

## BOATS AND BOATING.

President Charles W. Elliot of Harvard tells us that "Rowing is a sport which is absolutely clean and honorable, and there is only one other sport in college of which you can say that, and that is tennis. Another thing that can be said about rowing, it is highly co-operative in its nature. You have got to get eight men to do their level best all together. That is a mighty wholesome lesson for all life. You will hardly get a better lesson than that in your college or your life course. It is the lesson of doing your level best, faithful to your mates. Another thing about it which lasts for life: that is, that in rowing you are not working for money or any selfish object; you are working for fun, for comradeship, for the honor of your college. . . ."

"Rowing is the best sport there is. It always has been. It is comparatively an unchanging sport. There is no secret practice, no invisible performance. It is all in the open, and that is a good deal to say about a sport nowadays. All the long-lived sports changed little from generation to generation, and if you see a sport in which there are new tricks from year to year you will know by that fact that it is not a good sport to have in college."

### *The Component Parts of Boats.*

**R**OWING boats consist of the bows; the stem, or entrance; the stern where are the rudder and the lines for steering; the rowlocks, for giving purchase to the oars; and the thwarts, or seats.

At the bottom are the footboards, which are easily removed, in order to bail out any water which may leak into the boat. Besides these parts there is a board placed across the boat for the feet of the rower, called a stretcher. The whole boat is composed of planks, called streaks, nailed upon a light oak framework, called the timbers, or rigs; and the upper streak, upon which the rowlocks are placed, is called the wale-streak. Boats with two rowlocks opposite each other are called sculling boats, and are propelled by a pair of light oars called sculls, the art being called "sculling." When a boat is fitted with a pair of rowlocks not opposite each other, it is called a pair-oared boat. If with two in the middle opposite each other, and two others, one before and the other behind, but not opposite each other, it is called a *randan*. When a boat has four rowlocks, none of which are opposite one another, it is called a four-oared boat, and so on up to ten oars, which is the utmost limit in common use for any kind of boat but the pleasure barge, which sometimes has twenty-four oars. The rowlock nearest the bow is called the bow rowlock, or No. 1; the next No. 2, and so on; and the oars used in them receive the same number, the one nearest the stern being called the "stroke oar." The rowlocks in river and sea boats are somewhat different in shape though identical in principle, both consisting of a square space of about the breadth of a man's hand, and both lying on the wale-streak; but in river boats being generally bounded before and behind by a flat piece of oak or ash called, respectively, the tholepin and stopper; whilst in sea boats they are merely common round wooden pins dropped into holes made in the wale-streak, but still receiving the same names. The tholepin is for the purpose of pulling the oar against, whilst the stopper prevents the oar from slipping forward when the rower is pushing it in that direction after the stroke.

*The Oars and Sculls.*

A scull is a small oar used with one hand, and requiring a pair, as in the case of oars, one being placed in the rowlock on each side the boat, and the pair being used by one person with his right and left hands. Oars are used by both hands, and a pair-oared boat consequently requires two oarsmen; a four-oared boat four, and so on. Both sculls and oars consist of the same parts, except that the handle of the *oar* is made long enough for both hands. In every case there is a rounded handle, a loom, square in form, and extending from the handle to the button, or about one-third of the length of the oar; and beyond the button is the blade, which is first nearly round, and then gradually widens, until it assumes the form best adapted for laying hold of the water, which is now found to be broad rather than long, as was formerly thought to be desirable. The button is a piece of leather nailed on to prevent the oar from slipping through the rowlock, but only used in river rowing, as it is not adapted to the rough work which is often met with in sea rowing.

*Boating Terms.*

- BOW OAR, the *starboard* upright oar towards the bow of the boat.  
 STROKE OAR, the oar rowed by the strokesman.  
 STROKESMAN, the *sternmost* man of the rowers.  
 STROKESIDE, the port or right side.  
 BOWMAN, the man nearest the bow of the boat.  
 COCKSWAIN, the man who steers the boat.  
 THOLEPINS, the pins which sometimes are used for the rowlocks.  
 HEADFAST, sometimes called the *painter*. A rope fixed forward to fasten the boat after landing.  
 TO UNSHIP THE SCULLS, simply means to take them out of the rowlocks.  
 ROWED OFF; when this direction is given by the cockswain, all the oars are laid in with their blades forward.  
 IN BOW; at this phrase, the bowman gets the boat-hook ready to clear away from the shore.

