

YALE'S HENLEY CREW COACHED BY SNAPSHOT PHOTOGRAPHS.

While the Oarsmen are Taking their Training Practice on Lake Whitney Coach "Bob" Cook is Keeping a Constant and Critical Eye on Their Every Movement Without Leaving His Berth in This City, Seventy-five Miles Away from the Course.

WHAT! Coach a Varsity crew by telephone? Well, not exactly; but it is a fact that the crack crew from "Old Eli," who will measure oars with the most expert welders of the ash in all England, are being coached in their rowing on

same angle and at the same depth. Each man must use the same muscle at the same time. Each stretcher must be the same length and recover at exactly the same instant, bringing into use the same thigh and back muscles. They must feather at a uniform height,

which is really better, but think our own is superior—that is, if there is any advantage at all. Our crews sit in a single line in the centre of the boat, and the length of our oars inboard from the outrigger to the handle is 42 inches, while the oars used by Oxford and Cambridge are 2 1/4 inches

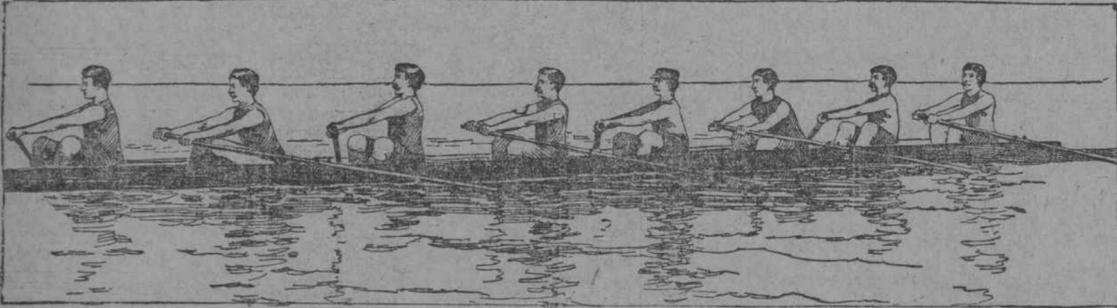
longer, and the oarsmen sit in two lines, those rowing on the starboard oars on the port side of the boat, and vice versa. "This position and the greater length of the sweep inboard undoubtedly give greater leverage, and admirers of the English

stroke and style, as well as the almost innumerable technicalities of rowing, with comments on the results, has been invaluable, and supplemented with photographs, will tell future captains the smooth ways by which to bring their crews to perfection, and also exhibit the pitfalls that they must guard against. This book, which for two decades has kept the history and progress of the crews and their experiences while in the Varsity boats, contains the secrets that have led the blue to victory so many times and unfolds the reasons for changes in both method and rig from time to time, while also commenting on faults and mistakes that have lost races for the muscular sons of Eli.

"In the boat this year," said Captain Treadway, "there are Longacre, Langford, Beard and myself, who were in the Varsity boat last year, as well as Clark, the coxswain. Among the new men it is hard to tell which I consider the best. Bailey, who sits No. 5, rowed in the '07 freshmen crew, and was substitute on the Varsity eight last year, as was Simpson. They are both experienced oarsmen, and can hold their own. Rogers, No. 4, rowed in last year's freshmen crew, and is better known as the tackle of last year's Varsity football team, and Brown, who rows No. 2, is a new man in a college boat, but has already made an enviable reputation at St. Paul's Preparatory School as an oarsman and football player, and has been a substitute on the Varsity team for four years.

Both being fresh water courses, I believe other things to be equal," he said. "In conclusion, I would like to say that Yale will use every endeavor to win. If we are defeated there will be no kick. We are

THREE OF THE CREW OUT OF TIME.



