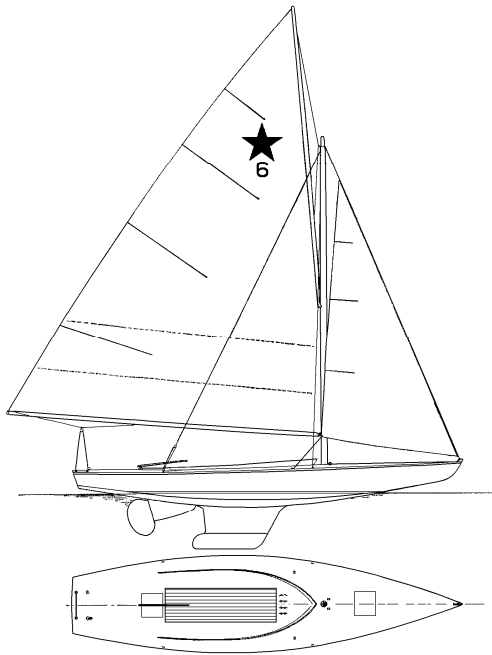
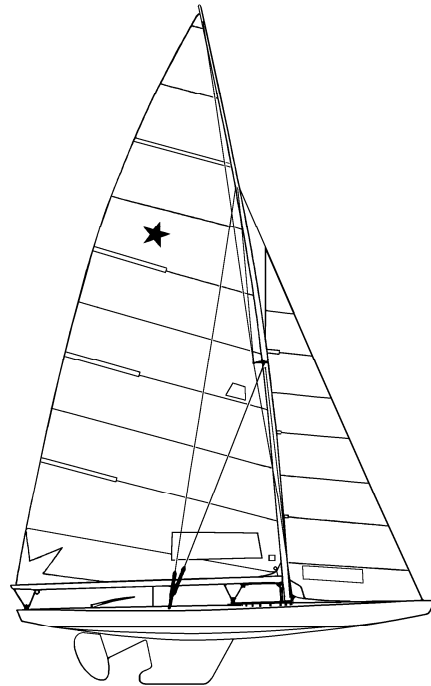


# A PICTORIAL HISTORY OF THE STAR CLASS



1911



2011



## FOREWORD

From its very beginning the Star Class has attracted photographers' attention. Morris Rosenfeld and Edwin Levick were among the early photographers who took pictures of the Star. The beauty and power of the modern Star boat continues to be an object interest for both amateur and professional photographer. We are thus fortunate to have a fairly good pictorial record of the Star Class starting with those early days of 1911 when the Stars first put in an appearance on Long Island Sound and at Nahant Dory Club in Massachusetts. The Star Class also has a very good historical record of itself. An annual Log which lists the boats and their owners, gives race results, carries the Class Rules, and other pertinent information has been published since 1922. An additional source of information is available from Starlights, the Star Class newsletter which has been published since 1925. Added to these sources there are two history books about the Star Class: "Forty Years Among the Star", written by George W. Elder, and "A History of the Star Class", written by Class Historian and long-time Log and Starlights editor C. Stanley Ogilvy.

It is the purpose of this pictorial history to bring together some of the more interesting photographs and events which have appeared in the Star Class publications.





PRELUDE  
The Gaff Rigged Era  
1911 – 1920 (and before)

The history of the Star began even before 1911. In 1906 a boat called the Bug was designed in the office of William Gardner in New York. These boats about eighteen feet long, were miniature Stars, their design being very similar to the as yet unborn Star boat. The Bug was at least in part the idea of Commodore "Pop" Corry, who wanted a small one design boat within the means of the not very wealthy yachtsman who liked racing. The boats cost \$140 each, not an exorbitant sum even then. But the Bug proved to be too small and wet for comfort, and in 1910 Corry went back to Gardner to ask for a somewhat larger version. The Star was designed by the late Francis Sweisguth that winter, and twenty-two of them were built by Ike Smith of Port Washington, Long Island. They appeared on the Sound for the first time on May 30, 1911, for the Memorial Day regatta of the Harlem Yacht Club.

The original Star was not the trim vessel of today. Although the basic design has never been altered, construction methods and the care with which the boats are built have improved so much in sixty years that a 1911 model would not be recognized as a Star today. They cost \$240 and looked it. Also the rig was entirely different from what it is now. A short mast carried a long gaff almost parallel to it, and an enormous boom hung three feet over the transom. Fittings were crude or non-existent. In spite of all this, the basic superiority of the hull design began to show itself and more Stars were built. At a time when small classes were springing up and dying out every year the Star survived, with nothing to support it but its own performance and the enthusiasm of Pop Corry and a few others.

In 1914 occurred an event without which there might have been no Star Class today. At least we can safely say that without it, the organization of one design classes of all kinds would have been delayed by years or decades. This event was the arrival on the scene of George W. Elder. When he bought a Star and interested himself in the welfare of the Class, a turning point had been reached, although no one knew it then. Pop Corry was the "father of the Stars", but George Elder was the father of the Star Class Association and remained its guiding administrator for most of his life.

It is hard for us to realize today what Elder did. Not only were there no international classes or class organizations in pre-1920 days; there were not even any inter-club classes. Each yacht club had its own design of boat, which raced locally, and that was all. Against this heterogeneous background Elder conceived the idea of a unified organization with enough influence to administer the affairs of many fleets of the same class, not only in various harbors of Long Island Sound (which in itself would have been a novel idea), but all over the country and eventually throughout the world. The outline of this grand scheme was presented by Elder in 1916 but not adopted until 1922. To appreciate its scope and daring we must recall the travelling and transportation conditions of those days. Inter-fleet racing was unknown because there were no two fleets of the same kind of boat. There was no electric haul-out equipment; boats the size of Stars were always kept in the water all summer. The automobile was still a new invention; that it would ever become sufficiently reliable to handle a trailer was doubtful. Thus many of the advantages which we reap from our class organizations, which we take for granted now, depend on modern communication and transportation facilities.

Yacht racing was suspended during World War I, and in 1919 the Star was one of the few classes which put in an appearance at Long Island Sound regattas and helped revive the sport in that area. Meanwhile Stars had taken hold elsewhere, and the groundwork had been laid for Elder to make his dream an actuality.

(From the 1971 Star Class Log)

GEORGE A. CORRY  
1863-1943  
Father of the Star Class  
Class President, 1922-1925  
Class Commodore, 1926-1943

It is rather doubtful, in this day and age of conformity and political correctness, that a personage such as George Corry could have had the sort influence that he had almost a century ago. His manners and ways of thinking, if the stories told about him in Elder's book and elsewhere are true, were eccentric to say the least, and he must have been a most colorful character.

Despite this, or perhaps because of this, "Pop" Corry was very effective in promoting his idea of the inexpensive racing yacht. It is fortunate that his idea was ably translated by Mr. Gardner and his draftsman Francis Sweisguth.



Photo: 1925 Log

GEORGE W. ELDER  
1893-1954  
Founder of the Star Class Association  
Class President, 1926-1948

While "Pop" Corry was the person most responsible for getting the Star boat designed, it was George Elder who conceived of the idea of having a worldwide Star Class organization. At the time this was an unheard-of idea, but Elder's efforts and determination paid off, resulting in the I.S.C.Y.R.A. which we have today.

During his later years Mr. Elder began to work on a book about the history of the Star Class. This book, "Forty Years among the Stars", was published posthumously in 1955.



Photo from Elder's book "Forty Years..."

WILLIAM GARDNER  
1859-1934  
Naval Architect

In about 1906 George A. Corry, the ring-leader of a small group of yachtsmen from the New York City area, asked William Gardner to design a small, inexpensive chine-built arc-bottomed sail boat with a keel. George Corry was a friend of William Gardner, and it was natural for Corry to contact him to design the boat.

The first fruit of Gardner's effort for Corry's group was a boat known as the Bug. The Bug was drafted by Curtis D. Mabry of Gardner's office and made its appearance on Long Island Sound in 1906. The boat is reported to have been 19' long with a keel weighing 150 lbs.

After five years of racing the Bugs in the waters about New York City the owners of the Bugs decided that the boats were too small, too wet and much too uncomfortable. A committee was appointed, consisting of George Corry, A. B. Fry, Thornton Smith and William Newman, to take this matter up with William Gardner. That was done in the early fall of 1910. This time it was Francis Sweisguth who was Gardner's draftsman who drew up the plans for the boat, named the Star.

In the 1931 Log Mr. Gardner made the following comments:

"When I designed the Star my aim was to produce a boat that was fast, handy, seaworthy, and that could be built at a moderate cost; these qualities I was evidently fortunate enough to have obtained.

"The boat alone, however, was not entirely responsible for the great success that has followed. The great interest taken by the owners of the boats and the unceasing efforts of the Association to bring to the attention of the yachting world the merits of the boats, have been in a large part responsible for the unprecedented success of the class.

"The large fleet that exists to-day is very gratifying to me and my sincere wish is that the success of the Association will be as great in the future as it has been in the past."

(Photo right: 1922 Log)



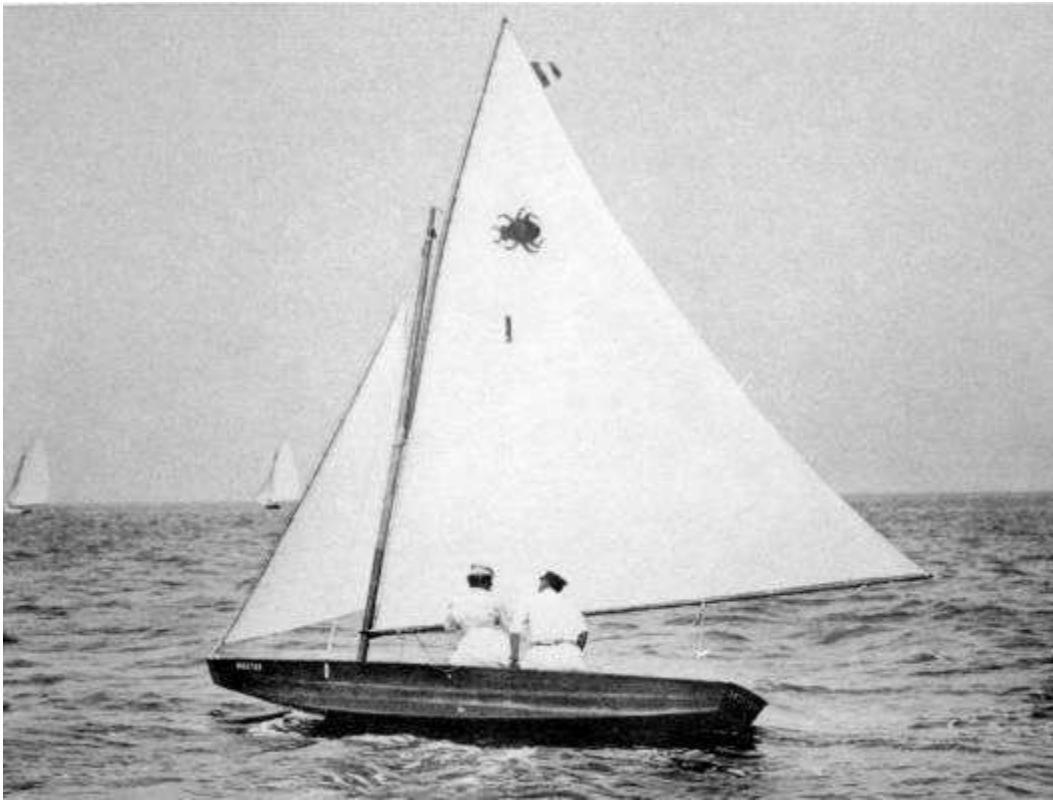
(Photo: 1931 Log, credit, Morris Rosenfeld)





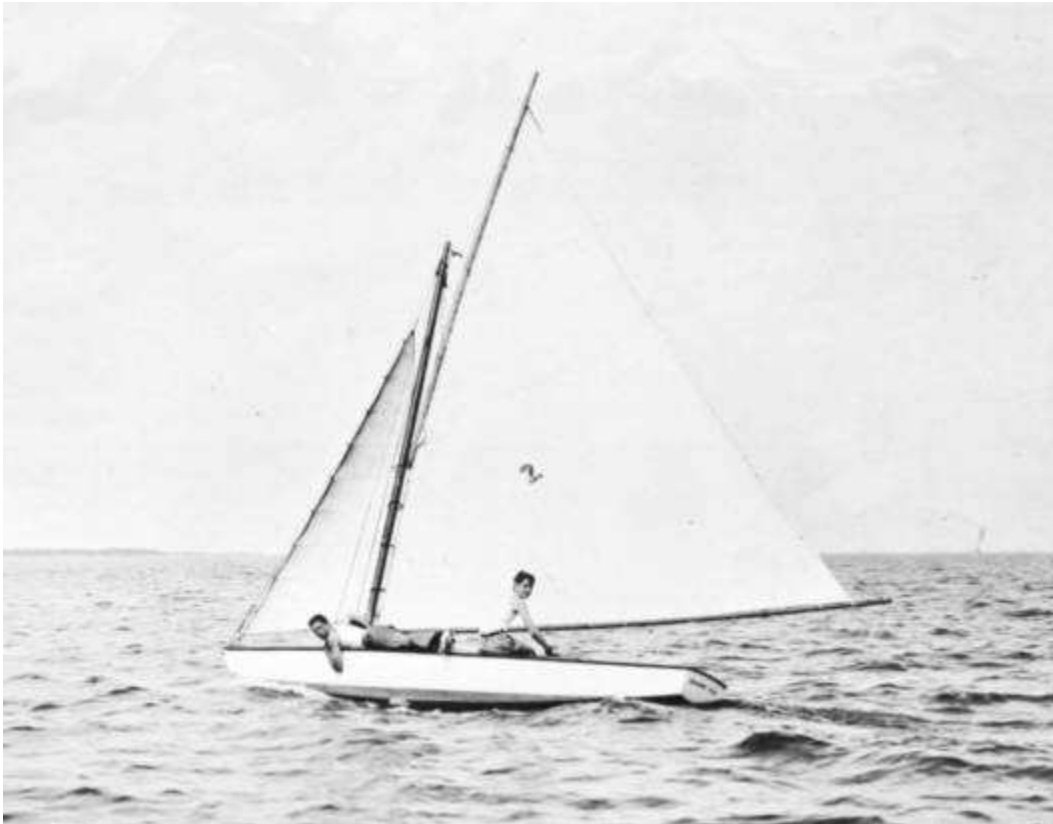
Port Washington Public Library

Ike Smith in 1907  
Builder of the Manhasset Bay Bugs.  
Builder of the first 21 Stars.  
He built a total of 67 Stars.  
His last Star, # 547, was built in 1928.



“MOM” AND “POP” CORRY IN THEIR BUG

(Picture from Elder’s book “Forty Years...”, credit Francis Sweisguth.)



BUG # 2

(Photo: Star Class promotional brochure, credit Levick.)



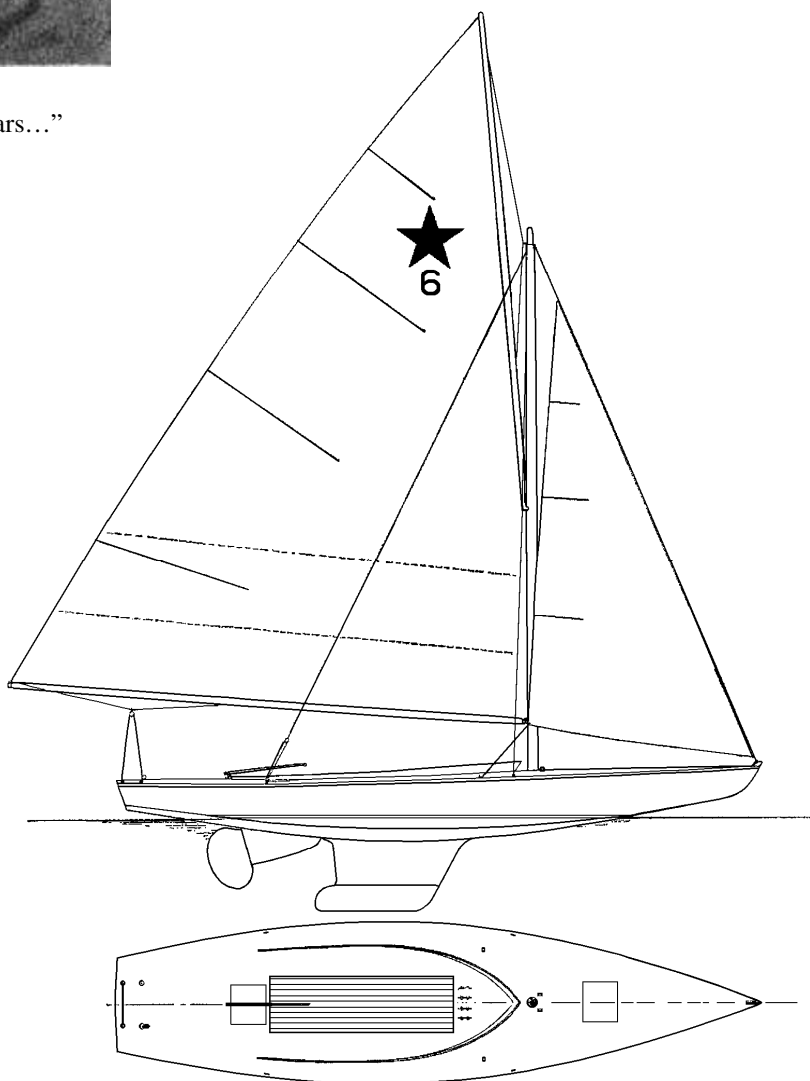
Francis Sweisguth  
Picture from Elder's book "Forty Years..."

