

a boat may roll and right itself again. The oarsmen who can 'sit' the boat against a roll have also an easier task, for they have only themselves and the boat to balance, and have not an extra loose and helpless body that requires balancing of itself. Under these circumstances the form of the men rowing should be superior, especially in a raw crew, than when hampered with a coxswain. Besides this gain in steadiness, there should also be a gain in length of reach; or at least that tendency to get short, which is often painfully evident in a second-class tired four, carrying a heavy coxswain of 112 lbs. and upwards, should be obviated with the removal of the coxswain. Thus all-round rowing should improve in a coxswainless four. If he is a good steerman he needs but seldom to look round, so far as the course itself is concerned apart from obstructions.

STEERING APPARATUS.

In steering a coxswainless four, the main difficulty consists not so much in the knowing how to steer, but in the choice of a suitable apparatus. Considering that scullers and pairs of the old fashion, with no steering appendage, used often to steer a course as good as that of eights or fours who had the advantage of coxswain *vis-a-vis* to his destination, there should be no reason why a four should not, with the aid of rudder, be steered as truly as pairs or sculling-boats. That such has not been the case as a rule must be ascribed to the apparatus used.

Two apparatuses have been tried. One consisted of bars projecting from the stretcher, at right angles to it, on either side of one of the steerer's feet. By pressing laterally against either of these he worked his rudder. Another, brought out by J. H. Clasper, consisted of the same principle, but, instead of the foot lying loosely between the two bars, it was fitted into a shoe, which was attached to the stretcher, and which, when moving laterally either way, worked the rudder. Anybody may steer in a four except stroke. The best waterman, if not short-sighted, ought to have the task; but it is almost as easy from three or two as from bow seat, it is not worth while shifting a man forward in the boat out of his best place simply because he has to steer. In commencing pair-oar practice the great thing is not to row 'jealous' of each other. The lighter the paddling the better—no attempt of the one to row the other round. The study should be to get the action homogeneous—the return of the arms and drop of wrists simultaneous—

ear guiding as much as eye. The apparatus above recommended for four-oar steering will in a pair still more surpass the other apparatuses alluded to, for the strength and evenness of action economised thereby must tell its tale still more when numbers are reduced. A well-fitted, thin metal rudder would not cause so much proportionate drag to a pair as to a sculler, and so would be almost always a gain. Only with a most even pair, on a dead, straight course, and with not a breath of wind, would the absence of rudder be a gain, and then but a small one. At the same time it cannot be denied that the application of rudders to pairs and scullers, though, like Columbus's egg, simple enough, once mooted, will go far to destroy that perfection of watermanship which formerly was found in first-class pair-oar rowing. If a man can steer with a rudder one partner well, he needs no practice, in steering at least, for a new partner. The stronger man of two equally good watermen should steer. It matters not whether he rows stroke or bow. The old idea that bow 'ex-officio' should steer is a farce. If anything, stroke has more advantage for accuracy, for he can see the whole line of the canvas, so as to lay it on the steering point. The weaker man being then the bow, the steerer has simply to row his hardest, and the stronger in the straight reaches adjusts the line of the boat from stroke to stroke, or even half-stroke to half-stroke, with his eyes on the stern-post. When there comes a corner too heavy for the stronger to row round without a slacken from his fellow, he must give his orders, and the one under order should remember that a single stroke rowed with strength contrary to that desired by the steering man may lose lengths by throwing him out of all calculation, especially in rounding a curve. There is nothing like partners who thoroughly understand each other, never row excitedly, but always are on the alert each to perform his own share and to trust his partner to do his.

W. B. Woodgate's ideas of the proper dimensions so as to produce the best work are as follows:

DIMENSIONS OF WORK.

SCHEDULE A.—Fixed Seats for Eight or Four OARS:—

	ft.	in.
Length inboard	3	6
Length outboard	9	0
Total	12	6

Width of blade at top, 5½ inches.

Rowlock.—Height above seat, 8 inches.