the boat that started second, if not itself bumped, may claim to race that boat again on the following morning.

Length of Course

12. That the first seven boats in all divisions be obliged to go up to the further post at the Big Horse Grind, and the other boats to stop at the nearer post at the Morley's Holt; but that the eighth boat have the option of rowing on to the Big Horse Grind.

Bumps—How Made

13. That a boat be considered fairly bumped when it is touched by any part of the boat behind it, before its stern is past the winning-post; passing a boat being held as equivalent to a bump, provided the successful boat draw its whole length in advance. (The word

boat includes the ship, crew, and oars if in rowlock). That the Coxswain of a boat so bumped shall immediately acknowledge the bump by holding up his hand, and the crew making the bump shall at once cease rowing, and both boats shall draw aside till all the other boats still racing have passed. That any crew neglecting this rule be liable to be fined Five Guineas.

14. That if one boat bump another, the two boats change places, whatever may have been their position before starting. That any boat making a bump may row up after the race with its flag hoisted; as may also the boat rowing head.

15. That in order to claim a bump, the Captain, or his representative, shall go to the Goldie Boat-house, and bracket the bump, state where it took place, and sign his name on the Secretary's list; if the bump be not bracketed he shall be fined One Guinea, but the bump shall, on sufficient evidence, be allowed. No bumps can be claimed after six o'clock in the Lent Term, or after nine in the Easter Term, or disputed after nine on the following morning.

16. That if a boat miss a race, the boat behind it shall row past its post and be allowed the bump, and that the boat missing the race be fined One Guinea.

Last Boats to carry White Flags

17. That the last boat in every division carry a white flag in the bow under penalty of a fine of One Guinea.

Umpires

18. That the President appoint at least three umpires in the Lent and May Eight-oared Races, and one in all other Races, under the jurisdiction of the C.U.B.C.

19. That all cases of disputed bumps be referred to the Umpires, whose decision shall be final. They shall have the power, in all doubtful cases, of causing the boats concerned to row the race again on the following morning, starting from their original posts.

None to Row and Steer in Two Divisions

20. That, with the exception of the sandwich boats, no person shall row or steer in two Divisions in the same Term's races.

Who are not Qualified to Row

21. That no one, after his second year of residence, shall row or steer in the Lent Races if he has rowed or steered respectively in the previous May Races.

22. That no one shall row in the Lent or May Races, or in the Light Fours, Clinker Fours, or Pairs, after four years from his coming into residence, unless he has been in residence for at least three weeks before taking part in these Races; and that any one proposing to row after his fourth year shall give notice to the President of the C.U.B.C., who may, with the concurrence of a majority of the First Boat Captains, refuse him permission to row.

Taking a boat off the River

23. That in order to take a boat off the river the Captain must give notice to the Hon. Secretary of the C.U.B.C., who shall place lists of the boats entered for the races, arranged according to their order, in the different Club Boat-houses, at least two days before the commencement of the races in each Term, and on every race day during the Term.

Getting on Races

24. That for the Lent and May Races any Club desirous of putting on boats shall have the right to challenge the lowest non-representative boat to a bumping-race, and if successful shall supplant it, but shall start at the bottom of the river. That if there be more challenging crews than one, they shall row a time race amongst themselves, and the winner shall row the challenged boat. That the date for these races be fixed at the first Terminal Meeting of the C.U.B.C., and that at least a week's clear notice be given to the Secretary of the C.U.B.C. by the Captains of crews desirous to compete.

25. That no one who has rowed or steered in a successful boat in the time races shall row or steer in a higher boat during the races which follow.

Time Races

26. That the entrance fee for the boats competing for a place in the Lent Races shall be £3 3s. *od.*, and for a place in the May Races £5 5s. *od.*

27. That in all time races under the jurisdiction of the C.U.B.C. there shall only be two boats in each heat, and no boat be allowed to draw more than one bye.