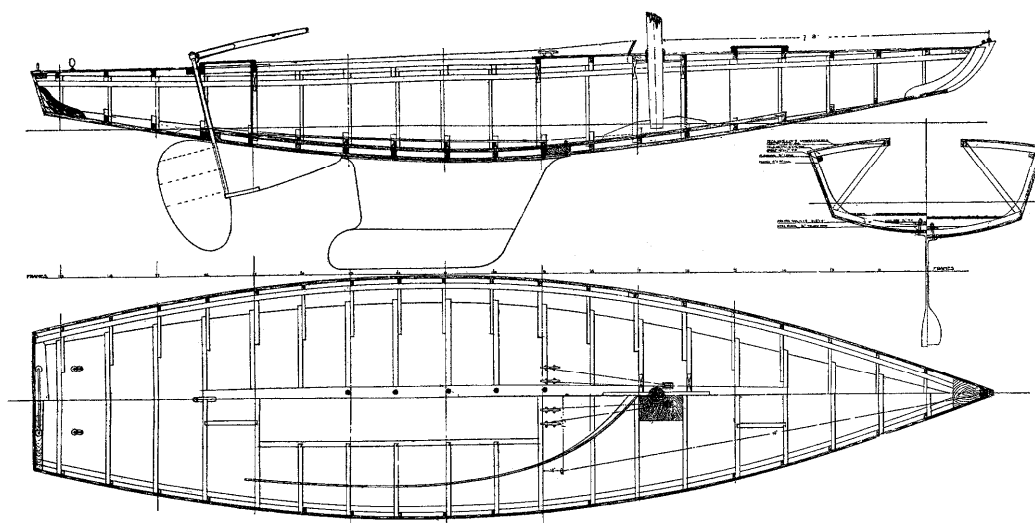
# FRANCIS SWEISGUTH Designer of the Star 1882-1970

Francis Sweisguth was the draftsman in William Gardner's naval architect office who drew the lines of the Star in the fall of 1910. He was also one of the original owners of the first 22 Stars built by Ike Smith in the winter of 1910-1911. He owned number 6 from 1911 through 1915. In the early 1920's, when a rig change from the gaff rig to the short Marconi rig was proposed, Mr. Sweisguth designed the change. In 1929 when the new rig which is still in use today was proposed, Mr. Sweisguth was again involved, this time as a member of the Technical Committee which drew up the specifications for the new rig and sail plan. He continued to serve as the Technical Committee chairman through 1933.

## Star of the 1910's

Spars and Sails:	Sliding Gunter
Mast, deck to sheave	18'5"
Boom	18'4"
Gaff (Or Yard)	17'6"
Mainsail Luff	7'4"
Mainsail Leech	28'6"
Mainsail Foot	18'4"
Jib Luff	17'9"
Jib Leech	15'3"
Jib Foot	7'8"





Construction Plan of Star One-Design Class. Dimensions: 22.7 Ft. O. A., 15.4 Ft. W. L., 5.8 Ft. Breadth, 3.4 Ft. Draught, Sail Area 280 Sq. Ft., Ballast 830 Lb. on Keel

### ONE-DESIGN CLASSES

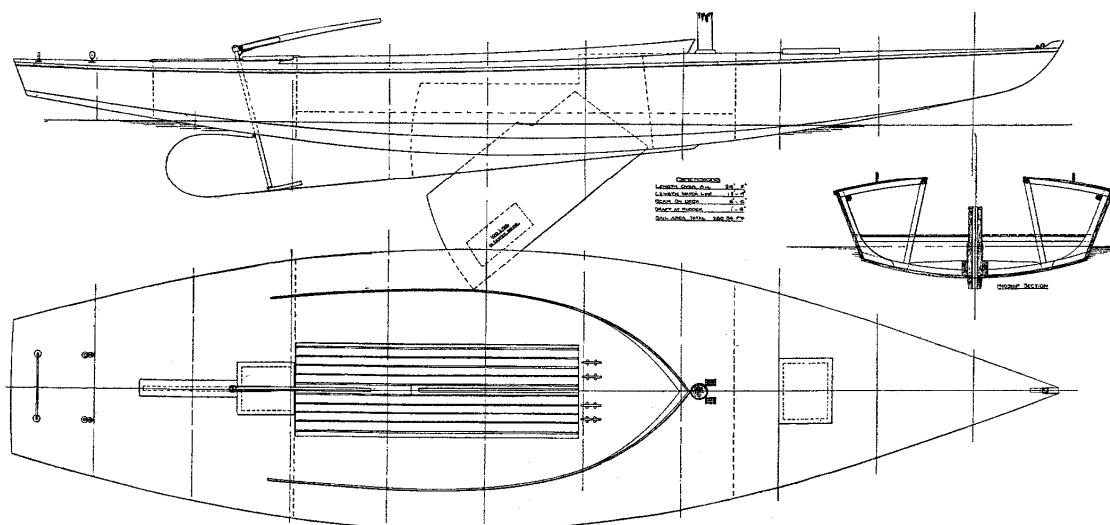
(Text and drawings from RUDDER, December, 1911)

POPULARITY of one-design classes seems to be on the increase, and there are several new classes proposed for next season; one, a class of small schooners. Several of the most prominent classes racing on Long Island Sound were designed by Mr. William Gardner, of New York, and on the following pages are given drawings of a number of these boats as well as the drawings of two proposed classes. One of the most popular classes ever raced on the Sound in the small-boat division are the "Bug" boats, which were designed and built in the Spring of 1906. These boats are 19 feet over all, and cost complete only \$125. Fourteen of these were built for members of the Manhasset Bay, Larchmont, Horse Shoe Harbor, Huguenot, and New Rochelle Y.C.

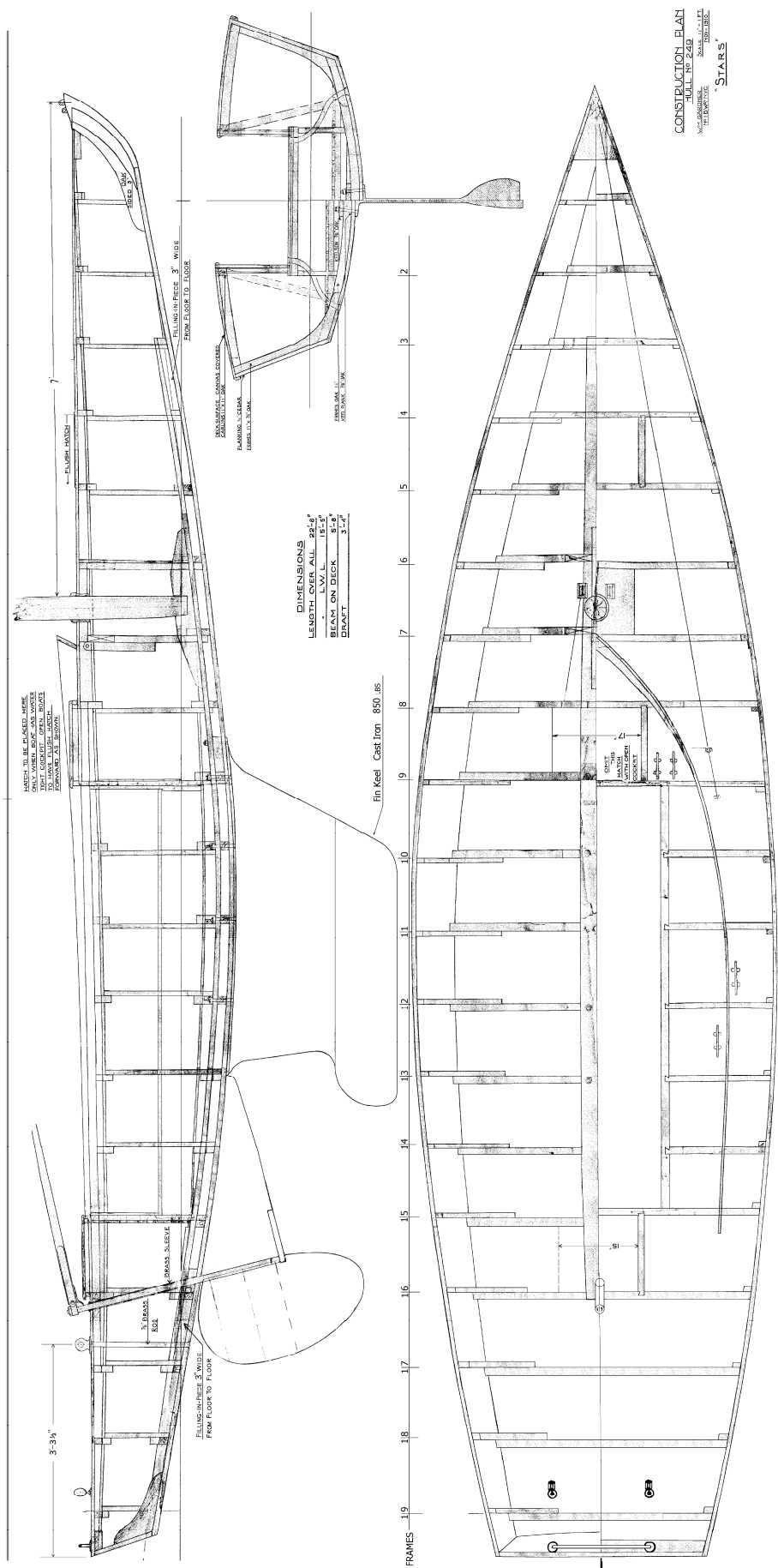
This year designs for a new class similar to the old, but 3 feet 7 inches longer over all, and known as "Star" boats, was gotten out and the boats cost complete \$250. Fifteen of these were built for members of the American Y.C., six for various members of the Manhasset Bay, New Rochelle, Larchmont, and Horse Shoe Harbor Y.Cs., and ten for members of the Nahant Y.C. of Nahant, Mass. Both the "Star" and "Bug" classes were described by Mr. Thornton Smith in the January, 1911, issue.

All of the old boats as well as all of the new, except ten for the Nahant Dory Club, were built by Isaac Smith, of Port Washington, L.I. The ten for the Nahant Club were built by Richard T. Green & Co., of Chelsea, Mass.

A class similar to the new "Star" boats, except that they are 1.7 feet longer, a foot wider, and of the center-board type, has been designed with a view to placing the class on Gravesend Bay. It is proposed that members of the various clubs in the Gravesend Bay Association build to this class, and if the proposed plans are carried out, the class will be a great addition to racing on the Bay.

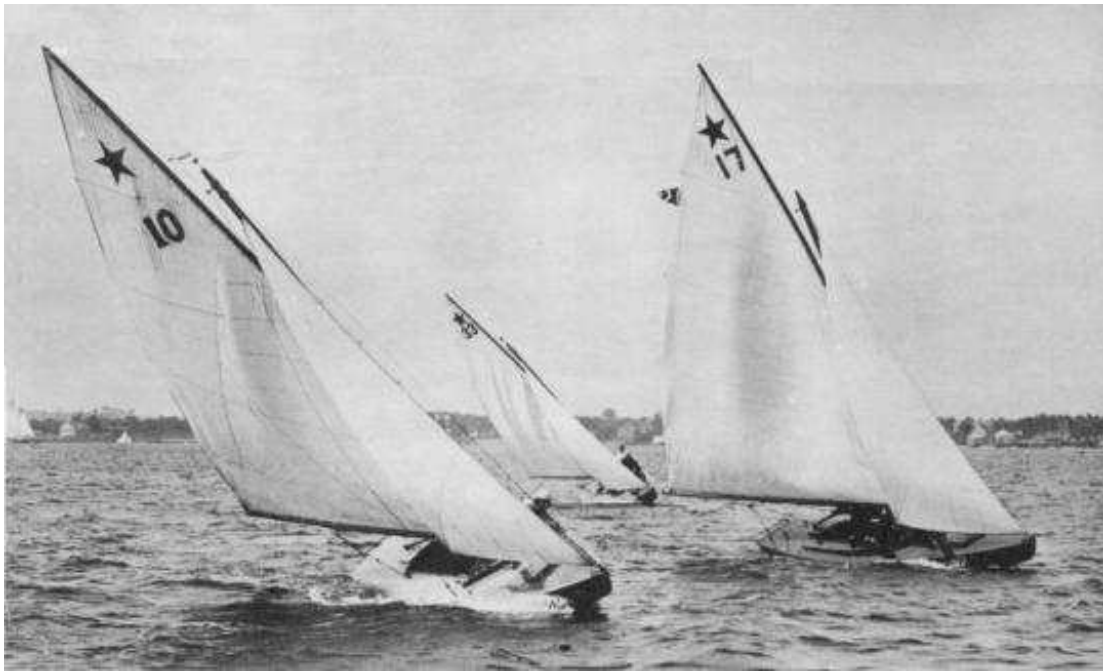


Proposed Gravesend Bay One-Design Class. Dimensions: 24 Ft. O. A., 15.4 Ft. W. L., 6.8 Ft. Breadth, 1.8 Ft. Draught, Sail Area 280 Sq. Ft., Ballast 100 Lb. on Centerboard



The Original Gardner Plan, dated November, 1910





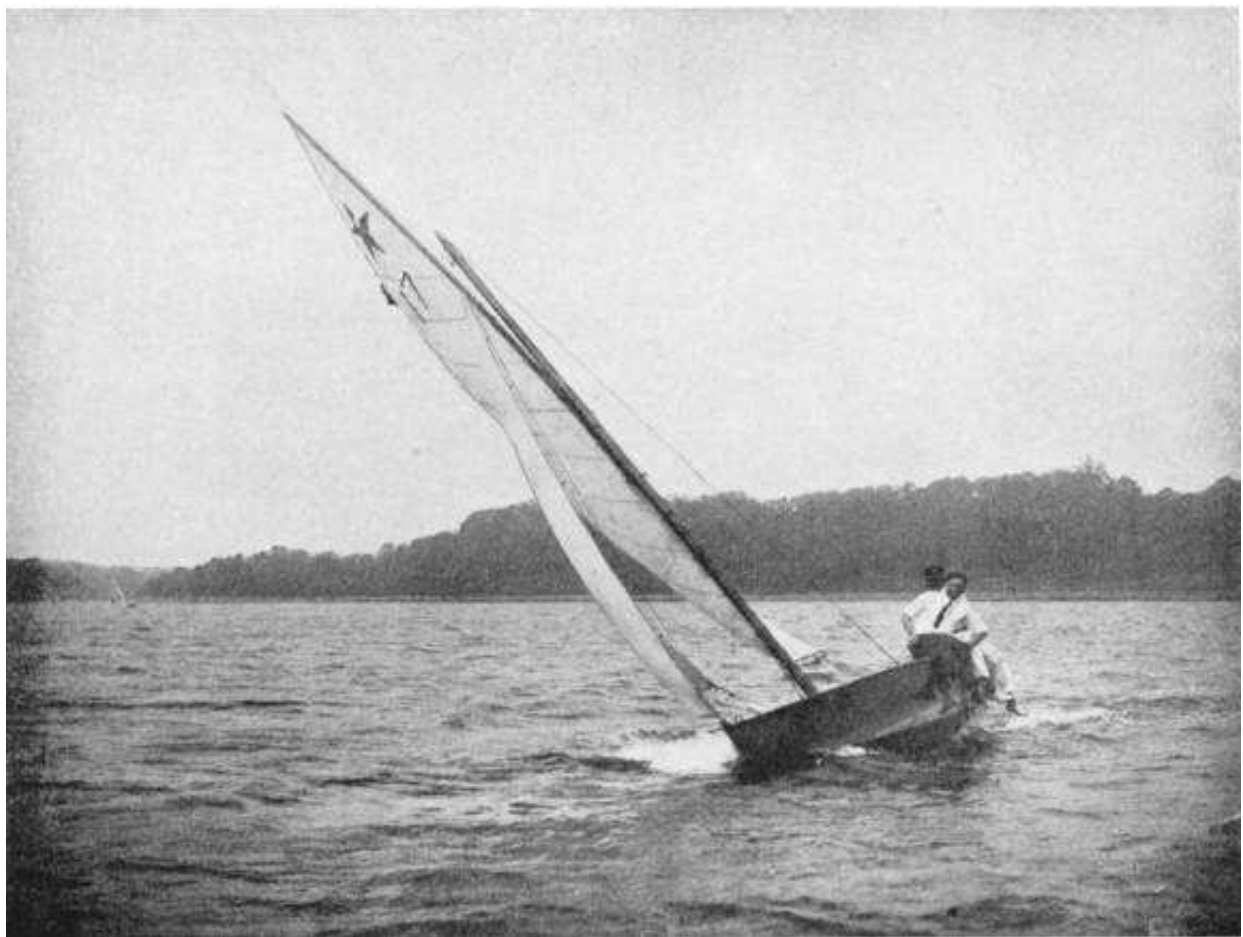
(Photo from "Forty Years...", credit Morris Rosenfeld)

An early race on Long Island Sound. Leading in number 17, Little Dipper, is "Pop" George Corry. Since the owners of both number 10 and number 33 changed with some frequency in the first decade neither skippers' names or boat names can be given with any certainty.



(Photo from "The Story of American Yachting", credit Morris Rosenfeld)

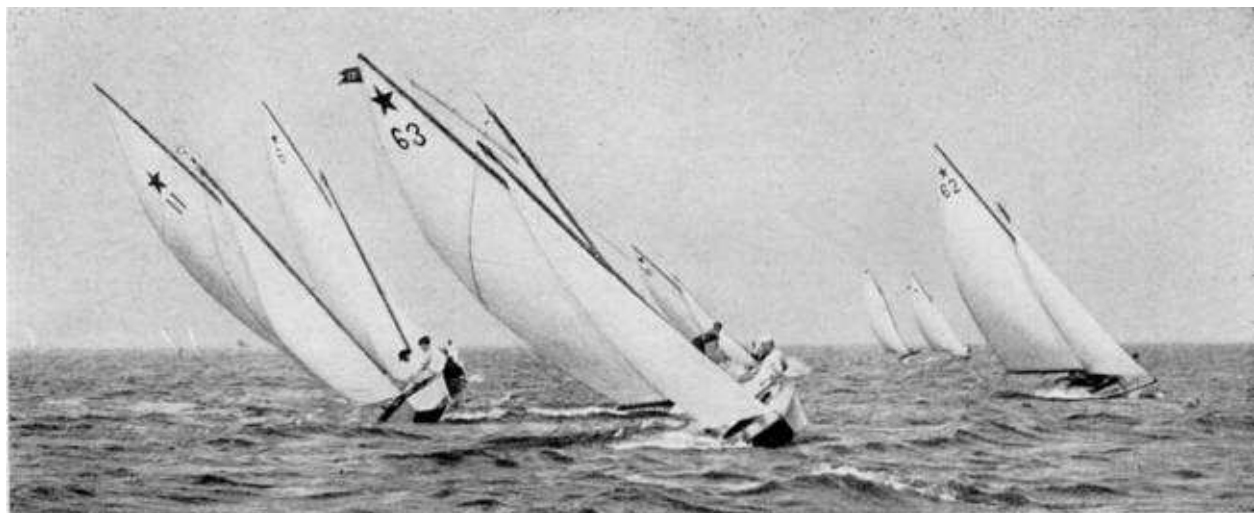
Another early race on Long Island Sound. Again "Pop" Corry, with "Ma" Corry crewing, are in the lead. Mrs. Corry was an accomplished skipper in her own right, and won women's races as well. Women's races were a common feature of many race weekends in those days, and were held in the morning prior to the "main event".