This picture, which to the uninitiated shows no fault, to the practised eye of Coach "Bob" Cook exhibits Nos. 5 and 7 pulling strong in about the centre of the stroke, while No. 6 has finished the stroke, his arms are bent and he has begun to recover. The sockets of the shoulder of No. 7 are extended too far, and, as a consequence, his stroke is weakened at the beginning. The result is that the progress of the shell through the water is uneven, that three of the crew are not working in harmony, and under such conditions the boat will rock, by reason of the wasted energy which should propel.

Lake Whitney by the famous Bob Cook, almost entirely from his cozy office in this city, just seventy-five miles away.

From time immemorial it has been an accepted tradition among oarsmen that their coach should be most vigilant in his attention to his charges. He was with them always; never were they allowed to sit in a boat and handle an oar beyond the range of his vision or out of reach of his voice; never to try experiments with the accepted style of the stroke or any part of it, but always under his practised eye, which could apparently detect intentions as well as faults. So they were taught the lesson that victories in eight-oared shells were won only by each brawny athlete in the boat becoming, but a part of the unit that sent the craft through the water.

turning the blades equally and at the same time, also using the proper wrist and forearm muscles together. The recovery (which is really a slide) must be executed together, care being taken that there is no awaying motion from side to side, or a

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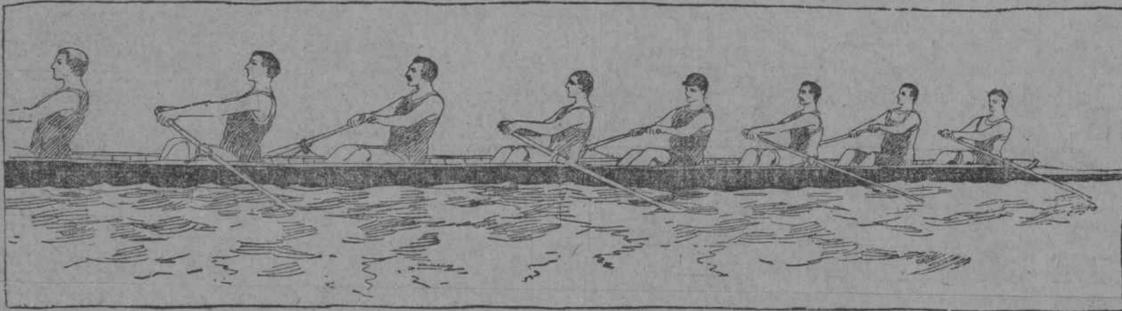
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"The three substitutes on the crew are assumed to be the best of their time. It seemed to be sort of visiting day, and there were crews present from both the North and East Rivers. The Valencia Boat Club boys of Hoboken came up to the Harlem River in a six-oared barge, and were the guests of the Union Boat Club, while a double gig from the Atlantic Boat Club, of Hoboken, with a musical coxswain, made its appearance in the river about 3 o'clock in the afternoon and attracted considerable attention.

The Waverly Club, too, was represented on the Harlem by Mr. Flewitt and Paul Frank, who had rowed up the Hudson, through the ship canal, in a double gig, and a six-oared barge crew from the Seawanhaka Boat Club, of Brooklyn, were royally welcomed.

Mr. Cook left to-night, after giving the men a careful description and explanation of the points to be worked on until his next appearance. Captain Sheldon, of the track team, expressed himself as perfectly satisfied with the showing of his men against Princeton yesterday.

SHOULDERS IN IMPROPER POSITION.



The veteran "Bob" Cook criticised this snap shot of the Yale Varsity crew as follows: "The left shoulder of No. 3 is lowered, and the sockets of both shoulders are extended too much; his back is not rigid, and as a consequence the stroke is, as in another instance, weakened at the start. No. 2 is a trifle too rigid and his shoulders are a trifle high. No. 1 exhibits a lack of sufficient rigidity, but not to the same extent as No. 3. Otherwise his position is in all respects very good. The position of No. 4 is apparently all right, but, knowing the man as I do, I can see at a glance that he is not swinging his body from the hips, and is consequently not getting the full power out of his stroke."