28. That in all time races, in addition to the Umpires, a Judge be appointed and stationed by the President, and that his decision in all cases shall be final.

Maintenance of order on the River

29. That the President and Secretary of the C.U.B.C. may from time to time issue regulations for the maintenance of order on the river, and may impose a fine of One Guinea in case of infringement.

30. That during the Lent and May Races no horses, bicycles, tricycles, or motors be allowed on the tow-path between Baitsbite and the Pike and Eel, except by special permission of the President, other than those used by the Umpires; and that during the Races for the University Light Fours and Magdalene Pairs, the Steerers and Umpires alone be allowed to ride or cycle with the races.

31. That, during any of the C.U.B.C. Races, boats not competing shall moor as the badgemen direct, and that any Club neglecting to do this be liable to a fine of Two Guineas.

Balls to be carried on nose of Boats

32. That all Boats, except Tub-Pairs and Tub-Fours, used for coaching purposes, be obliged to carry the regulation indiarubber ball, as provided by the C.U.B.C., firmly fixed to the bow of the Boat. That the penalty for neglecting this Rule be One Guinea.

Medals

33. That Silver Medals be given to the following:—

(i) Members of the Winning Crew in an Inter-University Race.

(ii) Members of the Head of the River Crews in the Lent and May Races.

(iii) Members of the Winning Crew of the University Trials.

That Bronze Medals be given to the Members of the Losing Crew of the University Trials.

Watermen as Coaches

34. That no waterman be allowed to coach Eights or Fours for the C.U.B.C. Races within a fortnight of the first day of the Races.

No Practice on Sundays

35. That no Crew be allowed to practice for a Race on a Sunday under penalty of every Member of it being disqualified for all C.U.B.C. Races during the Term.

Further Regulations may be made

36. That every Member of the C.U.B.C. be subject to such *Regulations for Boat-racing* as the C.U.B.C. may from time to time decide.

III. REGULATIONS FOR STEERING

1. That Boats going down the river *give* the Chesterton side to boats going up, except from the Red Grind to Grassy Corner, where they *take* the Chesterton side.

2. That Boats going down the river give way to boats coming up, and between the Red Grind and Baitsbite "easy" whilst being passed. At other parts of the river boats going down stream need not "easy" for the boats coming up, unless the latter signify they are rowing a course by carrying a white flag in their bows.

3. That during the fortnight preceding the Eight-oared Races and the ten days preceding the Light Fours, Pairs, and Sculls, no boat may turn between the Little Bridge at Baitsbite and the Big Horse Grind except at its own risk, and if, by so doing, it shall impede any boat engaged in practice for those Races, it shall be liable to be fined One Guinea.

4. That the coach of any boat may demand leave to pass another if impeded by it.

5. That any boat fouling another through carelessness shall be fined Half a Guinea.

IV. LIGHT COXSWAINLESS FOUR-OARED RACES

1. That these shall be rowed as time races.

2. That the posts be 100 yards apart. That the last starting-post be just above the Little Bridge at Baitsbite, and the top winning-post by the Big Horse Grind.

3. That the winners be allowed to hold the Silver Bowl until one week before the day appointed for the commencement of the next Four-oared Races; when it must be returned to the President of the C.U.B.C.

4. That the winners each receive a Silver Cup of the value of Five Guineas, to be paid for by the C.U.B.C.

5. That the entrance fee for each boat be Three Guineas.

6. That each crew be made up of Members of the same Club.

V. RULES FOR THE UNIVERSITY CLINKER FOURS

1. That the University Clinker Fours be rowed as time races in heats over the Colquhoun Course.
2. That each crew be made up of Members of the same Club, and that no one row who rowed or steered respectively in the first fourteen boats in the First Division on the last night of the previous May Races.
3. That no Rowing "Blue" be allowed to compete.
4. That the definition of a Clinker Boat shall be as follows:—A boat, with not less than five strakes on a side, none of which shall exceed $4\frac{1}{2}$ inches (outside measurement).
5. That the entrance fee for each boat be One Guinea.