(Photo: 1931 Star Class Log)

#### Hiking, 1911 Style

George Corry and Mat Rock sailing *Little Dipper* in Little Neck Bay in 1911  
 (Crews take note: we fully expect that you will wear ties in the upcoming events.)

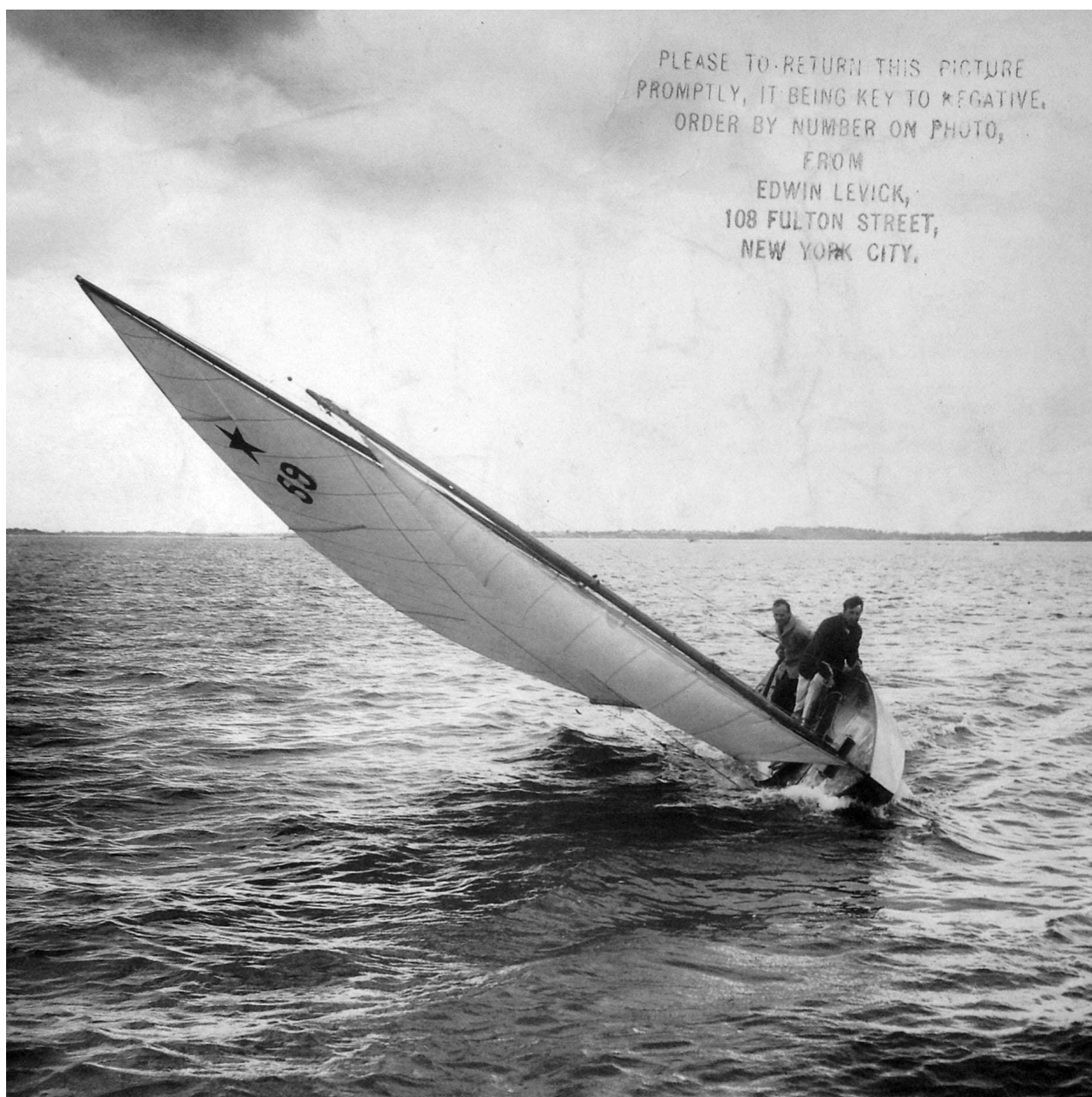


(Photo by Levick, 1922 Star Class Log)

A CLOSE FINISH ON LONG ISLAND SOUND  
 "Saturn", Long Island Sound Champion for 1921, leading.



Number 17, presumably with George Corry at the helm.  
Date and place unknown.



A photo by Levick,  
again date and place unknown



(Picture from "The Central Long Island Sound Fleet", credit Morris Rosenfeld)

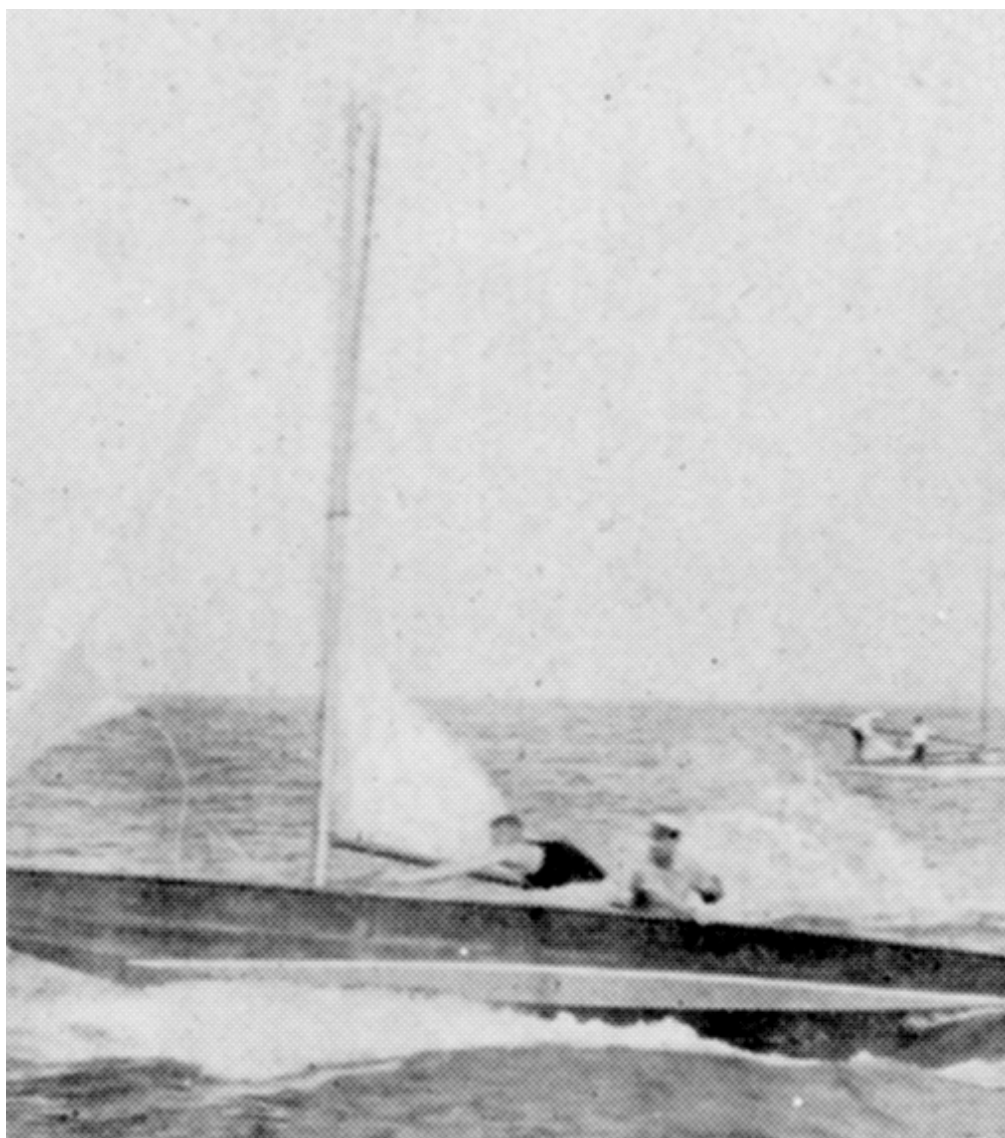
Number 40, South Wind, was built by Irving Versoy of New Haven, CT, in 1914 for Bill McHugh of Norwalk, CT. Mr. McHugh was one of the founders of the Central Long Island Sound fleet, and at the time sailed out of South Norwalk Y.C. Note the forward hatch to bail out the forward tank. Originally the Stars had flotation tanks fore and aft much like the boats built during the 1980's. However, because of leakage the tanks proved to be more trouble than they were worth and were soon taken out of the boats. Another feature of the early Stars was the long coaming which began just behind the mast and as originally designed continued all the way back beyond the end of the cockpit. Here we see that the coaming has already been shortened to finish at mid-cockpit.





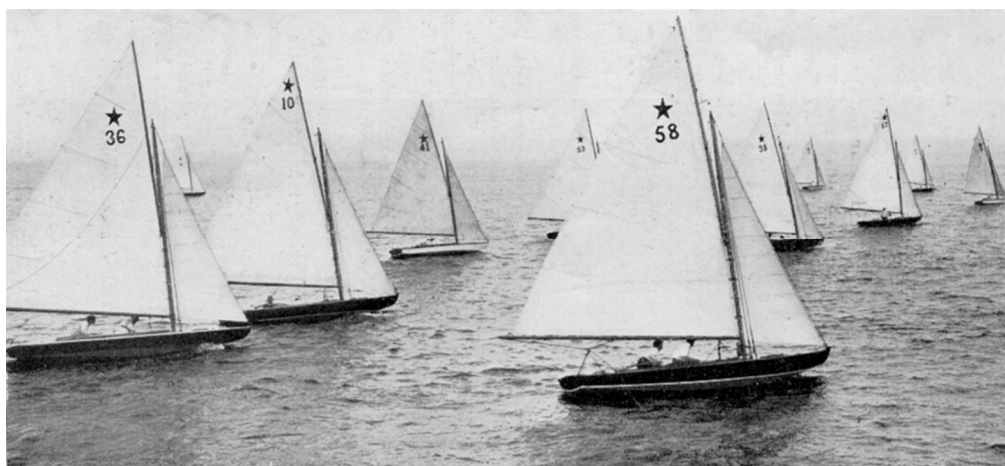
(Photo: 1941 Log. Credit, Levick.)

Gordon Curry's boat Aquilla of Manhasset Bay Y.C. Note that the coaming is shorter than that of number 40, ending at about the forward end of the cockpit.



(Photo: 1922 Log)

Finishing in white squall on L.I. Sound's worse blow in years, July 24, 1920.



(Photo: 1922 Log)

Just after the start, Larchmont Y.C. Race Week  
Saturday, July 22<sup>nd</sup>, 1916



"TAURUS" W. L. INSLEE  
(Ex-Champion Gravesend Bay) L. I. S. Champion 1920

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## ISAAC E. SMITH BOAT BUILDER

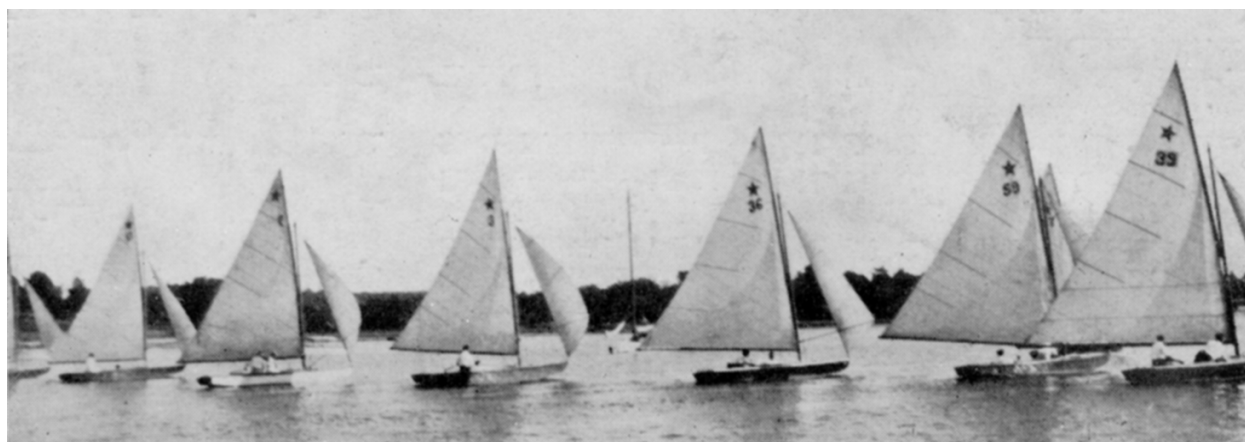
Port Washington

Long Island

Builder of the original twenty-four Star Boats in 1911.

My specialty is building Star Boats. I have built more stars  
than any other builder in the country.

Smith-built stars have won nearly every championship for  
the past eleven years. **My prices are reasonable.**



(Photo: 1922 Log)

A leeward start in Manhasset Bay

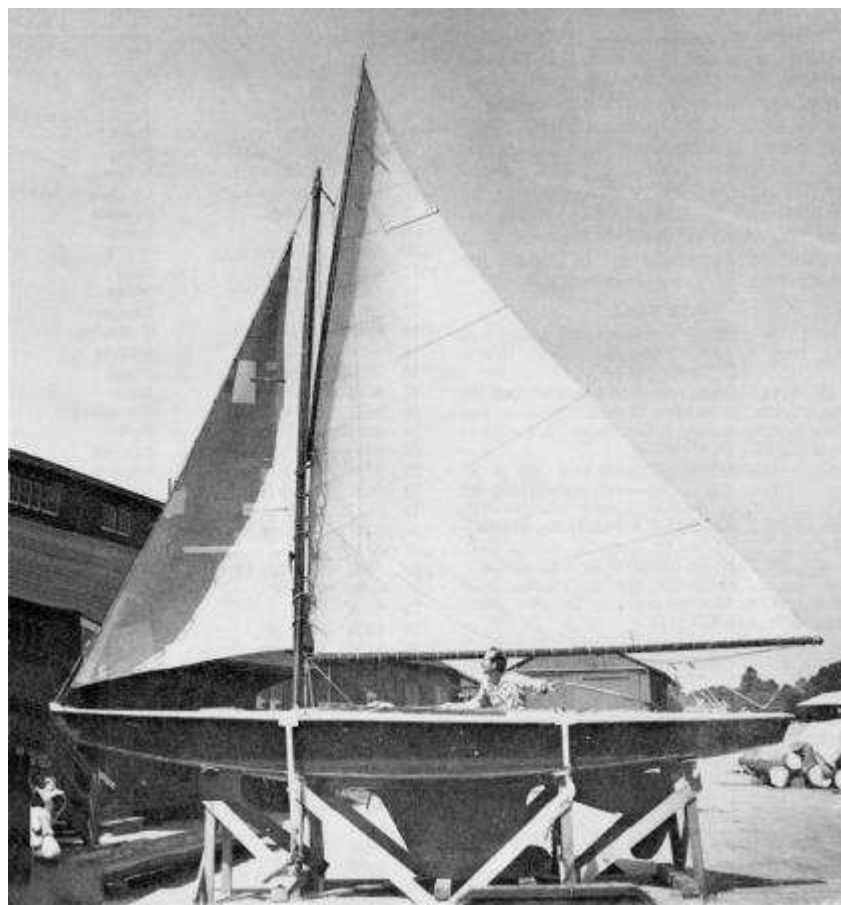


CETI, STAR # 7  
Last of the Gaff Rigged Stars

Ceti, Star # 7, was one of the 22 Stars built during the winter of 1910-1911 by Ike Smith of Port Washington, N.Y. She was originally owned by R.G. Moore, and then George Barron. In 1913 she was given to Warren Ransom. The boat was moved to North Hatley, Quebec, Canada and sailed on Lake Massawippi until 1983 when she was given to Mystic Seaport Museum. Since she was used as a daysailer, no thought was ever given to updating her as was the case with her sisters which all went through the rig changes as the rest of the Star Class progressed from the gaff rig to the short Marconi rig to finally the modern rig which was brought into the Class in 1930.

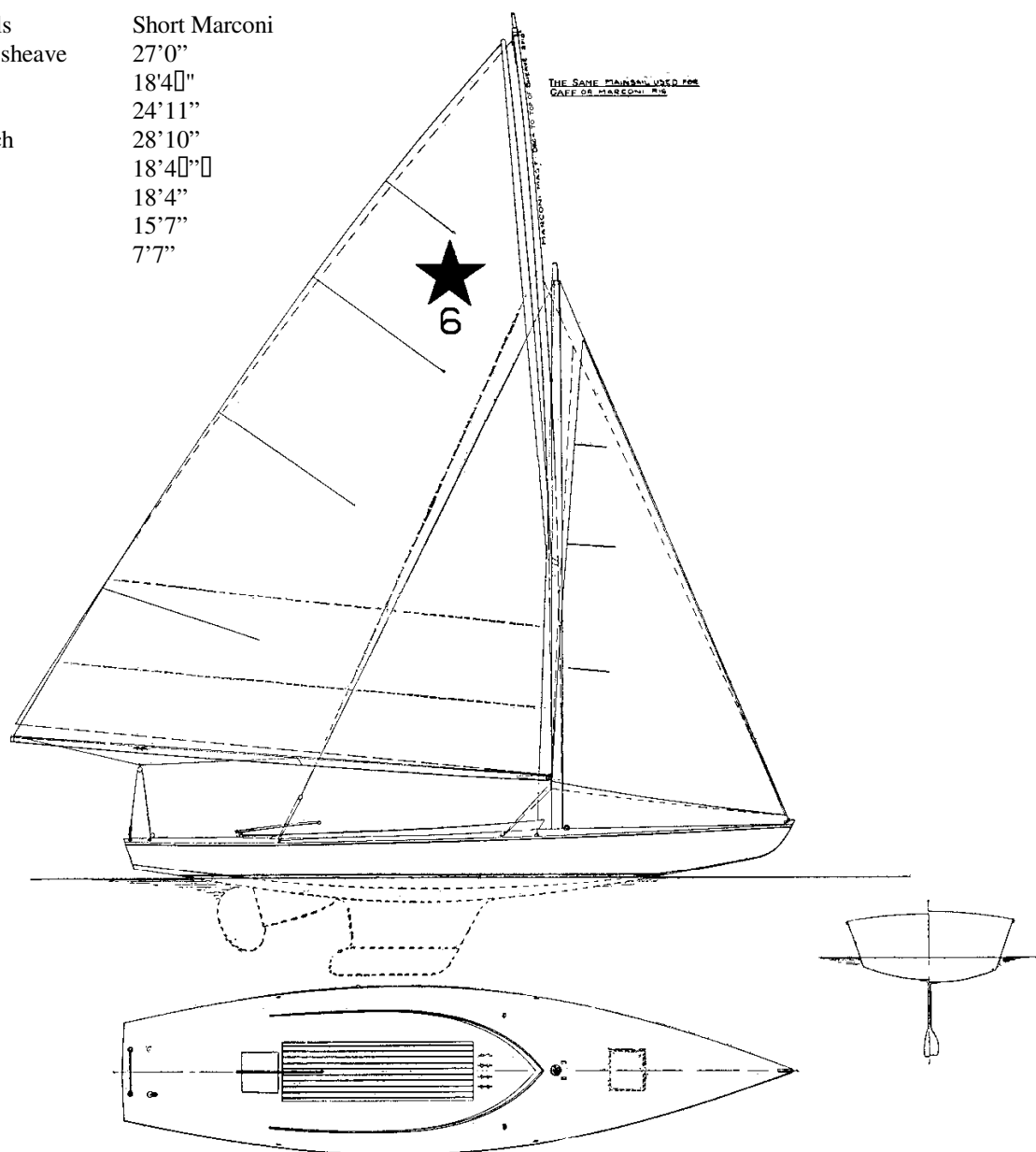
To the right is Ceti being sailed by the Ransom family. Below is Ceti outside the storage shed in Mystic. Peter Vermilya, the curator of the small boat collection, is shown at the tiller. The mainsail is said to be the original mainsail. The jib, obviously, has seen better days and has many patches.

