

**BOAT RACING; OR,
THE ARTS OF ROWING
AND TRAINING**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649126613

Boat racing; or, The arts of rowing and training by Edwin Dampier Brickwood

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Cover @ 2017

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EDWIN DAMPIER BRICKWOOD

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BOAT RACING:

OR

THE ARTS

OF

ROWING AND TRAINING.

BY

EDWIN DAMPIER BRICKWOOD

(AMATEUR EX-CHAMPION OF THE THAMES).

New Edition.

"I do not think that any one nation, the Syrian excepted, to whom the knowledge of the Ark came, did find out at once the device of either ship or boat."

RALEIGH'S ESSAYS.

LONDON: HORACE COX, 346, STRAND, W.C.

1876.

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PRINTED BY BOSTON CO. 218, STRAID, W.C.

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Dedication.

TO

GEORGE MORRISON, Esq.,

OF

BALLIOL COLLEGE, OXFORD,

THIS WORK IS INSCRIBED,

AS A TOKEN OF ESTEEM AND GRATITUDE.

BY HIS OBLIGED FRIEND,

THE AUTHOR.

PREFACE.

TEN years have elapsed since the republication, under the title of "The Arts of Rowing and Training," of a series of articles which, from time to time, appeared in the columns of the *Field* newspaper, and which, with several original chapters subsequently added, were designed to form a manual on boatracing. This manual, on its completion, was submitted to a gentleman who was not only an accomplished oarsman himself, but the most experienced coach of his day; and, having been revised by him before passing into the hands of the printer, embodied the precepts which, under his personal instruction, mainly contributed to the repeated successes of Oxford crews in the University Boat Race, and at a later period to the turn of the tide in favour of Cambridge. The principles enunciated in it were, consequently, not wanting in authority. As the book has long been out of print, and a new

edition is called for, advantage has been taken of the present reissue to rewrite it, and to supplement it with such information as will render it more complete than hitherto, and bring it into harmony with modern usage—great changes, such as the invention of the sliding seat, the abolition of coxswains in four oars, and the practice of steering by means of the feet of one of the oarsmen rowing in a crew, having brought about a revolution in boat racing almost as complete as the supercession of the old-fashioned inrigged craft by the modern outrigger, upwards of thirty years ago.

An important alteration, too, has taken place in the conduct of boat races, for it was found that, owing to various causes, the original rules scarcely met the questions which, from time to time, arose in disputed races, and this was more especially the case in watermen's matches. An entirely new code of boatracing laws consequently became necessary, and were drawn up by a congress of boating men in 1872. The results of their deliberations—which, by the way, have been productive of much benefit—are given, with explanations in the proper place.

In regard to other points incidental to boat racing, in which my own experience as an arbiter has not been

sufficient to dispel any doubts that may have arisen in my mind as to the best course to pursue, I have consulted an authority than whom none ranks higher—Mr. John Ireland, of the London Rowing Club, and for his valuable advice and assistance I must not fail to express my acknowledgments; as well as to the “Head of the Water” at St. Peter’s College, for a perusal of the “Ledger” containing the early records of boating at Westminster.

From the works of Mr. McMichael on the “Oxford and Cambridge Boat-races;” Mr. Knollys on “Boating at Oxford;” Mr. Blake-Hamfrey on “Eton Boating;” “Stonehenge” on “British Rural Sports;” the Oxford pamphlet, the “Principles of Rowing and Steering;” the “American Oarsman’s Manual,” kindly presented to me by the author; Dr. Edward Smith on “Practical Dietary;” Mr. McClaren on “Training;” as well as several aquatic guide-books now out of print, I have occasionally borrowed in my text: and to Messrs. Barraud and Jerrard, of Gloucester-place, I am indebted for the excellent photograph of the Grand Challenge Cup, from which the vignette on the cover of this book has been engraved.

For imperfections in style, and for possible shortcomings in the historical records, I must beg my

readers' indulgence; but the difficulty of verifying the latter has been almost insurmountable. Still, if boating men are disposed to regard this work as an authority, in the future as in the past, I shall be amply rewarded for my labours.

E. D. B.

THE TEMPLE, LONDON,
March, 1876.