VI. LAWS OF THE MAGDALENE SILVER PAIR-OARS AND UNIVERSITY PRESENTATION CUPS

1. That these races be regulated in the same way as the University Four-oared Races, except as shall be provided for otherwise hereunder.
2. That the course be that of the Colquhoun Sculls.
3. That Watermen be allowed to coach and steer for these races.
4. That any Member qualified to row in the C.U.B.C. races be qualified to row.
5. That a crew need not consist of Members of one Club.
6. That no winning pair be allowed to enter together a second time.
7. That the winners return the Oars to the Captain of the Magdalene College Boat Club at least a fortnight before the date fixed for the following races.
8. That the entrance fee for each boat be One Guinea, to be paid at the time of entry to the Secretary of the C.U.B.C.

VII. REGULATIONS FOR THE "COLQUHOUN SILVER SCULLS"

1. That this be a Time Race, to be decided in heats. Not more than two competitors shall start in any heat, their stations being determined by lot. The competitor drawing the last station shall start from the Little Bridge at Baitsbite, and the starting-posts shall be a hundred yards apart. The first winning-post shall be placed 78 yards below the Railway Bridge.
2. That these Races take place annually in the October Term, and that it rests with the Committee of the Lady Margaret Boat

Club to appoint the day and hour, due notice of which will be given at least a fortnight before.

3. That this Race shall be open to all the Members of the C.U.B.C. in *bonâ fide* residence at the University during the Term in which the race takes place. Provided the winner in any year be not allowed to enter in any subsequent year. Provided also that no one who has exceeded five years from the date of his first commencing residence shall be allowed to enter.

4. That the First Captain of the Lady Margaret Boat Club or his Deputy shall act as Starter, and that the Committee of the Lady Margaret Boat Club have the power of appointing the Umpire and determining all and every dispute that may arise among the competitors.

5. That every Candidate send in his name, College, and Club to the Captain of the Lady Margaret Boat Club at least a week before the first day of the races. That the Entrance Fee be One Guinea, which must be paid at the time of entering. That Members of the Lady Margaret Boat Club shall be exempt from the Entrance Fee.

6. That the winner be allowed to hold the Sculls till the first of November following the Race, and that he then return them to the Captain of the Lady Margaret Boat Club.

7. That each competitor shall abide by his own accidents.

8. That the Lady Margaret Boat Club reserves to itself the power at any time hereafter to remodel either entirely or partially any one or all of the Rules herein laid down. Provided always that no alteration in or addition to such Rules shall be made except in accordance with the Rules for the time being in force for the alteration of the General Rules of the Lady Margaret Boat Club.

VIII. REGULATIONS FOR THE F. J. LOWE DOUBLE SCULLS

1. This race shall be called The F. J. Lowe Double Sculling Race.

2. The Lady Margaret Boat Club reserves to itself the power at any time hereafter to remodel either entirely or partially any one or all of the rules hereinafter laid down. Provided always that no alteration in or addition to such rules shall be made except in accordance with the rules for the time being in force for the alteration of the general rules of the Lady Margaret Boat Club.

3. The Lady Margaret Boat Club reserves to itself the right of resuming the grant to Members of the Cambridge University Boat

Club and of making a fresh grant either to a more extended or more limited class of competitors. Provided always that one year's notice of such extension or limitation be given to the President of the Cambridge University Boat Club.

4. This race shall be open to double sculling crews consisting of Members of the University of Cambridge in *bonâ fide* residence at the University during the Term in which the race takes place; provided that the winning crew in any year shall not be allowed to enter as a crew in any subsequent year. Provided also that only those who have not exceeded five years from the date of their first coming into residence at the University be allowed to start.