(Photos: Ogilvy collection)



## Star of the 1920's

Spars and Sails	Short Marconi
Mast, deck to sheave	27'0"
Boom	18'4"
Mainsail Luff	24'11"
Mainsail Leech	28'10"
Mainsail Foot	18'4"
Jib Luff	18'4"
Jib Leech	15'7"
Jib Foot	7'7"



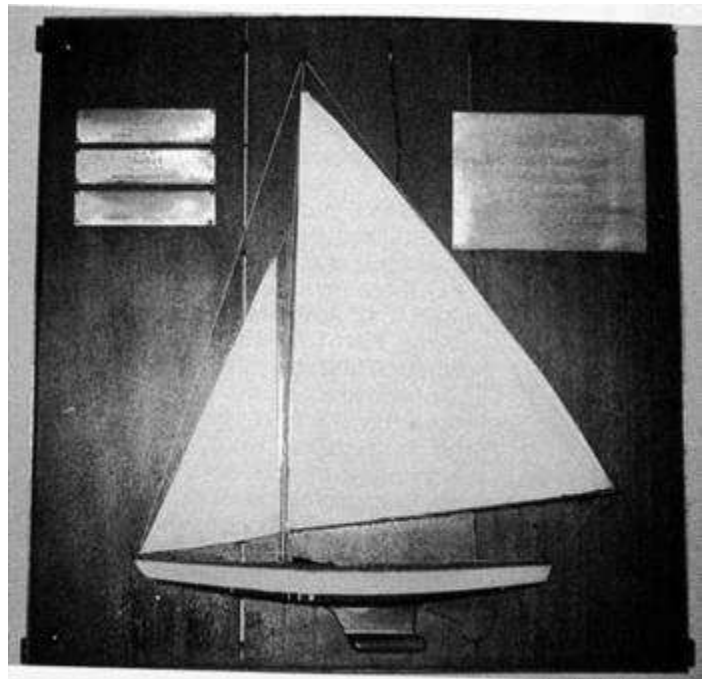
**ORIGINAL PLAN OF STAR**  
**Showing both Marconi & Gaff Rig and how same sail can**  
**be used on either**  
**Mainsail area 223 sq. ft. Jib 58.5 sq. ft. Keel 840 to 860 lbs.**

As the Star Class continued to grow and develop during the late 1910's and early 1920's it became clear that the rig should be modernized. The first step was to change to rig from a gaff rig to a Marconi rig. This changeover occurred gradually during the early 1920's. The same mainsail could be used on either rig.

The 1922 Log shows the Star sail plan with both the gaff rig and the Marconi rig. The caption to the plan states that the same sail can be used on both rigs. It is interesting to note that the number on the mainsail of the boat in the sail plan is # 6. While this is just a conjecture, it seems most probable that Mr. Sweisguth was responsible for drawing this sail plan.

## INTERNATIONAL TROPHY, 1923-1925

The original “International” trophy for the Star Class is this “dust-catcher”, for a long time housed in Bayside Y.C., Little Neck Bay, N.Y., and now at the Port Washington Library. It was raced for three times before being replaced by the present World’s Trophy. The trophy was given to the Bayside Y.C. when it was retired because both of the winners of the trophy came from Bayside. They were Bill Inslee who sailed Star # 1, Taurus, to victory in 1922 and 1923 and John Robinson, who sailed Star # 61, Little Bear to the title in 1924.



## OUR NEW INTERNATIONAL TROPHY

The finest thing in the realm of sport  
(from July, 1925, Starlights)

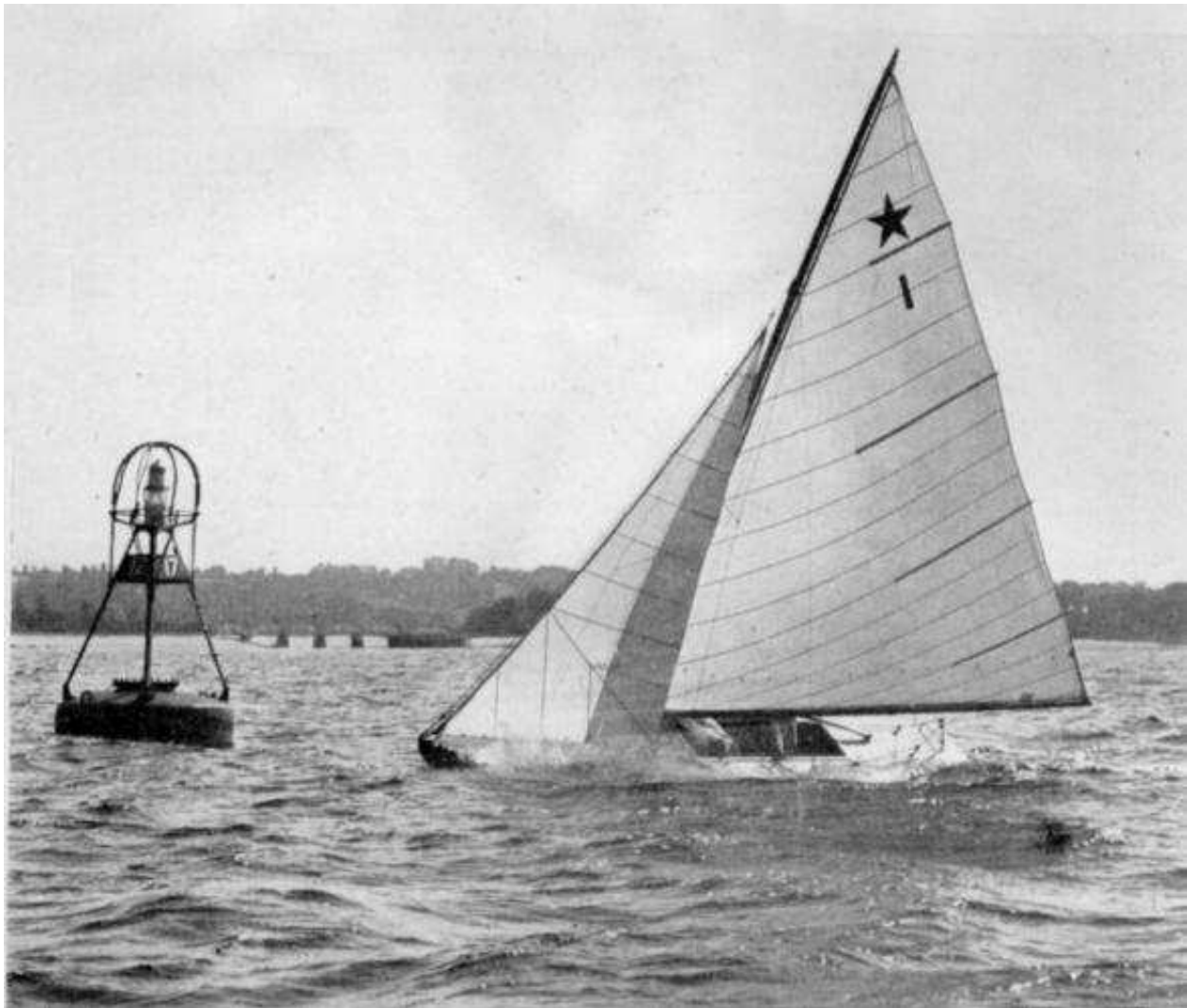
“The Star Class can now boast of a perpetual Trophy that ranks second to none, not only in Yachting but in any sport. A Trophy that will more than hold its own with any of the historic Cups throughout the world. A Trophy that is well worth coming thousands of miles to race for. We have every reason to be proud of this Trophy of ours around which the traditions of our Class will be built, for it is a magnificent thing, a work of art...”

Thus began the article in Starlights describing the new trophy for what we now call the World’s Championship. Over hundred members of the Class donated money for the making of the trophy. The largest contributor was Sam Pirie of Chicago. His son Lockwood “Woodie” Pirie was to win the trophy many years later in 1948.

Ardian Iselin the Port Washington Y.C. was the first winner of the new trophy. He sailed Star # 202, Ace. He was able to sail Ace to win the World’s Championship again in 1936.

(Picture from 1926 Log)





“Taurus”, sailed by W.L. Inslee, winning the 1922 National Championship for the Western Long Island Sound against Stars from the Atlantic, Pacific and Great Lakes. “Taurus” has been racing since 1911 and was the first Star ever built.

Photo and above caption from the 1923 Log.

#### STAR # 1

Star # 1 was one of 22 Star boats built by Isaac E. Smith of Port Washington during the winter of 1910-1911. Given the boat-building practices of the day it is probably incorrect to say that Star # 1 was the first Star boat built. Most likely all 22 boats were built and completed at the same time, and it was only the luck of the draw that this boat received # 1. The very first owner of Star # 1 was W.K. Emerson. Mr. Emerson named the boat Taurus. Between 1913 and 1918, when Bill Inslee bought the boat, the boat had three other owners, none of whom were especially successful in racing it.

While Star Class lore credits Walter von Hütschler with introducing flexible spars to the Star Class in the 1930's it was actually Bill Inslee who began this practice which he described in the April-May issue of Starlights in 1924.

After Bill Inslee had two successful seasons with the boat, winning the top Star prize in 1922, the “Nationals”, and then after the Star Class became international in 1923 the “Internationals”, Commodore George Corry figured that he should own Star # 1, and renamed it Little Dipper. Perhaps part of the incentive for Mr. Corry buying Taurus was the hope that he would regain his ability to win races as he had back in the early 1910's. It didn't happen.

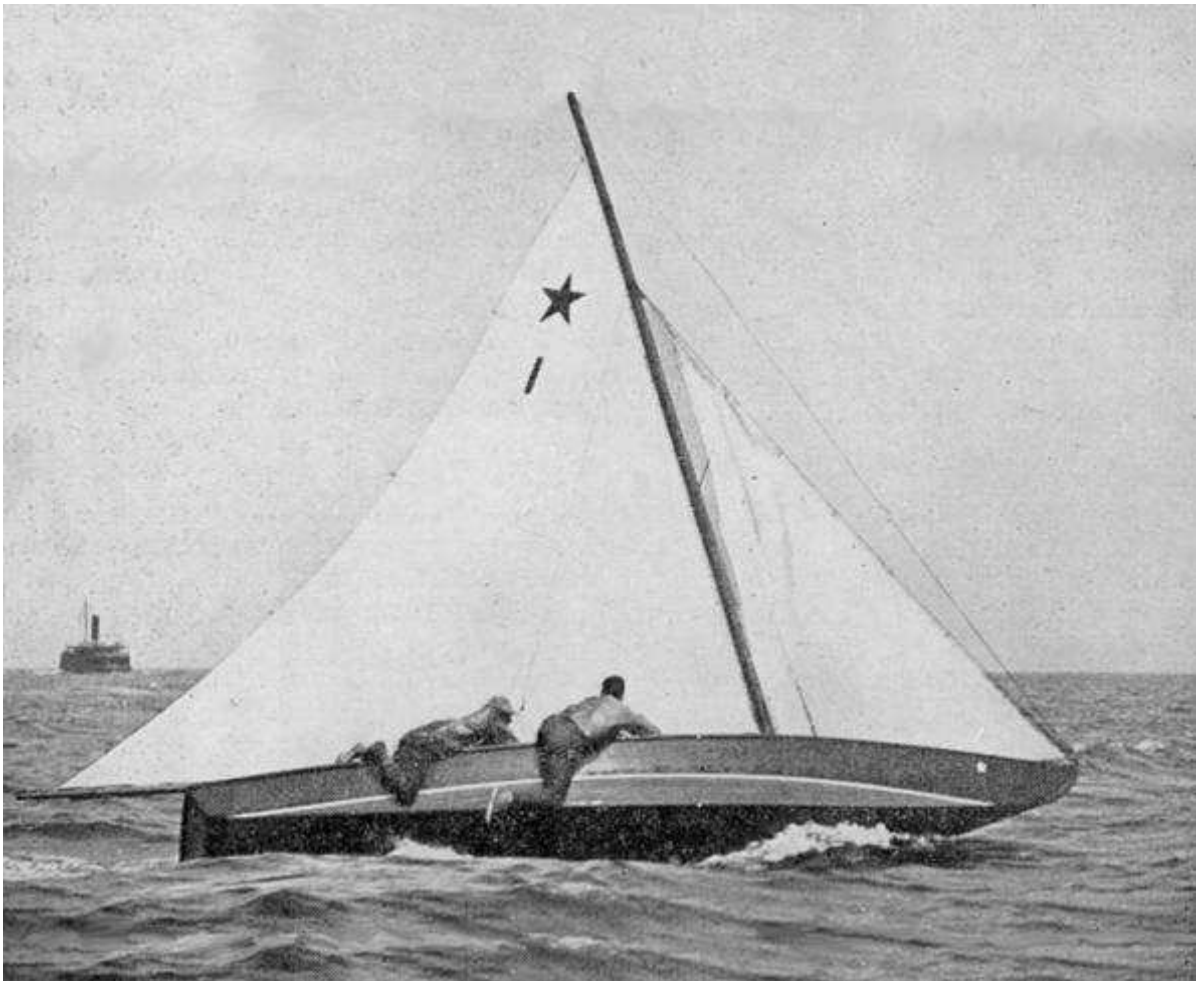


Photo and text, 1924 Log

Photo courtesy "Yachting" / Morris Rosenfeld

### HERE'S TO "BILL" AND THE "TAURUS" AND THEIR TWO GOLD STARS

This issue would not be complete unless proper tribute was paid to the one man and one boat which above all others deserve it. "Bill" and the "Taurus" have parted company, but their names shall go down on the pages of the History of the Star Class in a blaze of glory.

Two Gold Stars the emblems of two International championships when will the same man and same boat ever carry these marks of honor again? Probably never. It is the more remarkable because W.L. Inslee of Western Long Island Sound, under the colors of the Bayside Yacht Club sailed No. 1, the first Star ever built, "Taurus", a Star of a vintage of a decade and a half ago, had many an owner before Bill, but her record under these various skippers was more or less of an obscure one, proof enough that it is the man and not the boat. These two battled scared veterans of many a race, twice fought their way through a perfect elimination system and twice defeated all comers in the largest one design class in the world beating boats built in recent years, boats that were the last word in perfection and modern improvements. Who else, we ask, could have accomplished, or ever will again accomplish, such a feat?

Inslee's record is worthy of note for it demonstrates what can be accomplished by persistency, study and application. His career as a Star Skipper began on Gravesend Bay in 1915. Inslee was always good but by no means what he is today. He was the recognized champion of his locality in those days but a greatly surprised one, when eight yachts of the Star Class invaded his domain in 1915 and the best he could do against them in that series was 8th. The following year he did better. Then he moved to the Sound where competition was keener. There he studied his boat and everything pertaining to the class, sails, paints, the balance of his boat, and every little detail. For four years he improved steadily, moving a notch or two nearer the top each year, finally in 1921 he reaped the results of his labors and won his first championship and in 1922 and 1923 easily repeated this feat.

His 1923 record was remarkable for he won every series in sight in which he qualified. Luck? Could it be luck to finish 1-2-3 every day at Larchmont Race Week against a field of 32 Stars in all sorts of weather and to win 5 first and 1 second in 6 International races?

We salute you Bill Inslee, as the greatest star skipper, the greatest small boat skipper of all times.



Photo:1961 Log

Star # 1 was renamed "Little Dipper" when this picture was taken. Mr. Corry bought # 1 after the 1923 season. His reason was that he felt he should own the first Star ever built.

After "Pop" Corry died in 1943 Star # 1 was placed on display at the Manhasset Y.C., the yacht club from which "Pop" Corry had sailed throughout his career. However, unfortunately the boat was allowed to deteriorate and was finally broken up in about 1955. Only the transom, stem, and tiller remain and are on display in the yacht club.