*Sea Rowing.*

This is necessarily less elegant than river rowing, because of the rough nature of the element on which the exercise is pursued. The oar must be grasped firmly in the hands, both grasping the oar between the thumbs and fingers. The whole art consists in the crew moving backward and forward together, called "swinging," and laying hold of the water as well as they can, taking care to avoid pulling in the air with great force when there is a trough or interval between two waves, and on the other hand equally avoiding a heavy wave, which has a tendency to dash the oar out of the hand. All this requires practice in the rowers, and also in the steersman, called the cockswain, who should watch for the high waves, and warn his men when a heavy

one is coming. He should also take care to cross the roll of the sea as much as possible, so as to avoid being struck on the side of the boat called "the counter," which would either swamp her or else knock the oars out of the rowlocks. In this kind of rowing, the "feathering" of the oar, to be presently described, is not attempted, on account of the roughness of the water, but it is merely pulled steadily, but strongly, backward, and is then pushed forward in the rowlocks.

#### *River Rowing.*

The art of river rowing is capable of a high degree of elegance, and few sights are more pleasing to a lover of graceful forms than that of a crew of fine lads, or young men, rowing well together and in good style. To do this requires great practice, and attention to a few essential points, which we will here endeavor to describe.

#### *Management of the Oar.*

The rower should, as far as possible, take some good oarsman for his model, and endeavor to imitate him in every respect, which is the only mode of acquiring a good style. Description is useful in putting the learner in the way of acquiring what is to be taught, but it is not all-sufficient for the purpose. In the first place, the learner should place himself square on the seat, with his feet straight before him, and the toes slightly turned out. The knees may either be kept together, or separated considerably, the latter being in our opinion the better mode, as it allows the body to come more forward over the knees. The feet are to be placed firmly against the stretcher, which is to be let out or shortened, to suit the length of the individual, and one foot may be placed in the strap which is generally attached to the stretcher in modern boats. The oar is then taken in hand, raising it by the handle, and then either at once placing it in the rowlock, or else first dropping it flat on the water, and then raising the handle it may gently be lowered to its place. The outside hand is placed upon the handle, *with the thumb as well as the fingers above it*, while the other hand firmly grasps it lower down, keeping the nut toward the person. The arms are now quickly thrust forward until they are quite straight at the elbows, *after which* the back follows them by bending forward at the hips, carefully avoiding any roundness of the shoulders. When the hands have reached their full stretch they are raised, and the blade quietly and neatly dropped into the water; immediately after which, and with the water just covering the blade, the body is brought back with a graceful yet powerful action, till it reaches a part a little behind the perpendicular of the back of the seat, when the hands are brought back to the ribs, the elbows gliding close by the hips, and at the last moment, as the hand touches the rib, the wrist of the inside hand is depressed, the knuckles being at the same time brought against the chest, and the oar is made to rotate in the rowlock, which is called "feathering" it, and by which

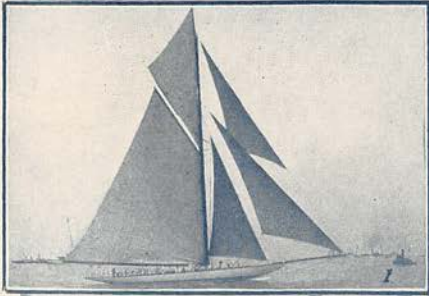
it is brought cleanly out of the water. The next action is to push the oar rapidly forward again, first however restoring it to its original position in the rowlock, which is effected by raising the wrist, and then darting the arms forward till the elbows are quite straight, which brings the rower to where we started from in the description. In "backing water," the reverse of these actions takes place. The oar is first reversed in the rowlock, and then it is *pushed* through the water with as much power as is needed, and *pulled* through the air. When the oars on one side are pulled, and those on the other are backed, the boat is made to turn on its own water. "Holding water" is effected by the oars being held in the position of backing without moving them.

*Six Essential Points in Rowing.*

1st, To straighten the arms before bending the body forward; 2d, to drop the oar cleanly into the water; 3d, to draw it straight through at the same depth; 4th, to feather neatly, and without bringing the oar out before doing so; 5th, to use the back and shoulders freely, keeping the arms as straight as possible; and 6th, to keep the eyes fixed upon the rower before them, avoiding looking out of the boat, by which means the body is almost sure to swing backward and forward in a straight line.