5. The race shall take place annually in the Easter Term on a day to be fixed by the Committee of the Lady Margaret Boat Club at their first meeting in such Term. All entries shall be sent to the Secretary of the Lady Margaret Boat Club two clear days before the day appointed by the Committee for the race. An Entrance Fee of One Guinea must be paid by each crew to the Treasurer of the Lady Margaret Boat Club before the day of the Race. Any crew consisting of Members of the Lady Margaret Boat Club shall be exempt from the Entrance Fee.

6. Notice of the date and hour of the race, and of the last day for receiving entries shall be posted by the Secretary in the College Boat-houses not less than a week before the day appointed for the race.

7. The race shall be over the Colquhoun Course in one or more heats as the Committee of the Lady Margaret Boat Club shall determine. But not more than two boats shall start in any heat, and the stations of the crews shall be determined by lot.

All other details relating to the race to be determined by the Committee of the Lady Margaret Boat Club.

8. The First Captain of the Lady Margaret Boat Club or his deputy shall act as starter and umpire in the race, and shall have power to start any heat in the absence of any competing crew not at the post at the time appointed for such heat.

9. The winners shall be allowed to hold the Challenge Sculls for the year following the race; but they must be returned to the First Captain not less than one week before the day appointed for the next race.

10. The Committee of the Lady Margaret Boat Club shall provide presentation prizes for the winners in each year. Such prizes to be paid for out of the income of the Trust Fund applicable

for that purpose together with the Entrance Fees, after the necessary expenses of the race have been deducted. Provided that if in any year only one crew shall start for the race, no presentation prizes shall be given.

11. The Committee of the Lady Margaret Boat Club have power to settle any other details or determine any disputes arising with respect to the races or other matters relating thereto, which are not provided for by the foregoing rules.

IX.—CHARGES AND RULES FOR THE C.U.B.C. BADGEMEN

	s.	d.
Holding an Eight-oar or Four-oar, Turning and Attending to same	0	6
Ditto, Funny or Pair-oar	0	3
Attending an Eight-oar or Four-oar during Races, Carrying Clothes, etc., per day	2	0
Bringing up an Eight-oar or Four-oar from the Bridge or above	1	6
Ditto, Pair-oar or Funny	1	0
Bringing up an Eight-oar or Four-oar from the Plough or above	2	0
Ditto, Pair-oar or Funny	1	6
Bringing up an Eight-oar or Four-oar from the Locks or above	2	6
Ditto, Pair-oar or Funny	1	6

Coxswains are particularly requested to employ Badgemen in preference to any others, and to report any inattention or incivility on their part to the President or Secretary of the C.U.B.C.

APPENDIX V

OXFORD UNIVERSITY BOAT-CLUB

GENERAL RULES

I. That the Club be open to all members of the University on the following conditions :

II. That any graduate of the University by paying two pounds, or any undergraduate by paying three pounds ten shillings may become a life member.

III. That any member of the University by paying one pound may become a member for one term, not being thereby qualified to row or steer in any of the University races unless he has paid four such terminal subscriptions.

IV. That the subscription must be paid before the admission to the club.

V. That this Club is affiliated to the Amateur Rowing Association, and that members are therefore bound to observe the A.R.A. rules.

VI. That the Officers of the club consist of President, Secretary, and Treasurer; who, with two other members of the club, shall form a Committee.

VII. That no member who is not strictly residing be on the Committee.

VIII. That the President, Secretary, Treasurer, and Committee be elected by the Captains of College boat clubs, or their representatives.

IX. That the election of the President and Secretary take place at the first Captains' meeting in the Summer Term, that of the Treasurer and the other members of the Committee at the first meeting in the October Term.

X. That the President preside over all Captains' meetings, have the sole selection and management of all University Crews, and have absolute authority and entire responsibility in all matters immediately concerning the University Boat; that he have charge of the President's book, and make such records in it as shall be interesting and useful to the future of the club; and that he keep the official records of all University Races.