Pacific Coast Yachting, by Victor Doyle

In 1924, two years after the Star Class Association began, the San Diego Fleet was chartered. Its first officers were Ed Peterson, captain, and Joseph Jessop, secretary. Joe Jessop was very successful in the early days of the fleet, and won numerous Southern Californian events. Here we see Joe Jessop and crew John Sykes sailing *Windward* #213, built by Ed Peterson in 1923, on their way to winning the 1926 Southern California Yachting Association Championships



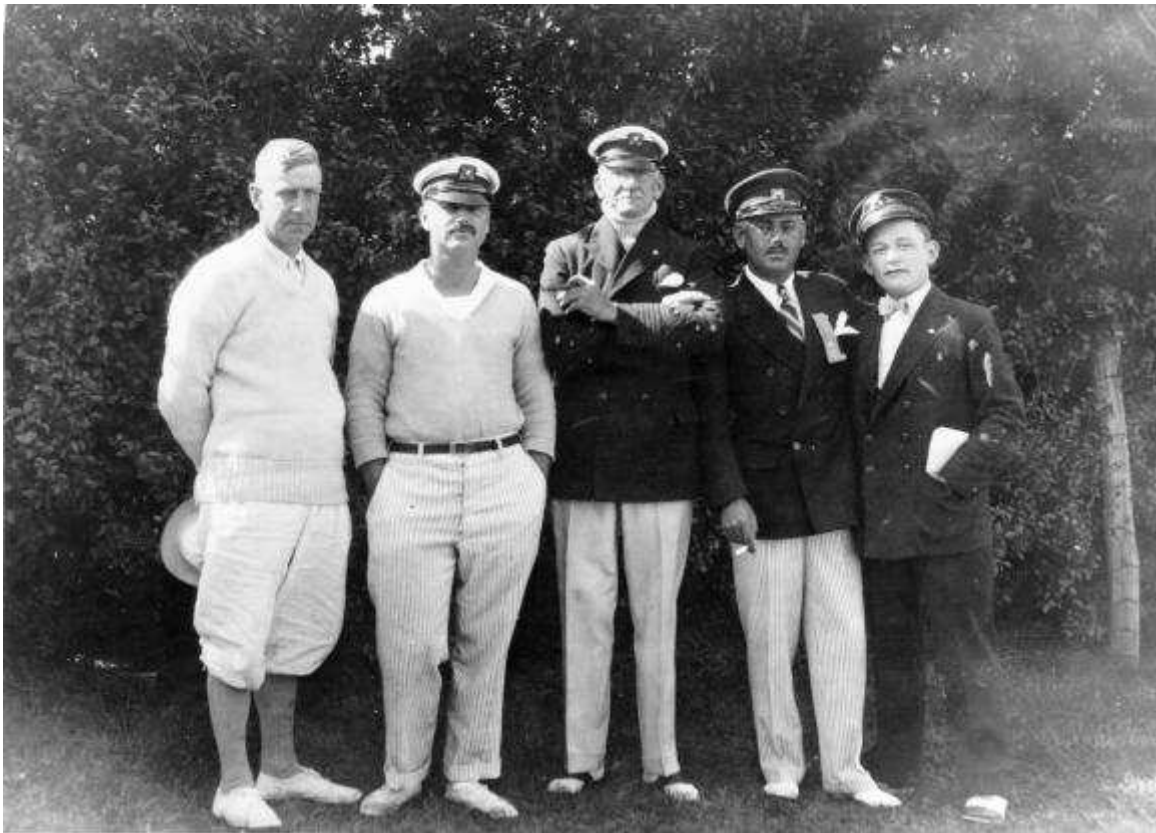


Photo: Star Class Archives

1927 Officers of I.S.C.Y.R.A.

W.H. Gidley, Treasurer; G.W. Elder, President; G.A. Corry, Commodore; P.E. Edrington, V.P.; T.D. Parkman, Secretary

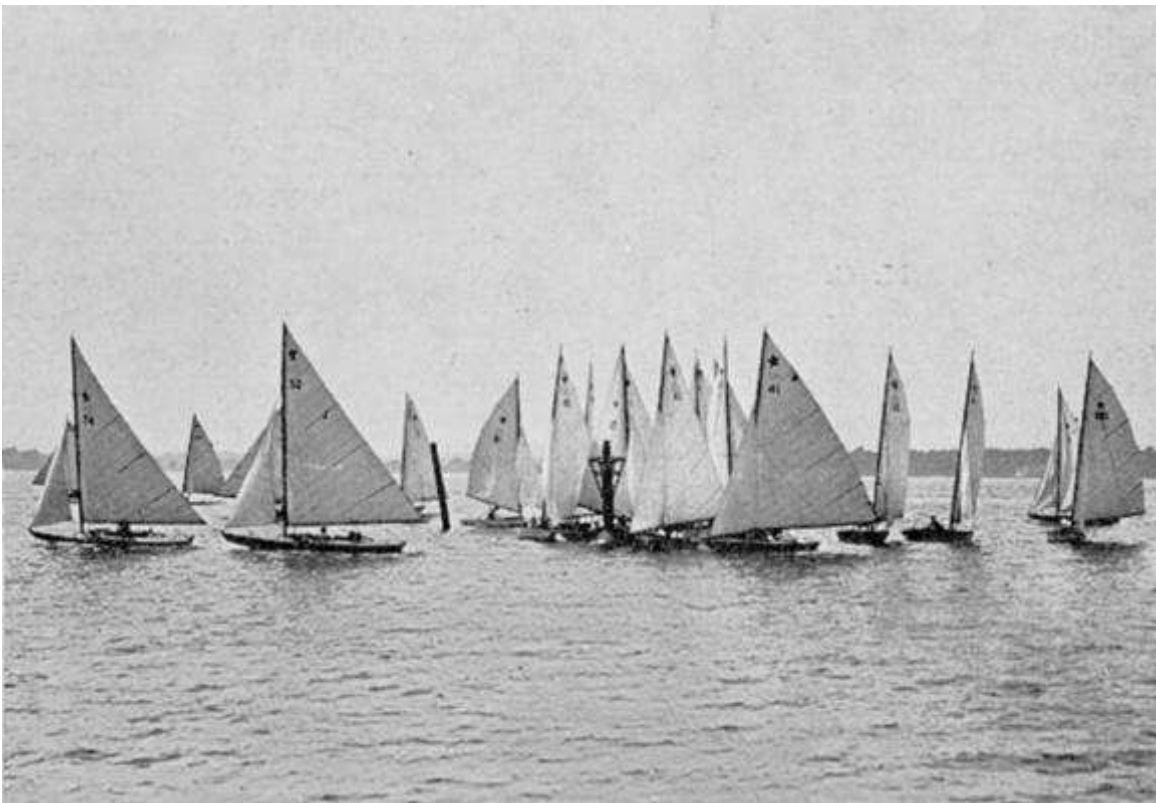


Photo: 1924 Log

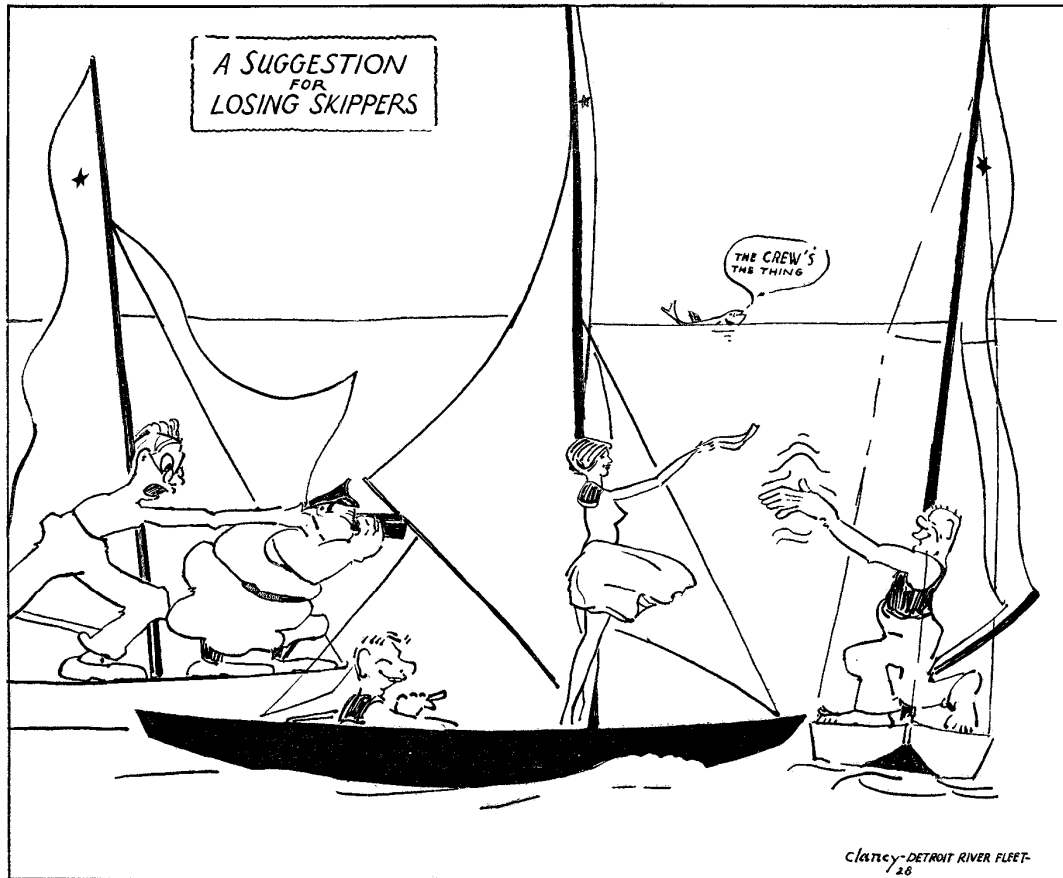
Action at the leeward mark: 1923 Larchmont Race Week





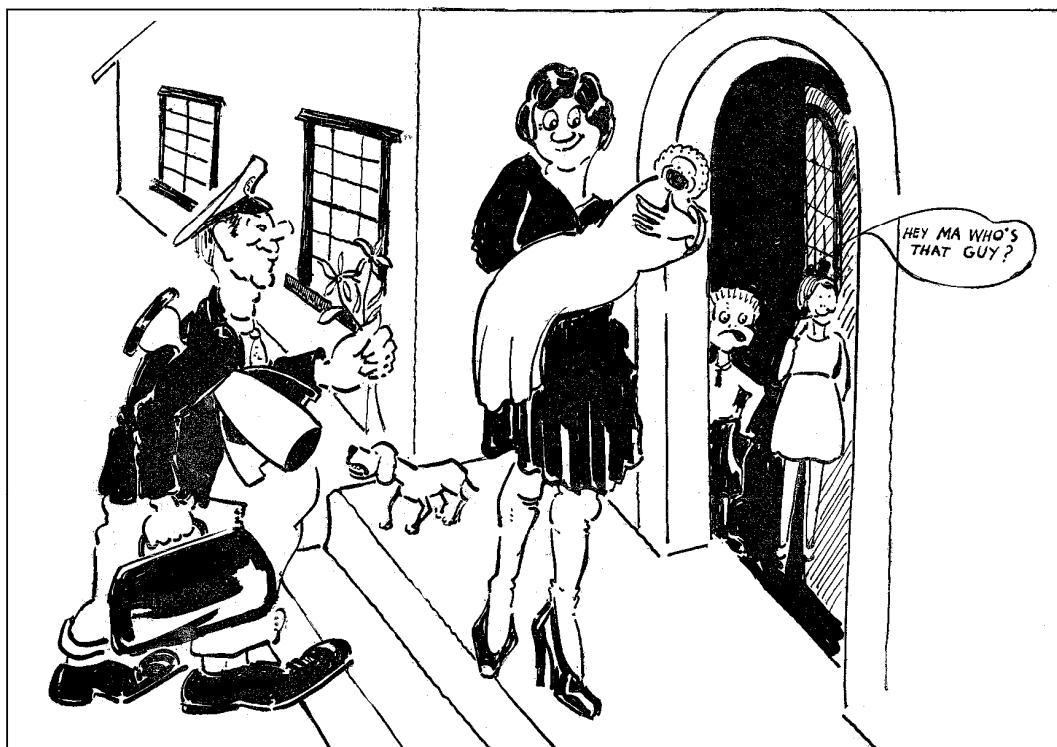
Mrs Norris getting ready to sail at Gibson Island in 1927

In 1928 there appeared in Starlights various cartoons drawn by Pat Clancy of the Detroit River Fleet.

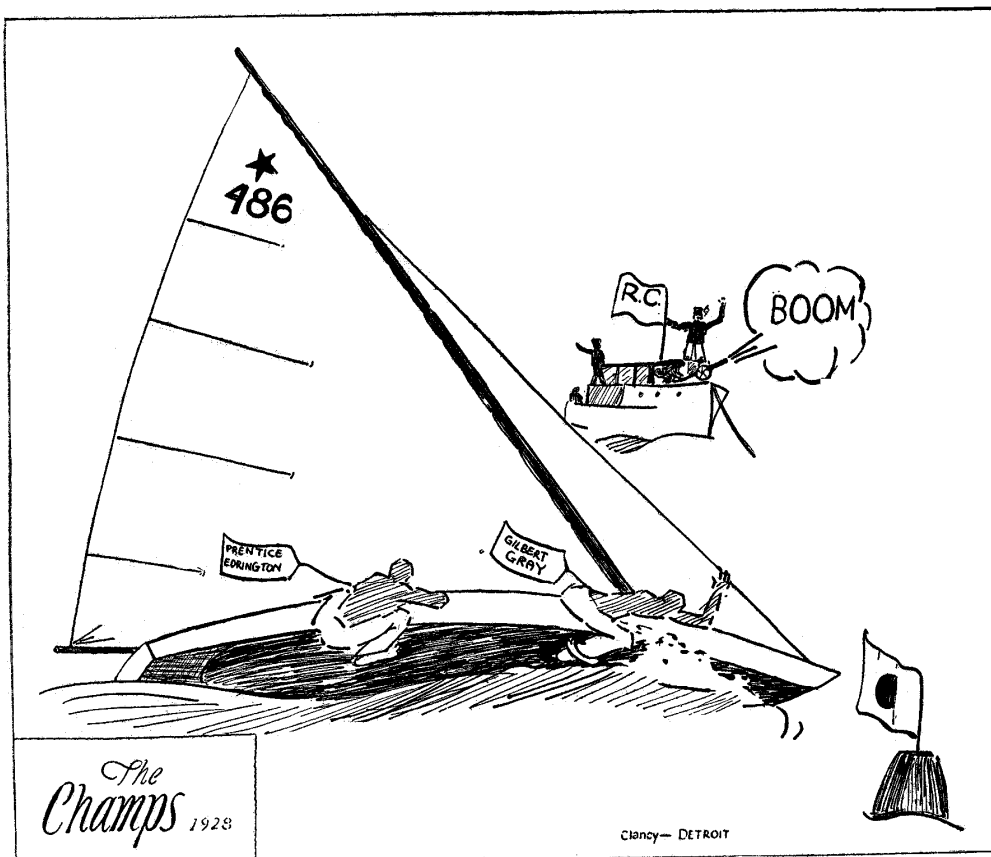


Starlights, August, 1928

NOW THAT THE YACHTING SEASON IS OVER



Starlights, November, 1928



Starlights, September, 1928



Starlights, May, 1928



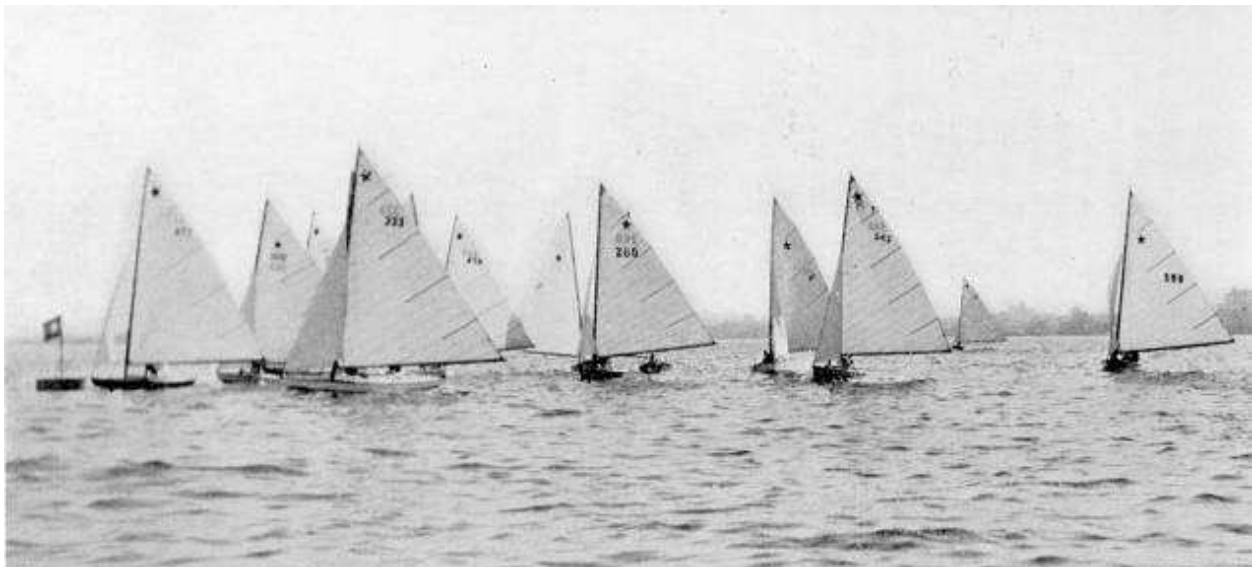
## ERNEST RATSEY'S IREX

Another boat which was very successful in the early 1920's was the Irex skippered by Ernest Ratsey of the New York loft of Ratsey and Laphorn, Sailmakers. Mr. Ratsey had a succession of Irexes and captured various honors, his highest being a Silver Star by winning the first Mid-Winter Silver Star Championship in 1926.

When it was proposed that the Star Class have a monthly newsletter it was Mr. Ratsey who suggested the name "Starlights" for it.

When the Class decided to go to the tall Marconi rig in 1929 Mr. Ratsey was a member of the Technical Committee which worked up the new specifications.

There were three Ratseys involved in the Star Class in the 1920's and 1930's: the father George Ratsey and brothers Ernest and Colin Ratsey. George Ratsey crewed for Ernest in the 1926 Mid-Winters. While Ernest listed himself as being a member of the Western Long Island Sound fleet Colin listed himself as being a member of the Solent fleet. This was probably indicative of the division of labor, with Ernest working the New York loft and Colin working the English lofts.