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lowering of one shoulder more than the other, while all eyes should be directed exactly astern. No watching of oars or other crews; eyes only for the coxswain and ears only for the words of the coach. Otherwise the steady progress of the boat

say that up to the present time the crew has exhibited anything like winning speed, one of the principal reasons is that we have devoted more time to perfecting the stroke and developing a unanimity of action, without which great speed is impos-

year in getting the crew together. Last year we had seven of a Varsity crew in the boat, six of whom had rowed together two years, and naturally fell together more easily. This year the classes were so mixed that the work was much harder. The weather also was against us, and kept cold so long that we were late getting down to the harbor, so much so, in fact, that during the Easter holidays, when we usually do considerable hard work, we were unable to do anything. As an additional handicap, we could not get coaches, and up to a month ago practically "went it alone."

The Dauntless Rowing Club boys have gone to sleep entirely, and will not have any entry this year in the Harlem regatta. The club, however, will entertain its friends on the day of the regatta.

It was learned on the river yesterday that Judge Tiche, of the Varuna Boat Club, of Brooklyn, would enter his crack four in the senior four-oared-shell race instead of the senior four-oared-gig race.

The steam yacht Charitetta has gone into commission from Seabury's, Vice-Commodore Higgins, owner. Captain Dayton is in charge.

NO. 3 SPLASHING WATER.



In the photograph reproduced here it is easier for the layman to discover the faults of the oarsmen. No. 2's shoulders are too high, and show unnecessary strain of the back and upper arm muscles, which should be rigid, but not so tense as to be cramped. No. 3's back is bent, his lungs uncramped, the sockets of his shoulders pulled out of shape, and his oar, the blade of which should just be covered, is buried more than half way up to the outrigger, and the splash from the "catch" probably showered spray over the entire crew. Headway is retarded by burying the oar too deeply, to say nothing of the strength wasted in pulling five or six feet of handle through the water.

Several of these little photographs have been taken during the early practice of the crew, and show defects that the inexperienced would hardly expect to find in a varsity crew. One brawny fellow is looking at his oar, despite the rule "eyes in the boat"; another has buried his oar half way up to the outrigger, and still another is using his blade apparently to give his mates a shower bath. Other photos show one or two members of the crew too far forward or too far back, unevenness of the stroke where a man is too slow or too fast in the "catch," improper method of recovery, shoulders doubled up, one shoulder lower than the other, faulty position of legs and knees, while another photo exhibits a single man out of line.

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"EYES IN THE BOAT" RULE VIOLATED.



In this picture No. 5 is looking at his oar and clearly disobeying one of the primary laws of rowing. It is an impossibility to row in a crew with any degree of steadiness unless the wilder of the ash remembers the old rule, "Eyes in the boat," and keeps his optics directed at the back of the head of the man immediately aft of him. To look at the water alongside invariably sets the boat rocking, and as soon as she leaves an even keel some of the propelling force is lost, and superfluous friction, even to a small degree, retards progress, which is important where races are often won by inches.

This novel experiment of coaching at long range has proved to be most satisfactory in its results, for not only does the coach see the fault and suggest corrections, but the men see themselves and understand the defects more fully, and as a result seldom make the same error again.

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"Bob" Cook Discusses Defects.

Owing to inability to be constantly present during the Yale crew's practice the famous coach receives snapshot photographs of their work. He is thus enabled to make his criticisms and practically to closely watch his charges without leaving his desk in this city.

any difference except that which would necessarily be brought about by the strength of the current, and if we rowed with the current it would be so much faster than if we were bucking against a tide.

going over with the determination of not getting sick, not allowing the climate to worry us, and if we are defeated the other crew will have to hustle, and at the finish they will know there has been a race."

SUNDAY ON THE HARLEM.

All the Boat Clubs Were Well Represented and the Men in Training Were Very Busy.