XI. That it be the duty of the Secretary to carry on the correspondence of the club; to keep a record of all that passes at Captains' meetings, and to read all such records at the next Captains' meeting; to summon Captains' meetings at such times as the President shall appoint; to issue all notices and circulars; and to see that all new rules are hung up in the Barge.

XII. That it be the duty of the Treasurer to have charge of the club's finances, and have the supervision of the property of the club.

XIII. That the accounts of the club be examined terminally by two auditors appointed annually at the Captains' meeting in Michaelmas Term, and a printed statement of them be sent to the Captains before the first meeting in each Term. That the Treasurer shall send in addition before the first meeting in the October Term an account showing (1) The full receipts and payments for the past year, (2) the exact financial position of the club, (3) an estimate of receipts and payments for the coming year.

XIV. That the Barge, Boat House, and all other personal property of what nature soever, now or at any time belonging to the club, shall be absolutely vested in and be the property of the

Committee of the club for the time being, who shall hold the same for the general use and benefit of the club, and to be disposed of as the members thereof may from time to time by resolution in any meeting, duly convened for that purpose, direct.

XV. That three members of the Committee form a Quorum ; that in the absence of the President the Secretary take his place.

XVI. That no member of the Committee shall be present when a dispute is decided involving either his own College crew, or one for which he has acted as regular coach.

XVII. That if at any time it is found impossible to form a quorum of the Committee, enough Captains shall be summoned from the first six crews on the river not concerned in the dispute to form an Emergency Committee whose decisions shall have all the force of those of the O.U.B.C. Committee, but who shall decide only such points as cannot be reserved for the latter.

XVIII. That unless two members of the O.U.B.C. Committee are present five shall form a quorum, and that in the absence of all members of the Committee the Captain of the highest boat present shall take the chair.

XIX. That the Secretary be informed of any motion of important business that is to be brought before a Captains' meeting, and that he send notice to every College or Hall club at least twenty-four hours previous to the meeting.

XX. That if any of the proceedings of the Committee be unsatisfactory, excepting in the case of Rules XI., XII., XIII., and XIX. of the Eights and Torpids, the President shall call a representative meeting on receiving a written request from any three Captains of College boat clubs, or any one Captain with nine members, stating their cause of complaint ; which shall be displayed, with their names affixed, for at least twenty-four hours, in the Club Barge.

XXI. That if a Captain absent himself from a meeting duly called, or neglect to send a representative, he shall be fined five shillings.

XXII. That all questions be decided by the majority, the President having the casting vote.

XXIII. That the Committee-room be reserved for members of the University Boat to dress in.

XXIV. That no dogs be admitted on the Barge or the Bridge leading to it, or Club Room, and that any member transgressing this rule be fined two shillings and sixpence.

XXV. That Smoking be not allowed in the Barge, or Club Room.

XXVI. That no bicycles are to be left in the Boat-house, and the fine for transgressing this rule be two shillings and sixpence.

XXVII. That all Colleges which have not paid their Subscriptions, Fines, or Boat-house Accounts within a fortnight of receiving notice that such are due, shall be liable to a fine of two shillings and sixpence per day, till they have paid all that is due.

XXVIII. That the racing boat last purchased be not let or sold under any circumstances whatever.

The Subscriptions will be received at MESSRS. PARSONS, THOMSON, and PARSONS, OLD BANK.

RULES FOR THE REGULATION OF THE COURSE OF BOATS ON RIVER AND NEW CUT

I. That all boats not practising for the University boat-races give place to boats that are practising for them, either going up or down stream.

II. That all boats going down stream give the right of way to boats coming up, except in the case of Rule I., but that boats coming up keep their proper course.

By the proper course for all boats coming up from Iffley Lasher is intended the Oxfordshire shore till round the first corner of that shore; from thence to the Freewater Stone, the Berkshire shore; from thence to the lower Red Post, Oxfordshire, crossing to the upper Red Post, Berkshire; and from that upwards the Berkshire shore.