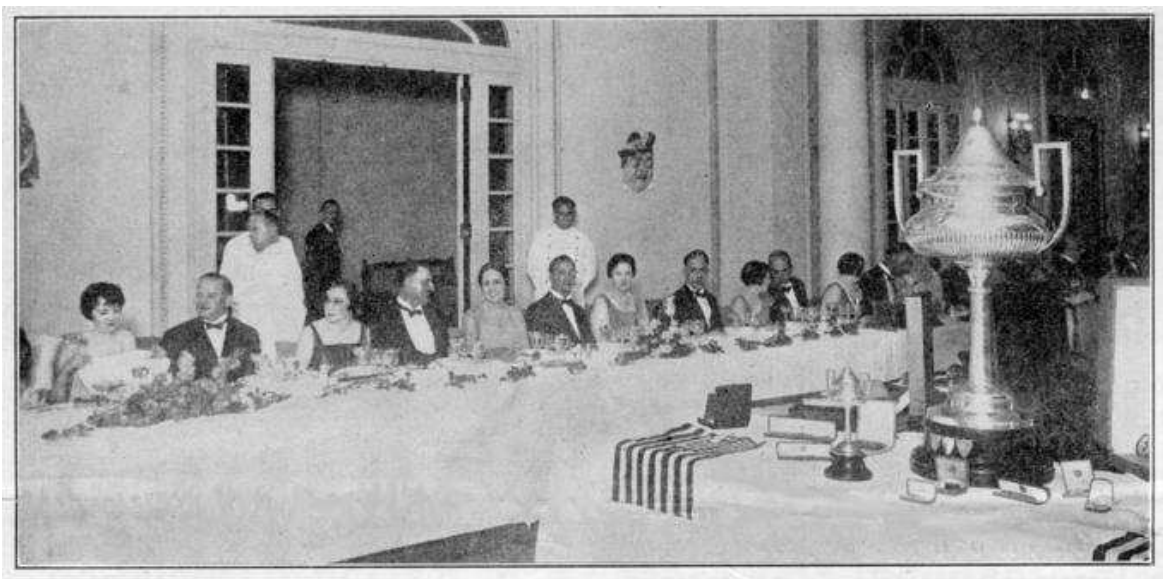
(Photo and caption from the 1929 Log.)

Stars from Cuba, France, and the U.S.A. about to round a mark during Star Class Week at Habana, Cuba. The Cuban yacht, "Aurrera IV", which represented Habana in the last Internationals, leading.



(Photo and caption: 1929 Star Class Log)

Enrique Conill, of Flotte de Paris, sailing the Almendares in the Mid-Winter Championship. The first European Fleet ever represented in a Star Class Championship in the Western Hemisphere.



**THE CUP OF CUBA**  
The Mid-Winter Silver Star Championship Trophy

Very early on in the formation of Star Class fleets Cuba played an important role in the development of the international aspect of Star sailing. The first Cuban fleet, la Flota de la Habana (FdeH) was chartered in 1923. After three years of the Havana fleet prospering a decision was made to host a great event which became the Mid-Winter Championship, also called "les petit Internationals". Above is a photo from the March, 1929, issue of Starlights showing the Cup of Cuba and other trophies at the final banquet of the 1929 Mid-Winter Championship. Below is a photo from the March, 1928, issue of Starlights showing the participants and hosts at the end of the 1928 event.

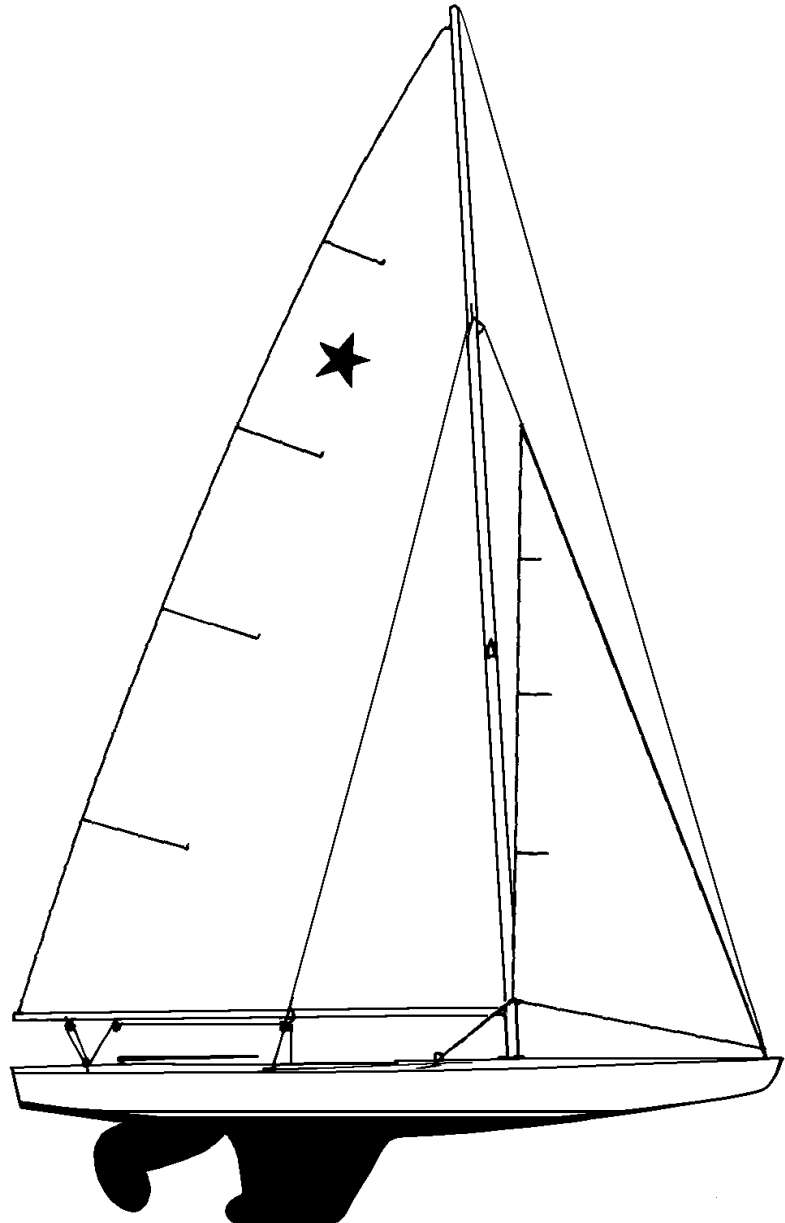


STAR GROUP AT HAVANA YACHT CLUB ON LAST NIGHT OF THE MEET

## Star of the 1930's through 1960's

Spars and Sails	Tall Marconi
Mast, deck to sheave	31'9"
Boom	14'7"
Mainsail Luff	30'6"
Mainsail Leech	30'6"
Mainsail Foot	14'7"□
Jib Luff	20'6"
Jib Leech	17'10"
Jib Foot	7'2"

During the 1920's high aspect ratio Marconi rigs became more common on racing sailboats. Already by this time several Star skippers were also involved in racing bigger boats, including the America's Cup boats, so most assuredly developments in the aerodynamics of yacht sails were well known to the members of the Star Class. As a further push in the direction of adopting a more modern high aspect ratio rig for the Star there was pressure from Europe which indicated that the Class would be better accepted in Europe if it had a modern rig.



In the April, 1929, issue of Starlights, in an article entitled "Modernizing Star Rig under consideration", there is the following comment: "Though the idea of adopting a more modern rig for the Star Class is not a new one, Larry Bainbridge, D.S., is responsible for placing it before the I.E.C. in such a convincing light that it has been unanimously voted to give the project wide publicity and then place it before the next annual meeting at New Orleans... Our present rig with it's long boom is out of date, it does not appeal to the new man who is coming into the game and it will not retain the interest of the keen skipper who may be driven out of the Star Class and into classes that offer the modern improvements in sail design...."

The Starlights of November, 1929, continued the story in the article "Modern Rig Adopted for 1930": "A modern rig was adopted at the annual meeting in New Orleans by a vote of 434 to 66, to become effective March 1st, 1930.... The rig recommended by the Bainbridge Committee, which gives a boom to the transom and about the same sail area as the present rig, was adopted in principle and referred back to a Technical Committee, to be appointed by the President for any necessary refinements. This Technical Committee consists of Prescott Wilson, head of Geo. Burrows, Inc., sailmakers, Ernest Ratsey, of Ratsey & Laphorn, Inc., sailmakers, and Francis Sweisguth, who drew the original plans and was formerly with Wm. Gardner."

Obviously, although now almost 20 years later, Mr. Sweisguth still had more than a passing interest in the Star boat and the Star Class. It is interesting to see that the Class included him on the Technical Committee when the decision to go to the tall Marconi was made. In as much as no direct evidence has been found one can only speculate how much Mr. Sweisguth had to do with the development of the modern rig and sailplan.

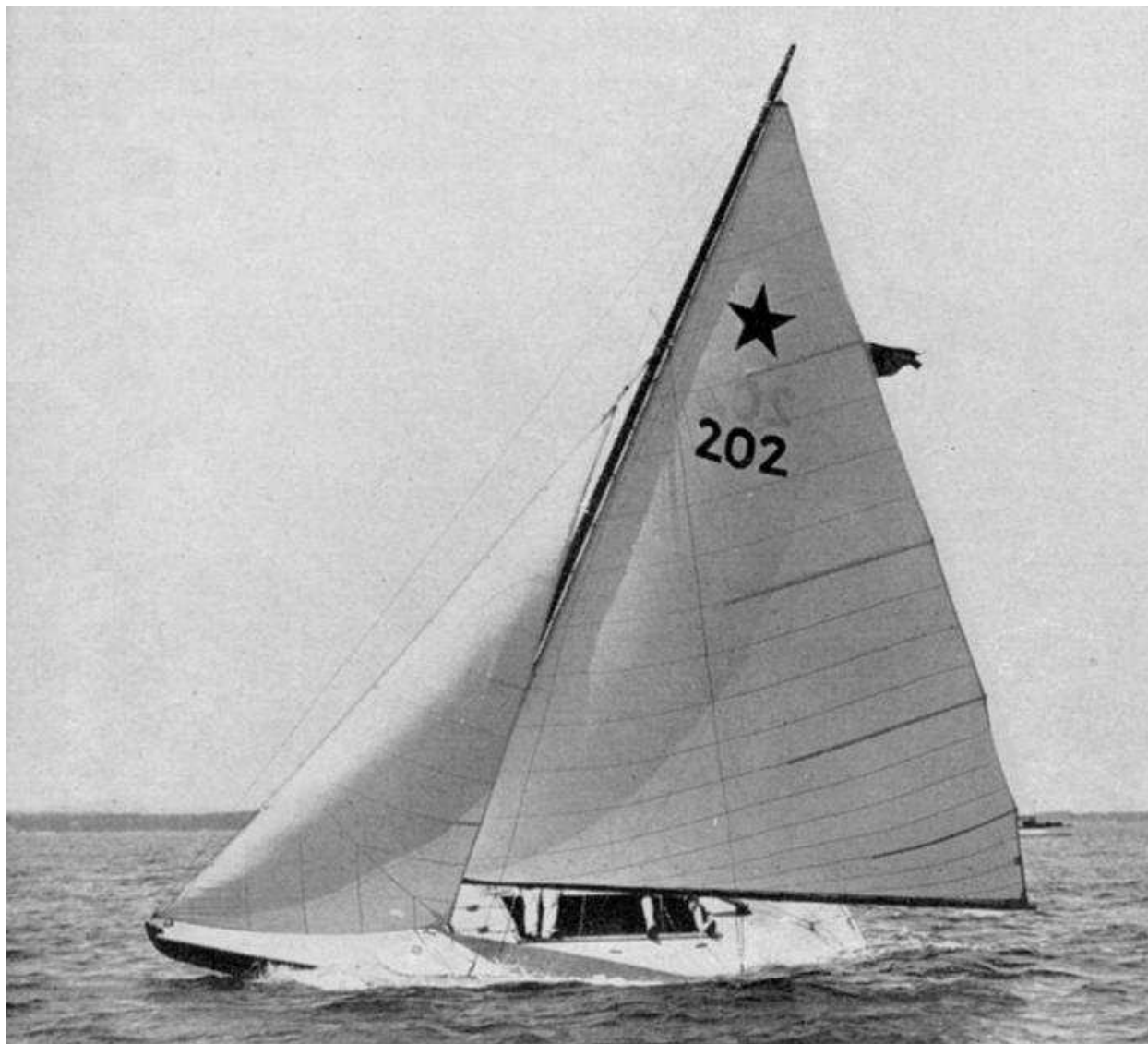




(Picture from the 1930 Log)

In 1929 Francis Sweiguth was named as a member of the Technical Committee when the Class decided to go to the tall Marconi. In as much as no direct evidence has been found one can only speculate how much Mr. Sweiguth had to do with the development of the tall rig, and in particular the rigs experimented with on Ernest and Colin Ratsey boats Irex (#24) and Joy (#361). Pictured here is Joy with the experimental modern rig in 1929. Even after the modern rig was adopted by the Star Class in 1930 Mr. Sweiguth continued to be listed in the Logs as the head of the Technical Advisory Committee until 1933.





(Picture from 1926 Log)

#### THE METAMORPHOSIS OF STAR # 202, ACE.

Ace, Star # 202, was built in 1924 by its one and only owner, Adrian Iselin II. Mr. Iselin and Ace have been probably the most successful combination ever in the Star Class. Aside from winning two World's Championships, once in 1925 and again in 1936, Mr. Iselin won four Silver Stars, two Blue Stars (1925 and 1945), three Bacardi Cups (1927, 1935 and 1936) and a great number of Long Island Sound regattas.

Unlike Ceti, Star # 7, which was never updated by its owners since it was built in 1911, the Ace was constantly being updated to keep up with the newest equipment. Here we see her with the short Marconi rig which was used until the end of 1929. Note that when this picture was taken in 1925 Ace was still using the original backstay arrangement of just a simple two-to-one block-and-tackle. In 1925 Ben Comstock and Bill Gidley installed backstay tracks and slides on their boat Rhody, Star # 143. They won the "Internationals" in 1926, and in true Star Class fashion everyone had to have these new fittings, which at the time were called "Rhody Runners". The use of backstay tracks and slides became the standard way of setting up the backstays and remained in use until the 1980's.

On the following two pages are views of Ace as it went from the early tall Marconi rig with double spreaders of the 1930's to the modern single spreader rig the late 1940's.

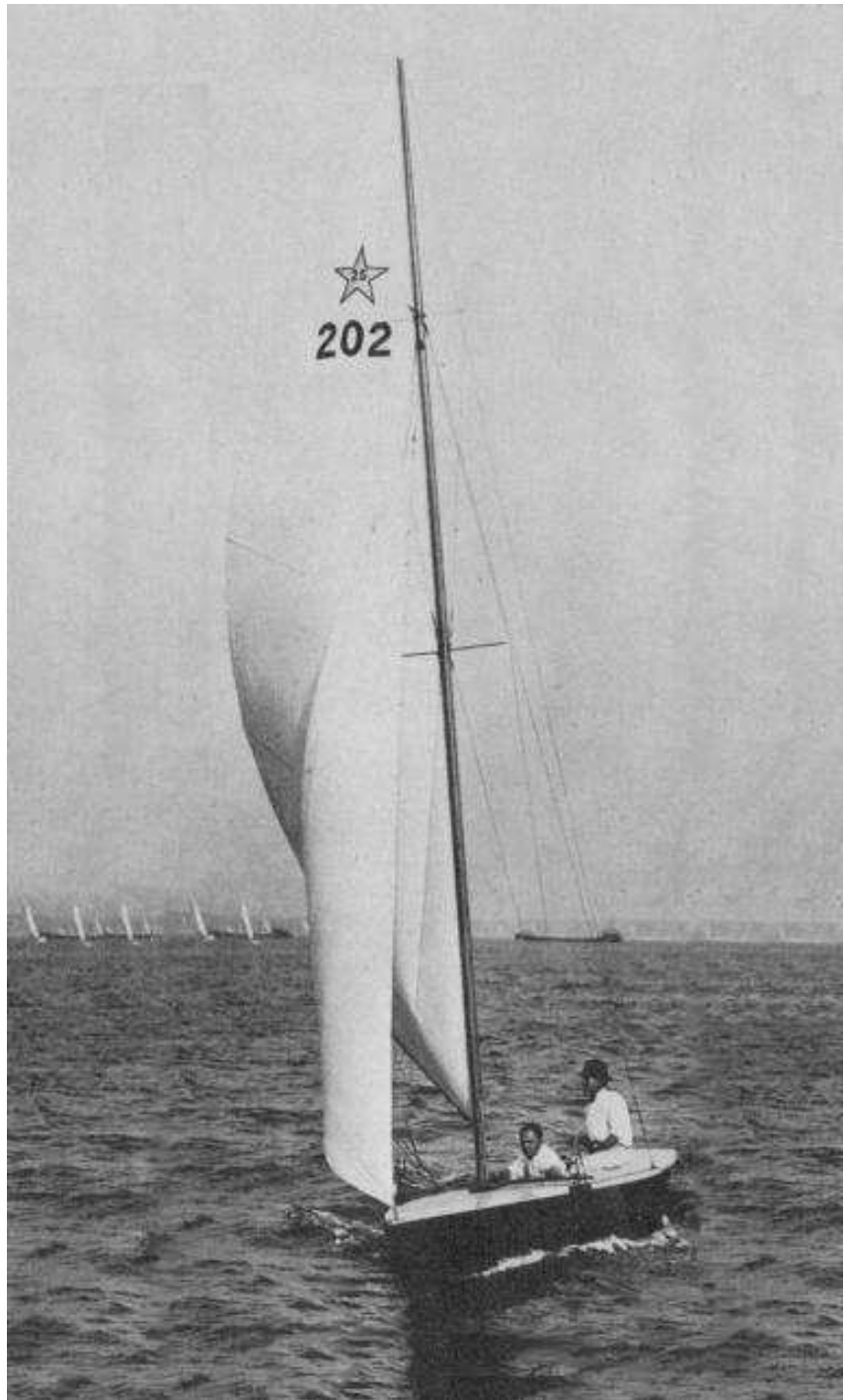
## THE DOUBLE SPREADER RIG

The rig used in the 1930's-1940's

Here is Ace in the double spreader era, sometime during the early 1930's. The double spreader rig was the preferred rig for the modern tall mast from 1930 until the mid 1940's. There was, and still is, no specification which stipulates how the mast is to be rigged. Today the single-spreader rig has become universal, and one would have thought that there are specifications which dictate this uniformity, but this is really just the result of mast-makers coming to a consensus as to what the best rigging plan for the Star should be.