*Management of the Boat.*

Every boat without a rudder is manœuvred in the water, either by pulling both sides alike, in which case it progresses in a straight line, or by reversing the action of the oars, equally on both sides, pushing them through the water instead of pulling them, and called backing water, when the boat recedes; or by pulling one side only, on which the boat describes a segment of a circle, which is made smaller by pulling one oar, and backing the other. By means of a rudder the boat is made to take a certain course, independent of the rowers, called "steering," the chief art in which consists in keeping the rudder as still as possible, by holding the lines "taut," and avoiding pulling them from one side to the other more than is absolutely necessary. Some steersmen think it necessary to swing backward and forward with a great effort, but this is quite useless, and the more still they keep the better. Every cockswain should know the course of the stream or tide; and when meeting other boats, he should, if he is going down stream, give them the side nearest the shore, so as to allow them the advantage of the slack water, which is quite prejudicial to him. When a crew are steered by a competent cockswain, they ought to be perfectly obedient to his commands, rowing exactly as he tells them. His orders are communicated by the following words, viz.: when desiring his crew to row he says, "Pull all"; or if wishing any one oar to be pulled, he says, "Pull bow," or "Pull No. 3," or 4, etc., as the case may be. If they are to stop rowing, he says "Easy all," or for





BOATING

1. The "Shamrock III" before the great race.
2. The Sloop "Niagara" in Chicago Harbor.
3. The Finish of the Yale-Harvard Boat Race, 1906.  
(Copyright by Pictorial News Co., New York.)
4. The "Six Shooter" Motor Boat.
5. The Finish of the Harvard-Cambridge Boat Race on the Thames, England, 1906.
6. Titus, the National Amateur Champion Sculler.

any one oar, "Easy bow," or No. 2. The same kind of order is conveyed when "backing" or "holding water" is desired; the only variation, as before, being between confining his order to any one or more oars, or extending it to all. In this way all the evolutions practicable on the water are managed, and the cockswain has complete control over the boat, being able to cause her to be rowed slowly or quickly, or to be stopped, backed, or turned on her own centre.

#### *Landing and Launching.*

If the tide be in your favor, bring the boat in a rather slanting direction toward the place of landing, so that as you reach the place the tide may take the stern down, as it is always best to land stern to tide. When you get to the landing-place, unship the sculls as before directed: but instead of letting them lie alongside, lay them in the boat, with the looms aft and the blades forward; then take hold of the headfast, jump ashore, and fasten the boat safely. This applies to river rowing; but in landing on the seashore when there is a swell, a little more care must be used; your boat, however, will be larger and stronger manned. In this case you must watch for a smooth; as soon as you have it, "give way" with all your power to the shore. The bowman must be ready to jump ashore with the painter in his hand, and pull the boat up out of the reach of the surf; all hands must jump out, after having first laid in their oars as before directed, and help him if he is not strong enough.

Launching a boat from the beach is sometimes a more difficult affair. When there is a considerable swell, and the boat is large (it will of course be strongly manned), the two bowmen get into the boat, with their oars ready to act; the other men equally divided lay hold of each side of her gunwale, entering the water with her and forcing her head to the sea. They must not, however, all jump in until she is fairly afloat, for if she were to ground and ship a sea, the probability is that her head would be turned, and that the next sea would capsize her before they could prevent it. In such cases, loss of life is by no means uncommon. But when the boat is afloat her head is sometimes turned for want of readiness on the part of the rowers; in such case, let two bowmen with oars or boathooks go to the bow on the lee of the boat, and by forcing them into the strand push the head of the boat seaward. Lying broadside to sea is very dangerous, but if care and decision are used the boat can generally be kept head to sea; in fact, it is much more easy to keep it so than to return it, when the surf has once thrown it toward the shore.

#### *Faults to be Avoided.*

*Catching Crabs.*—This term implies the act of falling backward from the seat, through not taking hold of the water in the attempt to pull.

*Not Keeping Time.*—Independent of the awkwardness of the ap-

pearance, this habit will be an effectual bar to your rowing in concert with any master of the art. Not keeping time, recollect, is not putting your oar into the water at the same time as the stroke oar.