III. That boats may easy at the Ferry going down stream, and at the Willows coming up, provided they leave room for boats to pass them without going their wrong side.

IV. That boats on arrival at Iffley should turn in the order of their arrival, two at a time, one just above and one just below the lasher, and should, without easying after they have turned immediately paddle to the Hedge opposite the Isis public-house, where they may easy for a few minutes before proceeding up the river.

V. That boats easying elsewhere must give place to all other boats, and that no boat easies at any of the crossings.

VI. That boats practising in the New Cut should go up and down the stream, keeping to the left hand of their coxswain. That

when they issue into the main stream, they shall give way to all other boats until they are able to take their proper course.

VII. That sailing boats be not taken out during the time of any race, and that at all other times they keep out of the way of practising Eights and other boats.

VIII. That the penalty incurred by violation of these Rules be in the case of the University Boat one pound, an Eight ten shillings, any other boat five shillings.

IX. That no horses may be used on the Towing Path without leave from the President.

X. That not more than two persons shall ride with any boat, and that the fine for the breach of this rule be five shillings.

XI. That any Member suffering by a violation of these Rules may, within twenty-four hours, apply to the Treasurer through the Captain of his College Boat Club to inflict the fine.

RULES FOR RACES

I. That all gentlemen rowing or steering in the races must be life members of the O.U.B.C.

II. That all members of the O.U.B.C. shall show a certificate of having passed a satisfactory swimming test before being allowed to row in University races.

III. That such certificate be either (1) that of some Public School approved by the Committee, or (2) a certificate from Dolley's Baths, signed by the bathman, and countersigned by the Captain of the College Boat Club, who shall himself be present.

IV. That any College Boat Club rowing a member who has obtained a certificate unfairly shall be fined five pounds, and lose one place on the river for each night on which he has rowed.

V. That each College shall have its own punt and waterman during the Races.

VI. That the Captain of each Boat Club shall, so far as possible, fix upon the maximum number which his punt is able to carry and that this number shall in no case exceed twelve, and that the fine for overcrowding be five shillings.

VII. That each Barge shall be furnished with two life-buoys.

VIII. That the bows of all racing "eights" and "fours," both keelless and clinker-built, and of all racing pair-oars and sculling-boats be protected by an aluminium ball, and the penalty for violation of this rule be, in the case of eights and fours, one pound, in the case of all other boats, ten shillings.

IX. That no boat be allowed to start in the races with more or less than its full crew.

X. That all boats carrying a coxswain carry him over the whole course.

XI. That the names of the crews be sent to the Treasurer, at least two days before the races begin, and that afterwards no change can be made, unless notice is given to the President at least one hour before the races begin, under a penalty of one pound.

XII. That no club start a boat in the races till all its arrears are paid, whether of fines, entrance money, or annual subscription.

XIII. That, except for the Sculls, no crew be allowed to start in the races which shall have employed any waterman in capacity of coach or trainer, within three weeks of the first race.

XIV. That no non-resident member of the University may either row or steer in the races unless he has resided in Oxford at least ten consecutive days before the races commence.

XV. That no one may be allowed to row or steer in the races for a College or Hall of which he is not a *bonâ fide* member.

XVI. That all Challenge Cups which are the property of the O.U.B.C. shall either be taken home by the Captain of the Boat Club which holds them, or be deposited at Rowell's during the Vacation.

XVII. That the Challenge Cups be returned to the President on or before the latest day fixed by the Committee for entering; and be presented by him to the winners immediately after the race.

XVIII. That if any damage be done to any Challenge Cups, while in the holder's possession, the damage be made good.

SPECIAL RULES FOR EIGHTS AND TORPIDS

I. That every club neglecting to send in the names of its crew to the Treasurer, and pay the entrance money, five pounds, into the Old Bank, two days previous to the first race in which they intend to row, shall forfeit five shillings; and that every club entering a boat, after the races have begun, shall pay one pound for every night of the races on which it has not had a boat on.