In the Star Class the deck layout has also always been left to the preference of the individual skipper. Here in this photo we see that backstay tracks have been installed on Ace, whereas in the earlier picture of Ace with the short Marconi rig we saw that Mr. Iselin was still using the original backstay arrangement of just a simple two-to-one block-and-tackle. Backstay tracks and slides remained the principal backstay system until the 1980's, at which time the under-deck backstay rope system began to become prevalent. Interestingly enough on some of the more recent boats the block-and-tackle system has been reintroduced, but now positioned about mid-cockpit rather than at the aft end of the cockpit as originally drawn in the Star's plans by Mr. Sweisguth.

Another interesting item on this boat is the rather long chainplate. These got to be 1 foot or even more in length. However by the late 1950's when builders got their boats "dialed in" these chainplates shortened up to just a few inches.





(Picture from “The Story of American Yachting”, credit Morris Rosenfeld)

Here is Adrian Iselin II with his Ace near the end of their racing days. As far as can be determined from the records in the Logs, the last year Mr. Iselin raced Ace was in 1952. Boat 2664 to the right of the picture was built in 1947, so this picture was taken in the final five years. Ace has been up-dated and appears to be as well equipped as any of the newer boats. Note that the boats in this picture, including Ace, had all gone to the single spreader rig by this time. However, from time to time people would try out the double spreader rig, one of the last examples probably being Harry Nye’s Gale which appeared in the cover of the 1960 Log.

After his death in July, 1961, both his boat Ace and many of the trophies won by Mr. Iselin and Ace were given to Mystic Seaport Museum. Ace is now on display in the collection of small boats at Mystic.

ADRIAN ISELIN II AND GARRETT HORDER  
1936 World's Champions

In 1936 Adrian Iselin and his Ace won their second World's Championship. They did this against a fleet of 35 boats, the largest World's ever held by a one-design class up until that time.

During the 1930's there was an interesting custom of stuffing the flags from the various competing countries into the trophy.

(Photo: 1937 Log)



STARS UNDER CONSTRUCTION AT PURDY BOAT COMPANY

This picture was taken sometime during the 1930's at the Purdy Boat Company of Port Washington, N.Y. Four Stars are being built, two of which are nearing completion. The deck layout, fairly standard for the time, is clearly visible on the boat in the foreground. Note that this particular Star has a mid-cockpit traveler, whereas the one directly behind does not.



**PATSY RASKOB**  
Sailed her first World's Championship  
at the age of 12 in 1932

In the November 1932 issue of Starlights there is a picture of a young girl sitting on Pop Corry's knee. The caption reads as follows:

"Commodore George A. Corry, the "Daddy of the Star Class", and its oldest skipper, and Miss Patsy Raskob, skipper of the Eastern Shore entry Ripple in the 1932 Internationals. Miss Raskob is not only the first of her sex to skipper a boat in an International Championship series, but is the youngest international skipper in the I.S.C.Y.R.A. The Commodore looks back to his 70th birthday, while Patsy looked ahead to her 13th when the picture was taken last September at the Pequot Yacht Club at Southport."

In fact, Patsy sailed not only the 1932 World's, held by the CLIS fleet at Pequot Yacht Club, but sailed in the 1933 World's held at Long Beach, California. In 1932 Patsy finished 18th out of 28 boats, beating the likes of Herb Dowsett, Glenn Waterhouse (who was next year's World's champion) and Colin Ratsey. She did this with one WDR back in the days when there were no discard races. Her best race was a 7th, followed by a 9th. In 1933 she finished 12th out of 16 boats, with her best races being a 6th and an 8th.

The Logs show that Patsy continued to race her boat Ripple, #662, into the late 1930's, and was shown in the Logs as its owner until the mid 1940's.



(Photo from "Central Long Island Sound Fleet")

The start of the 5<sup>th</sup> race at the 1932 "Internationals", Pequot Y.C., Southport, CT. Patsy does not have the best of starts, her boat being the one with white topsides center-right in the background. Despite this, she managed to finish 9<sup>th</sup> in this race. Notice that most of the rigs are double spreader rigs.



## WALTER VON HÜTSCHLER

In 1936 Walter von Hütschler, with Hans-Joachim Weise as crew, won the 5<sup>th</sup> running of the European Silver Star, which was held that year in Naples. Then in 1938 and 1939 he won the World's.

The thing Walter von Hütschler is most famous for is the introduction of the use of the flexible rig to control mainsail shape, the principle still used today. Mr. von Hütschler claims to have come upon this phenomenon quite by accident. What he was really after was making his mast lighter by shaving off a considerable amount of wood (and weight) from the telephone poles for masts which were used in those days. The results proved to be more than he expected, and he became unbeatable for the years 1937, 1938, and 1939.

In 1940 Parkman Yachts printed a 22 page pamphlet written by Mr. von Hütschler entitled "Flexible Spars" in which he describes how the flexible rig came about.

This photo from the 1937 Log shows Hans-Joachim Weise (left) and Walter von Hütschler (right) being congratulated by 14<sup>th</sup> District Secretary Baron Fassini Camossi.

## GETTING READY FOR THE START 1936 European's

Pimm, Star # 1078, with Walter von Hütschler and Hans-Joachim Weise, getting ready to gybe around for the start of one of the races at the 1936 European's. Star # 1224, Sheat, to the left of the picture, is skippered by Agostino Straulino, at the time a midshipman at the Regia Accademia Navale. Straulino came in second for the series.

(Photo: 1937 Log)







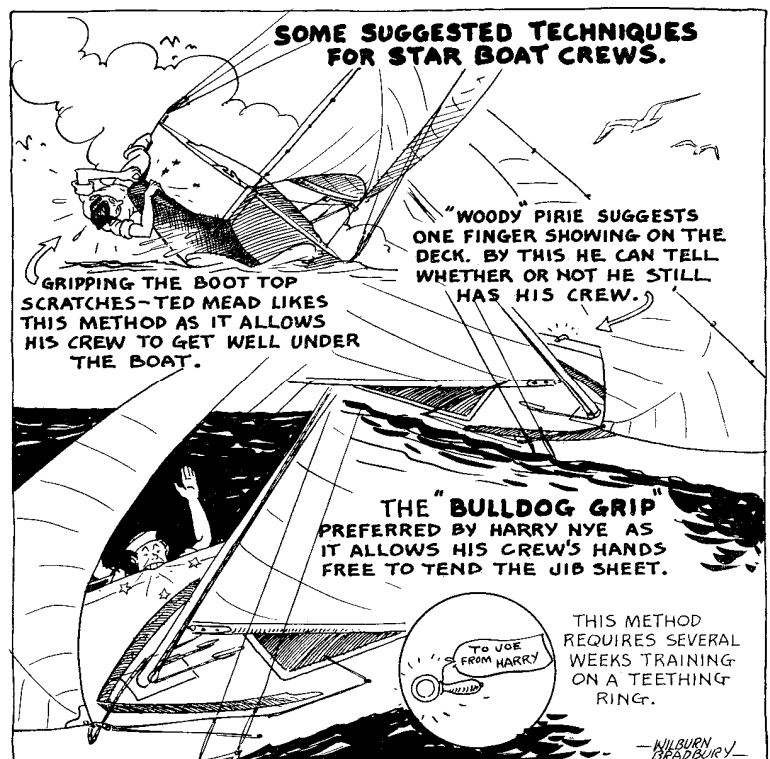
### HIKING METHODS

As was seen earlier in the picture of Bill Inslee's Taurus which appeared in the 1924 Log, the idea of both the skipper and crew hiking out by laying down on the rail was a technique of long standing in the Star Class. Walter von Hütschler's crews Hans-Joachim Weise and Egon Beyn carried this hiking technique to the maximum as can be seen in the above picture. However, Mr. von Hütschler was not alone in having his crews use this hiking technique, as can be seen in the spoof shown to the right.

Compare this style with that of Lowell North's crew Jim Hill, which is shown in the pages about the late 1950's in which it appears that even more athleticism was needed to hold the body as far out as possible away from the topsides.

This style of hiking finally gave way to the present method of mini-hiking, first with the introduction of hiking straps in 1969 and then the hiking vest in 1981.

(Both illustrations from the 1940 Log.)







(Photo: collection of C. Stanley Ogilvy)

#### WAR CLOUDS OVER EUROPE

The last World's Championship held before World War II was held at Kiel, Germany, on August 21-26, 1939. Only three boats went from the U.S. Here is Stan Ogilvy's Spirit, # 1776, followed by Agostino Straulino's Polluce, # 1540, sailing past a German cruiser during the Championship.

In 1938 Walter von Hütschler won the World's Championship and took the series to Europe for the first time in 1939. Actually, were it not for a mishap in the first race of the 1937 World's, he probably would have taken the series to Europe a year earlier. After pulling the luff rope out of the mast and finishing 22<sup>nd</sup>, he went on to finishing 1<sup>st</sup> in the remaining four races, always winning by a large margin, the greatest of which was almost five minutes in the last race.

Because the very difficult conditions as a results of the impending war the German hosts did everything possible to make sure that all the contestants and their boats made it back to their respective homes safely. For example, the French contestants were escorted to the border by a German Naval Attaché in uniform to make sure that there would be no problems as they crossed the German border. The three American boats were sent to Denmark by horse-cart and then onto Norway where they were loaded onto one of the last American freighters to leave for the U.S. And the winner of the Championship, Walter von Hütschler, being actually a Brazilian national, left Germany for Norway and made his way to the U.S., where he was able to continue sailing Stars during the war years. The Star Class is fortunate that Mr. von Hütschler was able to bring the World's Trophy along with him, or who knows what fate it might have met as the war progressed.

TO THE LADIES  
(reprinted from the 1938 Log)



Miss Elizabeth Miller, New Orleans Gulf Fleet and, insert, Mrs. Gorham Godwin, Peconic Gardiners Bay Fleet.

Women are playing a constantly greater part in every phase of modern sport but in none more so than in yachting. And in the sailing of small racing yachts no international class has a larger percentage of feminine participants than the Star Class. The seagoing gals on salt water and fresh, at the tiller or on the jib sheets, in local races and in larger interfleet and even international events, have shown and are showing in increasing numbers that they can take it. In many flotillas the fair sex is providing the enthusiasm which builds for future progress and in others the ladies are doing the real work of running the fleet.

Taking a world-wide view of our Class, there are few fleets in which they are not well represented. Surely they are helping to build a better Class and even more surely are they making Star Class activities afloat and ashore more colorful and enduring. So we say - TO THE LADIES.



1. Mesdemoiselles Richardiere, Paris; 2. Mrs. Charles Lucke, Jr., Barnegat Bay; 3. Miss Barbara Nettleton, Puget Sound; 4. Miss Dorothy Hess, So. L. Michigan; 5. Paul Richmond, Mrs. T. G. Schirmeyer, Mrs. Paul Richmond, Houston; 6. Mrs. A. Ortseifer, Mrs. Schreiber, R. A. Hess, Mrs. R. A. Hess, Mrs. Wm. Alsip, Mrs. E. Goodrich, So. L. Mich.; 7. Mrs. John White, West L. I. Sound; 8. Mrs. Alexander Davis, So. L. Mich.; 9. Mme. Barthelot, Marseilles



# PHILIP UPTON AND JAMES NASH DROWNED IN HUDSON RIVER / FREAK SNOWSQUALL CAUSE OF DINGHY CAPSIZAL

Starlights, May, 1939

In the most shocking and tragic accident the Class has ever suffered, two of its younger but most promising skippers were taken from our midst on the night of April 12th when Philip Q. Upton and James Starr Nash were lost in the icy waters of the Hudson River. While our reports on the tragedy have not been official, the sympathies of the Association are extended to the parents of these two boys, who in the few years we have been privileged to know them, had won universal popularity and esteem.

Piecing together data received from President George W. Elder's office and from an Associated Press news item published in the New York Evening Sun the details seem to be as follows. Phil Upton and James Nash in company with Carlyle W. Jones, all students at Bard College, Annandale-on-Hudson, New York, went out about dusk in a brand new Frostbite Dinghy, which had just arrived from its builder. Shortly after they went out for their trial spin a bad snow squall came up quite suddenly. Subsequently the dinghy was found by a searching party headed by Sergeant Harold Quinn of the New York State Police and more than fifty members of the faculty and student body of the college, which is a branch of Columbia University. The dingy was found washed ashore overturned with the seats and oars missing but up to this writing no trace of the three boys has been reported to Starlights.

## THE NASH MEMORIAL TROPHY and the LONG ISLAND SOUND FALL CIRCUIT

The James Starr Nash Memorial Trophy is a memorial to James Starr Nash who died in a boating accident at the age of 20 in 1939. It was originally the CLIS fleet's season's junior trophy. Here is a picture of the trophy which appeared in the 1945 Log with its winners for 1944, Bill Hastings and Tony Widmann.

The purpose of the trophy was changed from being a junior trophy for the CLIS fleet to being the trophy for the Fall Sound Circuit in 1954. The January, 1956 Starlights commented that this trophy is to be awarded to the skipper with the highest total point score in the four weekend series of the September Long Island Sound Fall circuit. The four regattas which counted towards the trophy were Nathan Hale (HB), Iselin (SLIS), Nutmeg (Mid) and Bedford Pitcher (CLIS).

The May, 1939 issue of Starlights carried the story of the boating accident.

Philip Upton, 20 years of age, of St. Joseph, Michigan, had competed in two World Championships and last year won the Great Lakes Championship. He was Secretary of the St. Joseph-Paw Paw Lake Fleet and one of the most enthusiastic skippers and workers in the Class. During the 1937 World Championship on Long Island Sound, when Woody Pirie, a series leader broke his rudder post just before one of the starts, Phil immediately offered him Ibis, his own boat, for the race, sacrificing his own points in a manner so generous as to indicate his high level of sportsmanship. To save a few seconds he even jumped overboard to help Pirie make a quick start, as to have delivered him aboard a spectator boat might have cost precious seconds...

James Starr Nash, 20 years old, of Norwalk Connecticut, was the son of Harold L. Nash, Commodore of the Noroton Yacht Club, former Mayor of Norwalk, and Secretary of the Central Long Island Sound Fleet, as well as one of the veteran skippers of the pioneer days of the Class. Jimmy was one of the coming skippers on Long Island Sound and was showing the same touch with the tiller and the same uncanny ability at windhunting which has made his father a respected competitor for many years. He sailed with his father at Nassau last Spring, skippering one of the boats in the series. In recognition of his sustained interest and real ability with not quite modern equipment against some of the Sound's best, his father had just presented him with a new Star but two months ago.



## THE CUP OF CUBA

The Cup of Cuba was the trophy awarded to the winner of the Mid-Winter Silver Star Championship held in Havana, Cuba, from 1926 to 1957. A nickname for this series was "Les Petite Internationals".

Shown here, from the 1941 Log, are Harry Nye and Bill Etzbach of Chicago receiving the cup from Havana Y.C.'s commodore Rafael Posso, a long time fixture of the Mid-Winter's and rear commodore of the Star Class. Nye and Etzbach won the series the year before as well.

Some of the stories about the goings-on at the Mid-Winter's are very colorful and at times hard to believe, but then when the series began the U.S. was in the midst of Prohibition, so perhaps there is something in these stories, especially the ones in which sailors would come back with rum stashed in some of the most unlikely places.

## DR. CARLOS DE CARDENAS Wins the Mid-Winter Silver Star in 1942

In 1942 Dr. Carlos de Cardenas had his first major win by winning the Mid-Winter Silver Star Championship in Havana. Here we see him and his crew Gabriel Auriolles being presented the Cup of Cuba by Commodore Rafael Posso. Several years later, in 1954 Dr. de Cardenas won the World's with the best record to that time, four first and a second. Carlos Jr. crewed for him at this event. At the 1955 World's Dr. de Cardenas was still at the top of his game and won again, again with Carlos Jr. crewing. This time his son Jorge de Cardenas took second in the series for a 1 – 2 win for the de Cardenas family. There was also another son who also was an excellent skipper in his own right, Alvaro.

It is not known what might have happened to the Cup of Cuba after the revolution. Hopefully the Castro government has kept it safe awaiting the time when Star sailors will be once again active and welcomed to Cuba.

(Photo: Ogilvy Collection)







(Photo: 1939 Log)

#### 1939 MID-WINTER'S IN HAVANA

Some of the luminaries of the Star Class gathered at the 1939 Mid-Winter's in Havana. The recognizable people, standing only, from right to left are Harry Nye, Rafael Posso, George Corry, Harold Halsted, Carlos de Cardenas, with sons Carlos Jr. and Alvaro, unknown, Paul Smart, Adrian Iselin II, and unknown. Below are many of the same, with Mrs. Luisa de Cardenas standing between Paul Smart and Rafael Posso. Commodore Corry is demonstrating his blood-circulation exercise, much to the amusement of one and all.



(Photo: Ogilvy Collection)



(Photo: 1941 Log)

Commodore George Corry and President George Elder.  
Photograph probably taken in 1940.

COMMODORE GEORGE CORRY  
And  
PRESIDENT GEORGE ELDER

Commodore George A. Corry continued to serve the Star Class almost to the very end of his life. He is frequently listed as the Chairman of the International Race Committee for the World's Championships, the last time for his being so listed was in 1942. President George Elder was chairman of many of the annual meetings, and also at times, especially after Commodore Corry died, of the International Race Committee. Finally, after 22 years of being the president of the Star Class, George Elder stepped down in 1948 and Harold Halsted became Class President. Mr. Elder became Commodore, a position he held until his death in 1954.

