

Distance of thowl from front edge of seat, 13 inches.

N. B.—The distance is not measured as direct linear measures—slanting from one to the other—but from the perpendicular plane of the thowl to the perpendicular plane of the edge of the seat.

STRETCHER.—Length from top of stretcher to front edge of seat, 2 ft. 4 in. for a six-foot man of ordinary make and shape.

For each inch less or more stature add or subtract seven-eighteenths of an inch from the stretcher (rather more than one-third).

As an average measurement, it may be taken that the length of a man's stretcher, from top of stretcher to seat, on a fixed seat, should be about seven-eighteenths of his entire height.

SLOPE OF STRETCHER should be about $5\frac{1}{2}$ inches i. e., the heels should be $5\frac{1}{2}$ inches nearer to the perpendicular plane of the front of the seat than the top of the stretcher is to the same.

SCHEDULE B.—For Sliding Seats.

OAR.—Length inboard, 3 ft. $7\frac{1}{2}$ in. to 3 ft. 8 in., according to length of slide.

Length outboard, 9 ft. $1\frac{1}{2}$ in.

Width of blade at top, 6 in.

ROWLOCK.—Height above plane of seat, $7\frac{1}{2}$ to $7\frac{3}{4}$ in.

Distance from slide when full forward, 9 to $9\frac{1}{2}$ in.

STRETCHER.—Length from front of slide full forward, to top of stretcher, 24 in. for a six-foot man.

SLOPE OF STRETCHER.—6 in.

The length of a sliding seat stretcher should be one-third of the entire height of the man.

FOR A PAIR-OAR, the height of rowlock and length of stretcher should be the same. The length of oar should be less.

(Assuming that the beam of the boat, and length of iron of outriggers, are proportionately less than in an eight) the length of oar should be: inboard, 3 ft. $5\frac{1}{2}$ in.; outboard, 8 ft. 10 in.; width of blade, $5\frac{1}{2}$ in.

The oar must, however, be to a great extent accommodated to the build of the pair.

FOR A SCULLING-BOAT.—Width between outriggers, 5 ft.

Length of scull inboard, 2 ft. 9 in.; outboard, 7 ft. 5 in.

Width of blade, 5 in. for a 154 lbs. sculler.

The other dimensions for sliding-seats, and height of rowlock, length of stretcher, and distance from work, should be the same as for a sculling-boat. A sculler of long reach may, however, with advantage place himself

half an inch to an inch farther from his work than he could sit for rowing.

BOATING RULES.

GOVERNING OXFORD AND CAMBRIDGE UNIVERSITIES AND THE PRINCIPAL BOAT CLUBS IN LONDON.

1. 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.

2. If the starter considers the start false he shall at once recall the boats to their stations, and any boat refusing to start again shall be disqualified.

2. Any boat not at its post at the time specified shall be liable to be disqualified by the umpire.

4. The umpire may act as starter as he thinks fit. When he does not act the starter shall be subject to his control.

5. Each boat shall keep its own water throughout the race, and any boat departing from its own water will do so at its peril.

6. A boat's own water is its straight course, parallel with those of the other competing boats, from the station assigned to it at the starting to the finish.

7. The umpire shall be sole judge of a boat's own water and proper course during the race.

8. No fouling whatever shall be allowed; the boat committing a foul shall be disqualified.

9. It shall be considered a foul when, after the race has commenced, any competitor by his oar, boat or person, comes into contact with the oar, boat or person of another competitor, unless in the opinion of the umpire such a contact is so slight as not to influence the race.

10. The umpire may, during a race caution any competitor when in danger of committing a foul.

11. The umpire, when appealed to, shall decide all questions as to a foul.

12. A claim of foul must be made to the judge or the umpire by the competitor himself before getting out of his boat.

13. In case of a foul the umpire shall have the power; first, to place the boats, except the boat committing the foul, which is disqualified, in the order in which they come in; second, to order the boats engaged in the race, other than the boat committing the foul, to row over again on the same or another day; third, to restart the qualified boats from the place where the foul was committed.