II. That no College be allowed to enter more than one boat for the eights, unless it has had on a Torpid in the same year.

III. That each College provide a flag, two feet six inches long and two feet wide, for the purpose of marking its place on the river; and that these flags be not taken away from the barge on any consideration whatever.

IV. That any boat taking off and afterwards returning to the races, shall lose one place and forfeit two pounds; each night it has not started.

V. That every boat withdrawing entirely from the races, forfeit five pounds, and next year start below all boats which keep on.

VI. That the Captain of any boat taking off give notice of his intention to the President at least two hours before the races commence or incur a double fine.

VII. That each boat start from a rope held by the steerer, and fastened to a post on the Berkshire shore; the rope to be 50 feet in length.

VIII. That the last boat be stationed above Iffley Lasher; and that 130 feet be the distance between the posts.

IX. That the boats entered for the races be divided as equally as possible, and row in two divisions; that the second division row first, and never contain fewer boats than the first division; (the Sandwich boat reckoning in each division) that the head boat of the second division may row again with the first division; and that the last boat of the first division start head of the second division on the following day.

X. That the President provide a starter who shall fire a signal gun for the boats to take their places; after four minutes another gun; and after the interval of one minute another gun for the start; after the third gun the race be always held to have begun.

XI. That any boat starting before the gun goes off do lose a place forthwith.

XII. That when a boat touches the boat or any part of the boat before it, or its oars or rudder, it be considered a bump; and also if a boat rows clean by another it be equivalent to a bump.

XIII. That both the boat which bumps and the boat which is bumped immediately row out of the course of the other racing boats; and in case of any obstruction the offending boat be fined five pounds, which may, however, be in whole or in part remitted if the Committee consider that the crew used every endeavour to get out of the way.

XIV. That after every bump the boat bumping change places with the boat bumped, whatever be their order before starting; also in a bumping race no boat can make more than one bump, but of four boats, A, B, C, D, should B bump C, then A may bump D, and the next race A and D change places with each other.

XV. That in the case of any boat not starting, the boat

immediately behind them do row past their starting-post and be considered to have bumped the other boat.

XVI. That all boats stand by their accidents; and that, in case of dispute, boats must take the place assigned them by the Committee.

XVII. That the races finish at the lower of the white posts to which Salter's barge is moored, on which a flag is to be hoisted, and that a boat is liable to be bumped till every part of it has passed that post, and that a Judge be stationed opposite this post.

XVIII. That the Judge be appointed by the first six Colleges of each Division in rotation.

XIX. That if any boat after passing the post impedes another which has not passed the post, it be fined five pounds.

XX. That all disputes concerning bumps, etc., arising out of the races, be referred to the Committee on the day of the race, who shall decide the point before the next race.

XXI. That the steerer of the head boat hold the silver rudder.

XXII. That the College races take place in Easter or Act Term, and be six in number.

XXIII. That a man may be held to have rowed or steered in the Eights or Torpids when he has so officiated for three days.

XXIV. That the days for the races be appointed by a Captains' meeting.

XXV. That the carrying out of rules XI., XII., XIII., and XIX. be left to the discretion of the Committee; and that it do hear all appeals.

TORPID RACES—SPECIAL RULES

XXVI. That the Torpid races be regulated by the above rules as far as they are applicable: but—

1. That the races take place in the Lent Term.

2. That no one who has rowed, or steered in the Eights may officiate in the same capacity in the next Torpid races, but that men may row in their second College Eight without losing their Torpid qualification.

3. That no one be allowed to row in his Torpid who has exceeded sixteen Terms from his Matriculation.

4. That unless a College has had an Eight on the river more than two nights during the previous year, it be not permitted to start a Torpid, unless it engage to put on a distinct Eight in the ensuing Eights.

That in this case the distinct Eight—

(a) do contain five men, at least, who have not rowed in the Torpids.

(b) be compelled to row more than three nights, under penalty of ten pounds.