*Not Keeping Stroke.*—This, be it observed, is totally different from the preceding fault. It is not doing work at the same time as the stroke oar; and this may be neglected even when you have kept time by putting your oar in the water at the same moment as the strokesman did his. Though not so unseemly, it is the most destructive fault that can be committed; for it must be evident that the speed of the boat must depend upon the simultaneous and equal effort of its whole crew. Recollect, therefore, that the pull should commence the moment the blade is properly immersed in the water.

*Doubling the Body over the Oar at the end of the Stroke.*—This prevents the shooting of the arms and body simultaneously forward, which is a most important feature in good rowing.

*Jerking* is a fault to which men who are powerful in the arms are particularly liable; as, instead of throwing the body gradually back, and thus partially pulling by their weight, they depend solely upon the muscles of their arms. They therefore give a violent muscular effort, which not being continued by falling back, the stroke ends, as it were, too soon, producing a jerk, which destroys the uniform swing throughout the boat, and thus decreases the propulsive power, and ultimately tires out the man. It is very annoying to the other part of the crew.

*Rowing Round.*—This fault arises from not entering the water deep enough at the first. The rower feels that he has not sufficient resistance (and is in danger of catching a crab), he consequently deepens his water with the blade of an oar, forming a portion of a circle, and brings the flat part of the blade perpendicularly to the water, thereby tending to drag the boat down by its pressure; this is a great fault, and must be avoided.

*Slacking the Arms Too Soon.*—This not only decreases the power of the stroke, but generally causes a positive impediment to the boat's rapid progress; for the habit is generally accompanied by one or two additional errors, viz., either feathering the scull before it is out of the water; or allowing the boat to carry it along. In the first, you add to your own labor; in the second, you, to a certain extent, stop the boat. Very light boats are apt to cause these faults. The remedy in such a case is, to dip the scull deeper at the commencement of the stroke; but the learner must recollect that the same faults are committed in ordinary boats.

Throwing up water in rowing must be carefully avoided. It is excessively annoying to those on the same side of the boat.

Capping the end of the oar with the hand has a very awkward appearance, and conduces greatly to other faults.

Rowing with a round back is another very common fault, and must be avoided because considerable loss of power is the consequence.



## LAWS OF BOAT RACING

OF THE NATIONAL ASSOCIATION OF AMATEUR OARSMEN.

*Starting.*

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.
3. 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 if he thinks fit; where he does not so act, the Starter shall be subject to the control of the Umpire.
5. Boats shall be started by their sterns, and shall have completed their course when their bows reach the finish.

*Water.*

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 start to the finish.
7. Each boat shall keep its own water throughout the race, and any boat departing from its own water will do so at its peril.
8. The Umpire shall be sole judge of a boat's own water and proper course during the race.

*Fouls.*

9. It shall be considered a foul, when, after the race has commenced, any competitor, by his oar, boat or person comes in contact with the oar, boat or person of another competitor; unless, in the opinion of the Umpire, such contact is so slight as not to influence the race.
10. No fouling whatever shall be allowed; the boat committing a foul shall be disqualified.
11. The Umpire may, during a race, caution any competitor when in danger of committing a foul.
12. The Umpire shall decide all questions as to a foul.
13. A claim of foul must be made to the Umpire by the competitor himself, and if possible, before getting out of his boat.
14. In case of a foul, the Umpire shall have the power—(a.) To place the boats (except the boat committing the foul, which is disqualified), in the order in which they come in. (b.) 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. (c.) To re-start the qualified boats from the place where the foul was committed.

*Accidents.*

15. Every boat shall abide by its accidents, except when during a race, a boat while in its own water shall be interfered with by any outside boat, the Umpire may order the race to be rowed over, if in his opinion, such interference materially affected its chances of winning the race.

*Assistance.*

16. No boat shall be allowed to accompany a competitor for the purpose of directing his course or affording him other assistance. The boat receiving such direction or assistance shall be disqualified at the discretion of the Umpire.

*Umpire.*

17. The jurisdiction of the Umpire extends over the race and all matters connected with it from the time the race is specified to start until its final termination, and his decision in all cases shall be final and without appeal.
18. The Judge-at-the-Finish shall report to the Umpire the order in which the competing boats cross the line, but the decision of the race shall rest with and be declared by the Umpire.
19. Any competitor refusing to abide by the decision, or to follow the directions of the Umpire, shall be disqualified.
20. The Umpire, if he thinks proper, may reserve his decision, provided that in every case such decision be given on the day of the race.
21. Contestants rowing a dead heat shall compete again after such interval as may be appointed, and the contestant refusing to so row shall be adjudged to have lost the race.