Harlem River oarsmen were treated to perfect weather yesterday, and they did not fail to make the best of their time. It seemed to be sort of visiting day, and there were crews present from both the North and East Rivers. The Valencia Boat Club boys of Hoboken came up to the Harlem River in a six-oared barge, and were the guests of the Union Boat Club, while a double gig from the Atlantic Boat Club, of Hoboken, with a musical coxswain, made its appearance in the river about 3 o'clock in the afternoon and attracted considerable attention.

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Mr. R. Lincoln Lippitt's yacht Veltra left Seabury's Saturday night and was fitted with new Seabury boiler and put in commission.

Mr. Jesse H. Metcalf's steam yacht left Nyack on Hudson a day or two ago. She was also fitted with a new Seabury boiler and put in commission. She proceeded to Providence by Nyack. The half-rater which was being built by Metcalf is still in charge of Silva.

The steam yacht Nevada went on Tebo's dry dock to be painted. She arrived from New London, Conn., in charge of Captain D. Brand and Charles J. Glynn.

The steam yacht Glynn will commence to float at Tebo's in charge of Captain Warren. The steam yacht Dissonance, Mr. Hoch's, will be used by Mr. Putnam this summer.

Mr. Thomas A. McIntyre's steam yacht Strus is fitting out for this summer's use in charge of Captain George D. Purdy. The forty-five-foot sloop building, Mr. McIntyre is progressing very nicely.

Mr. Charles M. Pratt's high speed steam yacht Allegro was launched from Seabury yesterday. She was fitted with new decks and put in first-class shape for this summer's use. Captain George Nickerson is in charge. Mr. Charles Fleischmann's new yacht Hiawatha has had an engine trial trip, which proved very satisfactory. William B. Thompson is chief engineer of the yacht. Butler Brothers' steam yacht West-Me-Not was launched from Seabury's on the 14th and put in commission. Captain Stafford is in charge.

which is as high as the crew will row in the race, and the men have held together very well indeed, considering their inexperience with such a high stroke. The boat is much steadier now and from this time on the work will be on perfecting the details of the stroke, and getting speed into the boat.

Mr. Cook left to-night, after giving the men a careful description and explanation of the points to be worked on until his next appearance. Captain Sheldon, of the track team, expressed himself as perfectly satisfied with the showing of his men against Princeton yesterday.

"The score was practically just what had been expected," he said, "the work of the new men in many cases did not come up to their trials in practice, but that is only natural in men in their first big competition. All the men are in almost ideal condition after their work, and we look forward to another victory in the intercollegiate, although Harvard will probably make it much too close for comfort."

Yachting.

The works of Seabury & Co. at Nyack-on-Hudson, are taxed to their utmost. At the present time the front of their works looks like a yacht club on a holiday, owing to the large number of yachts anchored off the yards.

Mr. George R. Thorne's steam yacht Empress arrived at Nyack and was hauled out a day or two ago. She will be painted white, have a new rig added, and put into commission. Captain A. C. Fiskitt is in charge.

Mr. Thorne's catboat Kenwood, which Seabury & Co. are building, will be launched this week.

M. C. D. Borden's big steam yacht will be launched from Seabury's, Vice-Commodore Higgins, owner. Captain Dayton is in charge.

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YALE CREW IS IMPROVING.

The Men Have Been Hitting the Stroke Up to Forty and Doing It Well.

New Haven, May 17.—Bob Cook paid his usual weekly visit to New Haven yesterday and kept the crew hard at work from 3 until 8 o'clock. The men are still rowing on Lake Whitney, where a course of a mile and five hundred and fifty yards—the Henley distance—has been marked out. Captain Treadway has about decided to have the men row there until they leave, and not to take them down to the harbor again, as it is almost impossible to get good water for a long stretch there.

The work of the past week has been a big improvement in every way. The stroke has been raised at times as high as forty,