5. That the Committee have power to relax this rule at their discretion in the case of boats in the Second Division.

6. That these races be rowed in gig boats, of the specified mould, measuring inside at the gunwale not less than 2 feet 2 inches, clinker built of not less than five strakes.

7. That the distance between the starting-posts be 160 feet.

8. That no Torpid be allowed to use sliding seats.

9. That if more than twenty-five Torpids enter, the races shall be in three divisions; the boats to be divided as equally as possible, so that a higher division shall not contain more boats than a lower one.

10. That when new boats enter, those which have been on before shall start above those which have not. Of the rest, first boats shall start above second, second above third. Second boats shall take the order of their first boats, third boats of their second.

GENERAL RULES FOR TIME RACES

I. That all the races for the Fours, Clinker Fours, Sculls, and Pairs, be time races.

II. That in time races only two boats start at once; that no bumping be allowed.

III. That those boats which have been defeated by the winner only, be allowed to contend among themselves for the second prize.

IV. That the Committee appoint the days for the Pairs and Sculls, but that the days for the Fours and Clinker Fours be appointed by a Captains' meeting.

V. That an entrance fee of ten shillings be paid on every name entered for each of the races.

VI. That the course of the races be from opposite the Hedge, to Salter's lower white post, on which a flag is to be hoisted.

VII. That the stations of the boats be fixed by drawing lots or tossing up or by mutual consent.

VIII. That the boats be started by a person appointed by the President, and that all time races end by the bows.

IX. That in case the prizes are not challenged for, the last

year's holders continue to keep them provided they be not disqualified by any preceding rule.

X. That the name of the winners be kept publicly in the club barge, specifying also the builders of the winning boat.

XI. That the distance between the posts in time races be 240 feet, and that the ropes be of equal lengths.

XII. That the races be signalled by semaphores.

XIII. That the races be judged by a member of the Committee, or senior member of the University appointed by the Committee, and that from his decision there be no appeal.

XIV. That it is the duty of the Committee to see the above rules strictly enforced in every instance.

SPECIAL RULES

FOUR-OAR CHALLENGE CUP

I. That the Cup be open for competition to Members of any one College or Hall, who have not exceeded eighteen terms from their matriculation.

II. That the race take place annually in Michaelmas Term.

III. That the entrance fee be two pounds ten shillings.

IV. That a silver medal be presented to each of the winning crew.

V. That the College to which the winners belong do hold the Cup.

THE SILVER CHALLENGE OARS

*Presented by Messrs. G. Maberley, Christ Church, and C. Bewicke,
University College*

I. That the Silver Challenge Oars be open for competition to all members who have not exceeded sixteen terms from their matriculation.

II. That the race take place annually in the Easter or Act Term. That if four crews enter, a silver cup be presented to each of the winners and a silver medal to each of the second boat's crew; but if less than four crews enter, no medals be given.

THE SILVER CHALLENGE SCULLS

Presented by Members of Christ Church

I. That the Silver Challenge Sculls be open for competition to all members who have not exceeded sixteen terms from their matriculation.

II. That the race take place annually in the Easter or Act Term.

III. That if there be six entries, a silver cup be presented to the winner, and a silver medal to the second; but if there be less than six entries, no medals be given.

RULES FOR THE UNIVERSITY EIGHT TRIAL RACE

I. That the race be called the "University Trial Eights Race."

II. That the race take place in Michaelmas Term, and subsequent to that for the Four-oared Challenge Cup.

III. That the crews be selected by the President.

IV. That the crews be in practice not less than twelve days.

V. That each member of the two crews pay ten shillings entrance money.

VI. That a silver medal be presented to each of the winning crew, and a bronze medal to each of the losing crew.

VII. That any member of the two crews who refuses to row in the University Eight if called upon to do so, be suspended by the Committee from rowing in any University race till the end of the Summer Term, unless he shows reasonable grounds for refusal.

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