*Turning Races.*

22. In turning races each competitor shall have a separate turning stake, and shall turn from port to starboard. Any competitor may turn any stake other than his own, but does so at his peril.

## CANOE RACING REGULATIONS.

RULE 1.—A canoe, to compete in any race of the A. C. A., must be sharp at both ends, with no counter stern or transom, and capable of being efficiently paddled by one man, and must come within the prescribed limits, as follows: Maximum length, 16 feet, and for that length a maximum beam of 30 inches.

Minimum beam, 28 inches. Beam may be increased 1-8 inch for each full inc. of length decreased. No canoe shall have a draft of more than 10 inches, except the unclassified boats, to which class the limits of length and breadth only shall apply.

In centreboard canoes, the keel outside of the garboard shall not exceed 1-4 inches in depth, including a metal keel band of not over 1-4 inch deep. The centreboard must not drop more than 18 inches below the garboard, and when hauled up must not project below the keel. Canoes without centreboard may carry keels not over 3 inches deep below garboard, and not weighing more than 36 pounds. Leeboards may be carried by canoes not having centreboards.

*Measurements.*—The length shall be taken between perpendiculars at the fore-side of stem and the aft side of stern. The beam shall be taken at the widest part, not including the beading, which shall not exceed 1-2 inches in depth. If deeper, it shall be included in the beam. The word "beam" shall mean the breadth formed by the fair lines of the boat, and the beam at and near the water line shall bear a reasonable proportion to the beam at the gunwale.

The "cruising canoe" shall be one which conforms to the above conditions, and, in addition, has a well not less than 16 inches wide for a length of 3 feet 6 inches, with a sleeping space of 6 feet, of which at least 5 feet shall be clear.

The centreboard, when housed, shall not project below the keel or above the coaming. The sliding seat shall not be longer than the beam of the boat, and no standing sail shall be used. The Regatta Committee may rule out any canoe which, in their opinion, does not conform to the spirit of these regulations.

The foregoing rules of measurement shall not be interpreted to disqualify any canoe built prior to January 1st, 1890, which conforms to the rules prior to that date.

**RULE 2.**—None but members of the American Canoe Association, unless upon the invitation of the Regatta Committee, shall be permitted to enter its races, and no canoe shall enter that is not enrolled on the Secretary's books, and no member who is in arrears to the Association shall compete in any race or claim any prize while such arrears remain unpaid.

No canoe shall be entered at any one meet by more than one man. The "crew" of each canoe shall consist of one man only, unless the programme of the Regatta states the contrary. Members must paddle or sail their own canoes.

A canoe which is not owned or used for racing by any other member present, shall be deemed to be the canoe of the member bringing it to camp. In double canoe races, the owner may associate any other member with himself.

**RULE 3.**—All entries must be in writing, on the blanks provided, and must be handed in to the Regatta Committee within such time as they may direct.

**RULE 4.**—Every canoe entering, except for an upset race, must have her entry number conspicuously placed on canoe or man when paddling, and on both sides of mainsail while sailing. The clerk of the course shall provide each man, when he makes his entry, with three prints of his number on cloth.

**RULE 5.**—Flags shall be given as prizes as follows: A first prize in each race, and a second in each regular event when more than two finish.

The winners of the Paddling Trophy, the Sailing Trophy and the first record man shall be given large practical bunting flags, with the year and race plainly marked thereon, and the five best flags at the disposal of the Regatta Committee shall be given to the first five record men. Prizes donated for special races or competitions may be accepted at the discretion of the Regatta Committee. No prizes of money shall be raced for.

*Races.*—There shall be three record races. No. 1, paddling and sailing combined; No. 2, paddling; No. 3, sailing. To obtain a place on the record, a contestant must enter and finish in all three record races. None but men who have entered for the record will be allowed to enter in any record races. Only such contestants as finish in all three races will receive a credit number according to position, relative to each other in each race—the highest number given in each race being equal to the number of the contestants, and the next one less, and so on; the three numbers given added together give the credit amount of the record.

In the record races each contestant shall use but one canoe and one sailing rig, which shall be a practical hoisting and lowering rig.

