

getting the official launch into position and the boats into line Mr. Playfair got the eights off to a fair start, of which no boat had much to complain. The Sydney men, as they had been seen in practice from a dead start, jumped on to their work at once and got away at a surprising pace, closely followed by the Melbourne men, who, however, were not such quick beginners. The Adelaide crew were out-paced from the start and from the very first seemed unable to get on terms with their rivals. The consequence was that they got the benefit of whatever wash was thrown back by the other boats and by the Marine Board steam-launch. As one result of this their coxswain lost command of his rudder lines and the ship pursued a course all round the compass. When he ultimately got command of his boat and straightened her head the home team appeared to be picking up some of their lost ground, but the interval between them and the leading boats was too great to be reduced perceptibly. The race, meanwhile, between Melbourne and Sydney was being fought out stroke by stroke, and so far as could be seen from the launch the latter appeared to be holding her own. About Bluff Point the rowing in the Melbourne boat seemed to be dying away, while the Sydney boat was keeping her pace up. The latter, however, received a fatal check from the Marine Board launch, which was just ahead and throwing a heavy backwash on to the boats, the Sydney craft being on the outside getting the full benefit, and this at a time when it looked as if the race was in her favor. The race is over and Melbourne proclaimed the winner, and the honors of 1892 go to Victoria. But in view of the position which Sydney occupied when the judge fired his gun there is only one opinion as to what that position would have been if the Marine Board launch had not behaved so scandalously. It is simply disgraceful that a Government launch should be allowed to decide which boat in an inter-university contest is to win. For this is in fact what it amounts to. But in spite of this the Sydney men came again with such indomitable gameness that looking at the finish from the official launch they were hailed the victors, and it was not till the launch passed the judge's station that the real result was known. It is questionable whether any of the men in either crew have ever rowed such a severe race. They certainly have never rowed a gamer one. No contest could have been more stubbornly fought out on either side. How severe a trial it was can be inferred from the fact that the Melbourne stroke collapsed in the course of the race, and though he recovered before it was over it was only to exhibit far worse prostration in the boatshed after the race. Under such circumstances it speaks volumes for the seven men who rowed behind him.

The Sydney crew by their rowing in the race and their appearance after it presented the appearance of being the best trained of the three eights. As for their rowing, they showed that they command great pace and get on to their work without loss of time. There is a fair amount of body swing; but taken collectively their time was apt to be irregular, they were uneven on the feather, and they did not swing straight fore and aft. They rowed far better in practice when pulling hard than paddling, and they had a remarkable knack of getting their boat away from the very first stroke. The Melbourne crew rowed a shorter stroke than Sydney, rowed anything but clean in rough water, and splashed occasionally in calm, nor was their time by any means perfect; but they put a lot of power into their strokes. It seemed, however, as if that length combined with body swing, which is elsewhere regarded as the essential characteristic of University rowing over a distance, was not deemed of vital importance. The position of the Adelaide crew in the race is easily accounted for by the accident which happened to Mr. Rounsevell. Five days' absolute rest of their second most important oar before a three-miles race is enough to settle the chance of any eight. It seems unaccountable that no emergency man was kept in training, but as Mr. Cox states that he had only 11 men in all who could row from whom to pick an eight it must be confessed he had not much margin to fall back on. That gentleman appears to have had difficulties to battle against which would have discouraged most men. It is understood that on other days, in addition to the five before the race, his No. 7 had to rest in consequence of his accident, and that from another mishap his No. 3 was an absentee for some days, as well as others of his crew. In fact, it is doubtful whether the eight who rowed in the race had rowed

for three weeks together in the aggregate. Their rowing certainly was the longest and their body swing the greatest of that of any of the crews, and the opinion may be ventured that their time was better and their rowing cleaner than that of their opponents; but there was a tendency to clip the first part of the stroke, while the finish of some of the oars was radically wrong. There was also a want of life and dash. A suggestion has, we believe, been put forth that the race should be rowed at some time other than Easter-tide. Any arrangement which would permit of the training going on during a period other than the shortened days would be a distinct gain to the Adelaide University. Owing to the engagements and pursuits of those to whom University rowing is confined a great deal of the work has of necessity been done when daylight has departed. If the race could be rowed in the Long Vacation it certainly would obviate many difficulties attending the present fixture.

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THE UNIVERSITY BOAT RACE.

The Inter-University Boat Race rowed on Saturday afternoon on the Port River over a three-miles course resulted in a victory for Melbourne. The condition of the tidal water left nothing to be desired, and in weather such as that with which the crews were favoured no better course could be found for an eight-oar race. There is ample room for more boats than competed, and when Queensland and Tasmania are added to the list, given calm water with a tide running up, South Australia can offer an arena for five eights to measure blades in to which it would be hard to find a superior. The breadth of the water gives no excuse for losing way, while the reaches are so long and straight that the gentleman who presides at the yoke lines has little occasion to hamper his crew by a too free use of the rudder. To coxswains used to steer on comparatively narrow streams, keeping an eight without deviating to the right or left of the true course, is by no means so easy a matter on a river like the Port as it may seem to inexperienced critics on launches. Still, the course is a far easier and more simple one than that from Putney to Mortlake, with the arch of Hammersmith Bridge to shoot and Coney Reach to negotiate, to be followed by the bend at Barnes. An excellent precedent in the matter of starting was set on Saturday which we hope will be followed on all future occasions. Hitherto the boats have been started on the Peninsula side. Taking

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