

## NEW RACING RULES FOR BARNEGAT BAY

### Sewell and Morgan Cup Race Rules Aimed Against Freak Boats

With the completion of new racing rules for the Morgan and Sewell cup contests and a furtherance of the plans for the formation of the Barnegat Bay Yacht Racing Association, impetus has been given to the efforts to cause a revival of the old Barnegat racing, which has been tacidly crippled by the advent of freak boats in those waters. The change in the rules will mean the development of a good, healthy type of boat, which can take part in a race and follow up this performance by going out for an afternoon sail.

The formation of the racing association will mean more than this. It will be founded with the object of bringing together in a closer union all the clubs on Barnegat Bay, of making racing schedules for the season and of adopting uniform racing rules. Three delegates from each club have been asked to attend a meeting at the Yachtmen's Club next Wednesday night, for the purpose of organizing the association. The meeting has been called by a committee composed of Dr. E. A. Pennington, of the Bay Head Yacht Club; R. H. Crowell, of the Seaside Park Yacht Club; and Guy Loburg, of the Island Heights Yacht Club.

The following yacht clubs will probably be included in the association: Island Heights, Seaside Park, Corinthian Yacht and Gun Club, of Beach Haven; Bay Head, Barnegat City, Broad Cedar, Lavallette, Toms River and Mahanoning.

The proposed rules for the Sewell and Morgan cup races are entirely different from those which have been in vogue for those contests. They were drawn up by a committee consisting of Dr. E. A. Pennington and Daniel Whitney, of the Bay Head Yacht Club; William F. Brown and Edgar P. Parlo, of the Mahanoning Yacht Club; John C. McAvoy and Guy Loburg, of the Island Heights Yacht Club; R. H. Crowell and Herman Muller, of the Seaside Park Yacht Club.

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The rules are as follows:

The course will be raced for by cat boats which conform to the following limitations and do not include boats having square sides, sandwich boards, hinge boards or double centreboards or rudders.

**Rating.**—Length, for time allowance shall be the length over all added to the square root of the sail area, divided by two.

**Length over all** shall be not less than 24 feet or more than 28 feet, and is measured from the fore side of the stem to the after edge of the stern-board or transom and does not include the rudder-post.

**Sails.**—A mainsail only shall be used. Ballast.—Shifting of ballast shall not be allowed. Outside ballast shall be of wood with only enough ballast to make it sink easily.

**Crew.**—Limited to three and a helmsman.

**Permitted.**—The use of pot-lead, grease, grease or other similar substances on the hull shall not be allowed.

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**Scantling restrictions:**

**Stem.**—Sided at least 2½ inches. Oak.

**Keel.**—Minimum sectional area at after end of centre-board well, 48 sq. ins., including leaden and deadwood. Oak. Minimum thickness (depth), 3½ inches. Breadth of keel may taper from greatest section to 2½ inches at base and stern.

**Frames and deck-beams.**—Minimum total sectional area per foot of spacing, 2½ square inches. Oak. Maximum spacing, 12 inches between centres.

**Clamp and sheer.**—Sectional area at centre for clamp and sheer shall total at least 9 square inches. Yellow pine.

**Ridge and side stringer.**—Sectional area at centre for ridge and side stringer shall total at least 7 sq. inches. Yellow pine.

**Trunking and deck.**—Shall not be less than ½ inch finished. A reduction of ¼ inch allowed if canvas covered.

**Floor frames.**—Over the keel shall be at least as large an area as the keel of the frame.

**Materials.**—If other than those called for in these scantling restrictions are used, the ship shall be such as to give at least as much strength.

**Existing boats.**—Any cat-boat built previous to January 1, 1909, whose overall length is not less than 22 feet or more than 20 feet is eligible to race for this cup.

All boats must conform to the spirit of these limitations. In the estimation of the committee and their decision shall be final.