In case of unavoidable accident which prevents a man from finishing in any one race, the Regatta Committee may, at its discretion, permit such canoe to enter the other two races, and her marks to be counted for the record, but he shall receive zero for the race which he does not finish.

The contestant obtaining the highest aggregation of points becomes the leading honor man for the year. There shall be a race for the paddling trophy. The total number of contestants shall be unlimited. There shall be a race for the A. C. A. sailing trophy. Conditions as follows: Sailing canoe, A. C. A. rules, no limit to rig or ballast; time limit, 3 1-2 hours; distance, 9 miles. Accredited representatives of foreign clubs, not exceeding five in number, shall be eligible. In case of more than five foreign entries, the first five received shall be eligible to start. The total number of starters shall not exceed fifteen and the ten or more vacancies (after deducting the foreign entries) shall be selected from competitors in the special "Unlimited Race," as follows: The Regatta Committee shall nominate two and the balance (after deducting foreign entries) shall be taken from the leading men at the finish in their order.

**RULE 6.**—The mode of turning stakeboats, and all directions for each race shall

be announced in the programme of the Regatta Committee or posted on the bulletin board one hour before the race is called; and any competitor not knowing the course, or mistaking it, or not following these rules, does so at his own risk. Stakeboats and buoys will be left on the port hand, when not stated distinctly to the contrary. The committee shall have the power to change the direction of the race at any time before the first signal, and shall indicate the same by flags, according to Rule 13. The start and finish in all races shall be by the bow.

**RULE 7.**—No pilotage or direction from any boat or from the shore will be allowed, and any one accepting such assistance may be disqualified.

**RULE 8.**—A canoe touching a buoy or other canoe, unless wrongfully compelled to do so by another canoe, shall be disqualified. In case of a foul, the non-fouling canoe must go over the course, unless disabled beyond the possibility of temporary repair, in order to claim the race. Every canoe must stand by its own accidents. If a canoe, in consequence of the violation of any of the Rules, shall foul another canoe, or compel another canoe to foul any canoe, buoy or obstruction, or to run aground, she shall be disqualified.

**RULE 9.**—Should the owner of any canoe, duly entered for a race, consider that he has fair ground of complaint against another, he must give notice of same, before leaving his boat on the finish of the race, to the Regatta Committee, and must present the same in writing within one hour.

The sum of one dollar shall be deposited with each protest, to be forfeited to the Association should the protest not be sustained. The Regatta Committee shall, after hearing such evidence as they may deem necessary, decide the protest, and the decision if unanimous, shall be final; but in case it is not unanimous, an appeal may be made to the Executive Committee, when a dollar must be filed, and the Commodore shall call a meeting of the Executive Committee at once to hear and determine the matter, whose decision shall be final.

No member of either committee shall take part in the decision of any question in which he is interested. In all cases where a protest is lodged on the ground of fouling, evidence of actual contact shall be necessary to substantiate the protest. The Regatta Committee shall, without protest, disqualify any canoe which, to their knowledge, has committed a breach of the Rules.

#### *Paddling Races.*

**RULE 10.**—Paddling races shall be started by the starter asking, "Are you ready?" On receiving no answer he shall say, "Go." If he considers the start unfair, he may recall the boats, and any canoe refusing to start again shall be distanced.

The combined paddling and sailing race shall be started in the same manner, the word "Go" being immediately followed by a gun.

**RULE 11.**—A canoe's own water is the straight course from the station assigned it at starting. Any canoe leaving its own water shall do so at its peril; but if the stern of one canoe is a canoe's length ahead of the bow of another, the former may take the water of the latter, which then becomes its own water, and it shall only leave it at its peril.

#### *Sailing Races.*

**RULE 12.**—The paddle shall not be used in sailing races except for steering when the rudder is disabled, or shoving off when aground, afoul of anything, or in extreme danger, as from a passing steamer or from a squall.

**RULE 13.**—Five minutes before the start a signal will be given and a blue flag hoisted, and four minutes later a second signal will be given and a yellow flag hoisted, and one minute later a third signal will be given to start and an A. C. A. flag hoisted and left up.

Any canoe which crosses the course side of the starting line prior to the third signal must return above the line and recross it, keeping out of the way of all competing canoes, using the paddle if necessary, but after the third signal the start shall be considered as made, and all canoes on either side of the line shall be amenable to the Sailing Rules. Canoes may take any position for starting, and prior to the third signal, may be sailed and worked in any manner (outside aid not allowed). A green flag displayed signifies that buoys are to be left to starboard, a red flag means to port. The Regatta Committee may vary the manner of starting at their discretion, but all sailing races should be started to windward when practicable, and under a time limit.

**RULE 14.**—All shiftable ballast, except centreboards, shall be carried within the canoe, and no fixed ballast shall be carried below the keelband. Ballast may be shifted, but no ballast shall be taken in or thrown out during a race.

**RULE 15.**—A canoe overtaking another shall keep out of the way of the latter, but when rounding any buoy or vessel used to mark out the course, if two canoes are not clear of each other when the leading canoe is close to and is altering her helm to round the mark, the outside canoe must give the other room to pass clear of the mark, whichever canoe is in danger of fouling. No canoe shall be considered clear of another unless so much ahead as to give free choice to the other on which side she will pass. An overtaking canoe shall not, however, be justified in attempting to establish an overlap and thus force a passage between the leading canoe and the mark after the latter has altered her helm for rounding.

**RULE 16.**—Canoes close-hauled on the port tack shall give way to those on the starboard tack. In the event of a collision being imminent, owing to the canoe

on the port tack not giving way, the canoe on the starboard tack shall luff and go about but shall never bear away. A canoe on the port tack compelling a canoe on the starboard tack thus to give way forfeits all claim to the prize.

RULE 17.—Canoes going free shall always give way to those close-hauled on either tack.

RULE 18.—When canoes close-hauled are approaching a shore, buoy or other obstruction, and are so close that the leewardmost cannot tack clear of the canoe to the windward of her, and by standing on would be in danger of fouling the obstruction, the canoe to windward shall, on being requested, go about, and the canoe requesting her to do so shall also tack at once.

RULE 19.—Should two or more canoes be approaching a weather shore or any obstruction, and be so close to each other that the weathermost one cannot bear away clear of the one to the leeward of her, and by standing on would be in danger of running aground or of fouling the obstruction, then the canoe that is to leeward shall, on being requested, at once bear away until sufficient room is allowed for the weathermost canoe to clear the obstruction.

RULE 20.—A canoe may luff as she pleases, in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established. An overlap is established when an overtaking canoe has no longer a free choice on which side she will pass, and continues to exist as long as the leeward canoe by luffing or the weather canoe by bearing away, is in danger of fouling. A canoe must never bear away out of her course to prevent the other passing to leeward; the lee side to be considered that on which the leading canoe of the two carries her mainboom. The overtaking canoe, if to leeward, must not luff until she has drawn clear ahead of the canoe she has overtaken.

RULE 21.—A canoe may anchor during a race, provided the anchor is attached or weighed on board the canoe during the remainder of the race. A canoe shall not be propelled by rocking or fanning.

RULE 22.—A change in these rules desired by any member of the Association shall be presented by the Regatta Committee, with their approval or disapproval, to the Executive Committee for final action; notice of such change having been given in the official organs at least two weeks before the vote of the Executive Committee is taken thereon.

RULE 23.—In case of temporary vacancies in the Regatta Committee, the other members shall appoint substitutes.

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## BOWLING.

**J**UST as in England there is no village without its cricket field—so in America there is no village without its bowling alley where young and old of both sexes may find healthful recreation if only the place is properly ventilated and kept free from dust.

“Any one can learn to bowl,” says Mr. W. V. Thompson, the famous bowler of Chicago. “Let all beginners step back from the foul line five steps. Stand erect, face the pins and let the weight of the ball rest on your left hand; take a firm grip with the right hand, swing the ball and see if the grip is all right. Now, don’t run, just walk fast four steps, starting with your right foot, and deliver the ball with the left foot in front. Do not bend your arm or your back; keep your feet apart and bend your knees. Form an imaginary line to the right side of the head pin and bowl on that line. Do not force the ball at first, you will have speed to burn in a week. Get the swing and delivery and you will get the pins.”

### CONDENSED BOWLING RULES.

A game consists of 10 frames.

A Frame consists of 10 pins placed on the triangle of spots 1 foot apart.

Each player is allowed 3 balls, which he must roll without stepping or sliding over the “Scratch Line.”

A Strike is made when all the pins are knocked down by the first ball. It