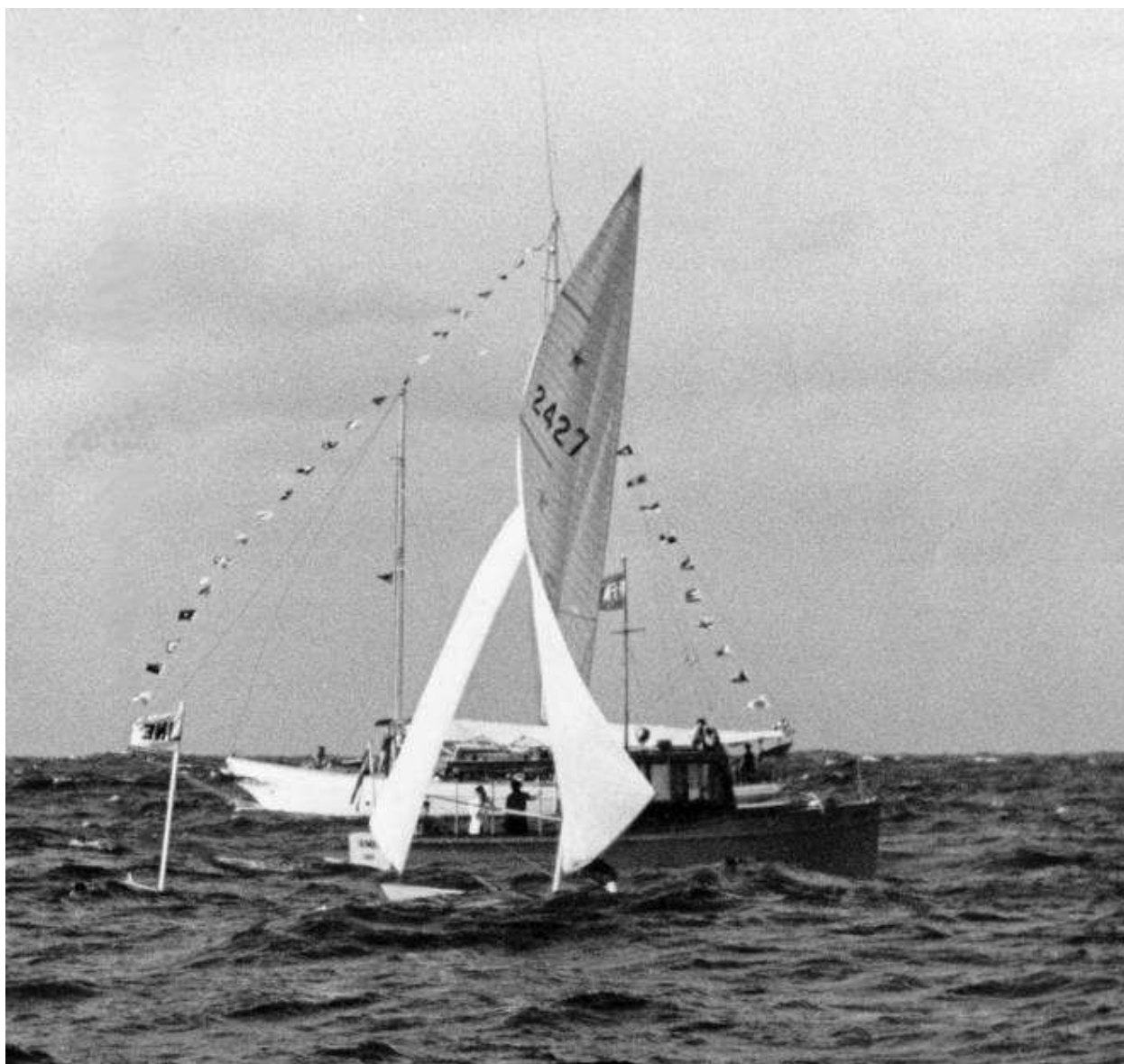
MR. & MRS. GEORGE ELDER  
at the 1942 World's

At the 1942 World's Championship held on Lake Michigan George Elder and his wife Juanita participated, representing the Gravesend Bay Fleet. However, perhaps due to wind conditions, they only sailed the first and fourth races.

(Photo: "Forty Years...")







GEORGE FLEITZ  
And his Wenches

George Fleitz of the Los Angeles Harbor Fleet won two Gold Stars, in 1941 at Los Angeles with Bill Severance crewing, and in 1946 at Havana with Walter Krug up front. Here we see him finishing first in the third race of the 1946 series. The series was noted for the monstrous swells, and this picture illustrates something about the nature of the conditions. At this time lightening the spars had reach a fairly high degree, definitely beyond reason. There were a great number of wdr's, dns's, dsa's and other such in this series, mostly because of rigging failures. Afterwards the Class began to look at the question of spar dimension limitations, but it took a many more years and many more masts and booms before minimum dimensions were voted into the Class rules in 1972. Check out the really thin pole for a boom on Wench II. In the mid-1950's people started to go to heavier booms again, in part because of the introduction of boom vang. There was no way these bean-poles for booms were going to stand the load of a boom vang.

(Photo: Ogilvy Collection)



#### MALIN BURNHAM AND LOWELL NORTH World's Champions, 1945

The youngest skipper and the youngest crew to ever win the World's were Malin Burnham (right) with Lowell North crewing. Malin was 17 and Lowell was 15 at the time. Malin went on to sail a number of World's Championships. His best showings were a 3<sup>rd</sup> in the 1964 World's and a 2<sup>nd</sup> in 1965 with Jim Reynolds, Mark Reynolds' father, crewing. And of course Lowell went on to win four Gold Stars; 1957, 1959, 1960 and 1973.

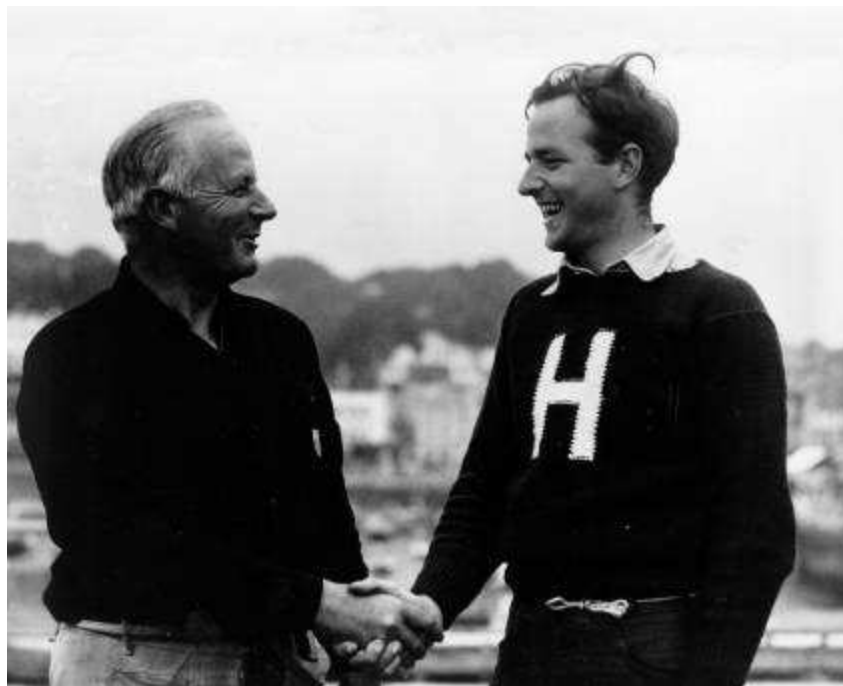
Malin served as Class President from 1979 through 1983 and oversaw many changes in the Class governing structure.

(Photo: "A History...")

#### PAUL & HILARY SMART 1948 Olympic Champions

Hilary Smart won the 1948 Olympic Gold with his father Paul crewing. At the time Paul Smart was on the Advisory Council of the Star Class, but later in 1953 he became the President of the Star Class. Paul Smart served as Class President until 1964.

Paul was one of the founding members of the Noroton Yacht Club in 1929. They choose the Star as their fleet racer. When George Elder heard of this new fleet he informed Paul by letter that his fleet was obliged to join the Star Class in order to race. Paul shot back that they were not obliged to do anything. Somehow things got smoothed over and Paul became a well-known person not just in the Star Class but in yachting in general.



(Photo: Ogilvy Collection)



LEAPING STAR

Probably the most famous picture of all time in the Star Class is this one of Star # 1678, *Nashira*, taken in 1946 at the Havana World's Championship. Willard Hodges was the skipper. He represented the Lake Sunapee Fleet at the Star Class World's four times, from 1946 in Havana, when this famous picture of a Star boat being launched off a wave was taken, to 1964 in Boston. Willard's crew at Havana was John McCrillis. Due to the way people used to hike in those days, laying down on the edge of the deck, John broke some ribs from the impact of the boat coming off the wave.

## FANCY TROPHIES

Aside from the stately World's Championship Trophy and the rather extravagant (in terms of size) Cup of Cuba, the Star Class has had its share of ornate and at times imaginative trophies. Here are some examples:



### TROPHY FOR NAHANT BUGS

In September, 1914, the Nahant Bug Special Race Trophy was awarded to Edward Motley.

(Photo: Ogilvy collection)

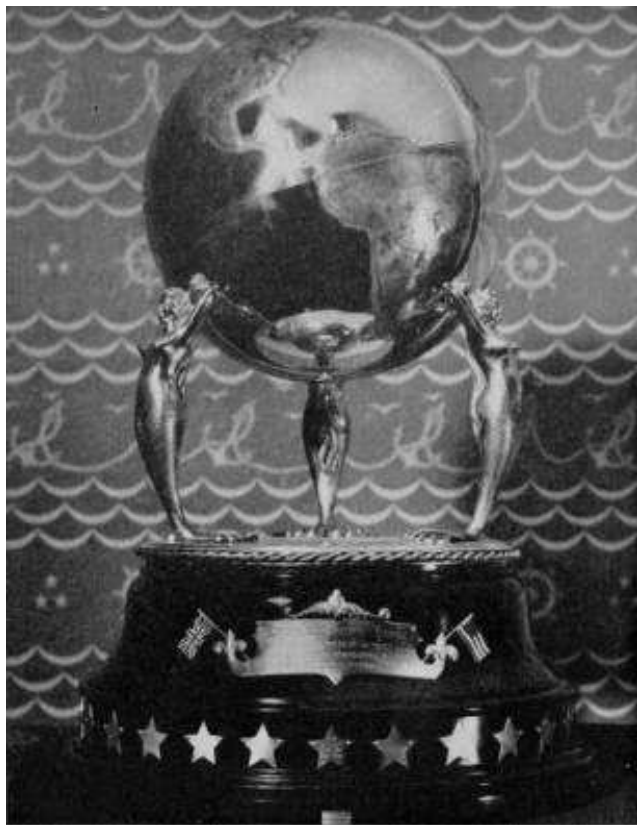


### BEDFORD PITCHER

In 1949 Frederick T. Bedford donated the Bedford Pitcher, once in actual use as the water pitcher on Wilson Marshall's 185-foot three-masted schooner Atlantic which set a trans-Atlantic crossing speed record in 1903. The crossing time was 14 days. An elaborate piece of solid silver, it is a meaningful symbol of the way of life of a bygone era as well as one of our finest trophies.

The Bedford Pitcher has been sailed for in various fleets. It started in CLIS. Then for the years 1965 and 1966 it was sailed for in the WLIS, and from 1967 to 1973 it was sailed for in the ELIS fleet. It made a big move when from 1974 to 1982 it was sailed for in BH fleet. In 1983 it was returned to the CLIS fleet.

(Photo: Ogilvy collection, credit Hilary Lawrence)



**CAPTAIN JAMES GRIFFITH TROPHY**  
(A former 6<sup>th</sup> District Championship Trophy)  
By Bill Buchan Jr.

The Griffith Trophy was raced for at the Pacific International Yachting Association Regatta, which also served sometimes back in the 40's and 50's as 6<sup>th</sup> District Championship. The last time I saw it was when I won it in '55 or '56. However, as the record shows, it wasn't being used for the 6<sup>th</sup> District Championship at that time. Shortly after that, the 6<sup>th</sup> District Championship became a stand-alone regatta and the Griffiths Trophy went out of existence. One of my disappointments is that the replacement trophy built by Simon Prinsenberg in the late 70's in memory of my father was lost and never replaced. The Trophies for many years now have been paintings done by Pat Flammia, one of our Class members from Idaho.

(Photo: 1941 Log)



**STUART B. BRENIZER TROPHY**

The Brenizer Series was part of the 2<sup>nd</sup> District circuit. Here we see 1<sup>st</sup> District Secretary Art Deacon and his wife Nancy who won the trophy in 1950 holding what assuredly is a most sizeable trophy.

(Photo: 1951 Log)



## ROYAL CANADIAN YACHT CLUB TROPHY

For the North American Championship

The North American Silver Star Championship is relatively a latecomer to the Silver Star series held by the Star Class. Originally the North American's was sailed only when the World's was not sailed in the North American continent.

The oldest Silver Star event of the Star Class was the Mid-Winter Championship which was held in Havana, Cuba. That series was discontinued in 1957. The next oldest Silver Star event is the Championship of Europe, which began in 1932. This is followed by the Western Hemisphere Spring Championship, which began in 1934. The first N.A.'s was held in 1939 at Treasure Island in San Francisco Bay in conjunction with the 1939 World Fair. That year the World's was sailed in Kiel, Germany. The first N.A.'s was won by Walter Sumner of San Diego Bay fleet. The series was not held again until 1948 in Puget Sound, and was won by the local fleet representative Charles Ross. Then, starting in 1952 the World's was held in Europe for three consecutive years. Whether coincidentally or not, starting in 1952 the N.A.'s have been held annually ever since.

The Royal Canadian Yacht Club Trophy is for the winning skipper of the North American series. It was donated to the North American Championship in 1952 by the Royal Canadian Y.C. which hosted the event in Toronto that year. This was the third time the Championship had been held, and the perpetual trophies had yet to be organized.

The trophy lost its original top sometime in the 1960's. Stanley Ogilvy put a notice in January, 1967, Starlights accompanying the lower picture as follows:

Mr. and Mrs. Don Trask and crew Bill Kreysler (seated, left,) inspect their newly won North American Championship trophy.

This cup, donated by the Royal Canadian Yacht Club in 1952, once possessed a different top surmounted by a silver model Star boat. The present top, which it has been bearing for some years, does not fit it exactly; it was switched somewhere along the way with that of another trophy. If anybody has a cup with a boat on top that doesn't quite look as if it belonged there, please notify us at the Star Class office and we'll straighten things out.







#### THE PAUL MASSON CUP

The Paul Masson Cup is for the winner of the tune-up race of the North American series. The trophy was designed by Klaus Murer and donated by Paul Masson winery which is located in Santa Clara County on the San Francisco Peninsula. The trophy was first raced for in 1968 at San Francisco and won by Tom Blackaller who also won the series.

The trophy is now part of the collection of Star Class material housed at Mystic Seaport Museum.



#### THE EDWARD N. HAY MEMORIAL TROPHY

The Edward N. Hay Memorial Trophy is for the winner of the last race of the North American series. The original trophy, which was a simple Revere ware bowl, was donated in 1954 by same Edward Hay who donated the original winning crew trophy to the North American Championship in the same year. Then, in 1965 the trophy was replaced by a more elaborate trophy donated by the Eastern Shore of Maryland fleet. Until 1974 the trophy was for the winner of the 5th race, but starting in 1975 the Class voted in six race / one throw-out scoring system so the trophy went to the winner of the 6th race. However, in cases where the number of races in the series is curtailed the trophy is awarded to the winner of the last race, be it the fifth or even the fourth race.

(Photo: Guy Gurney)





**SANTA MARIA TROPHY**  
for the Spring Silver Star Championship  
when the series is sailed in Nassau

The Western Hemisphere Silver Star Spring Championship began in 1934. This first running of the series was held in Bermuda. By winning the series Adrian Iselin collected his second Silver Star for the year 1934, the first being won at the Mid-Winter's held earlier that year in Havana. The location of the Springs is not fixed as was the Mid-Winter's. While several locations have been used over the years, the more favorite venues have been Nassau and New Orleans.

When the series is sailed in Nassau the winner is awarded the Santa Maria Trophy. The trophy stays in the Nassau Yacht Club showcase and does not travel with the series to other venues.



**THE MILLIKEN BOWL**  
for the Spring Silver Star Championship  
when the series is sailed in New Orleans

The Milliken Bowl, which is used as the Spring Silver Star Championship's trophy when the series is sailed in New Orleans, is quite a massive affair. The bowl was originally donated to Southern Yacht Club in 1915 by Richard Milliken. In 1939 it was rededicated to its present purpose and Edward Jahncke, with Buddy Cross crewing, was the first winner. In the 1941 Log there is a picture of a small boy sitting in a very large bowl with his father standing next to him. The caption reads "Commodore Jahncke and son with Spring Championship Trophy." The father is Edward Jahncke and his son is Edward Jr. This photo got belatedly included in the 1941 Log.

Like the Santa Maria Trophy, the Milliken Bowl is awarded only when the Springs is sailed in New Orleans.

The Jahncke family donated a trophy for the warm-up series held before the Springs. The Commodore Ernest Lee Jahncke Open Series is held only when the Springs is to be held in New Orleans.



## A HISTORY OF THE BACARDI CUP

In 1927, one year after the Mid-Winter Silver Star Championship for the Cup of Cuba began, a second series was inaugurated in Havana. The Bacardi family, the makers of Bacardi rum, created the Bacardi series. This series was used as a warm-up for the Mid-Winter's, and of course helped prolonged the reason for staying in Havana, the better to enjoy the freedom of a Prohibition-free environment!

The first winner of the Bacardi Cup was the perennial winner of major regattas, Adrian Iselin with his *Ace*. He went on to win the regatta three more times: 1933, 1935 and 1936.

As shown in the Star Class Log, there are three occasions when this series was interrupted as an annual event. The first time was in 1934, probably due to the depression. The second time was during the war years, from 1943 to 1947. The third time was due to the Cuban revolution in 1957. After the Castro take-over of Cuba the Bacardi family and their business moved to Miami. After a five year hiatus the Bacardi series began again in 1962, now hosted by the Coral Reef Yacht Club. Over the years this series has become the premier Star event, ranking second only to the World's. In fact, people say that the Bacardi is the World's without all of the red tape.

The Bacardi winners read like a who's who of Star Class greats. While the series was sailed in Havana the names were Iselin, Bedford, Shields, Nye, Pirie, Etchells, Knowles, Lippincott and de Cardenas. When the series began again in Miami the tradition continued: Duplin, Stearns, Buchan, Brun, Reynolds, Schoonmaker and Macdonald.

In the photo to the upper left we see Vince Brun and Hugo Schreiner after their win in 1987. Notice that the Trofeo Bacardi shown in the photo above is not the same as the one shown below. The above trophy has inscribed on the last line "*ACE*" whereas the lower trophy has inscribed "1930". "*ACE*" of course is the name of Adrain Iselin's boat. Before the Bacardi series was discontinued in Cuba every winner of the trophy was awarded the trophy as a permanent keeper trophy. There are thus some 25 of these Bacardi Trophies in existence. Ardian Iselin with his "*Ace*" won four of these trophies. When the Bacardi series was resumed in 1962 the estate of Adrian Iselin donated the 1927 Bacardi Trophy to the event to be awarded as a perpetual trophy. The other three Bacardi trophies won by Iselin and "*Ace*" are at the Mystic Seaport Museum. F.W. Teves of the WLIS fleet won the Bacardi trophy of 1930.

(Photos: Ogilvy Collection.)



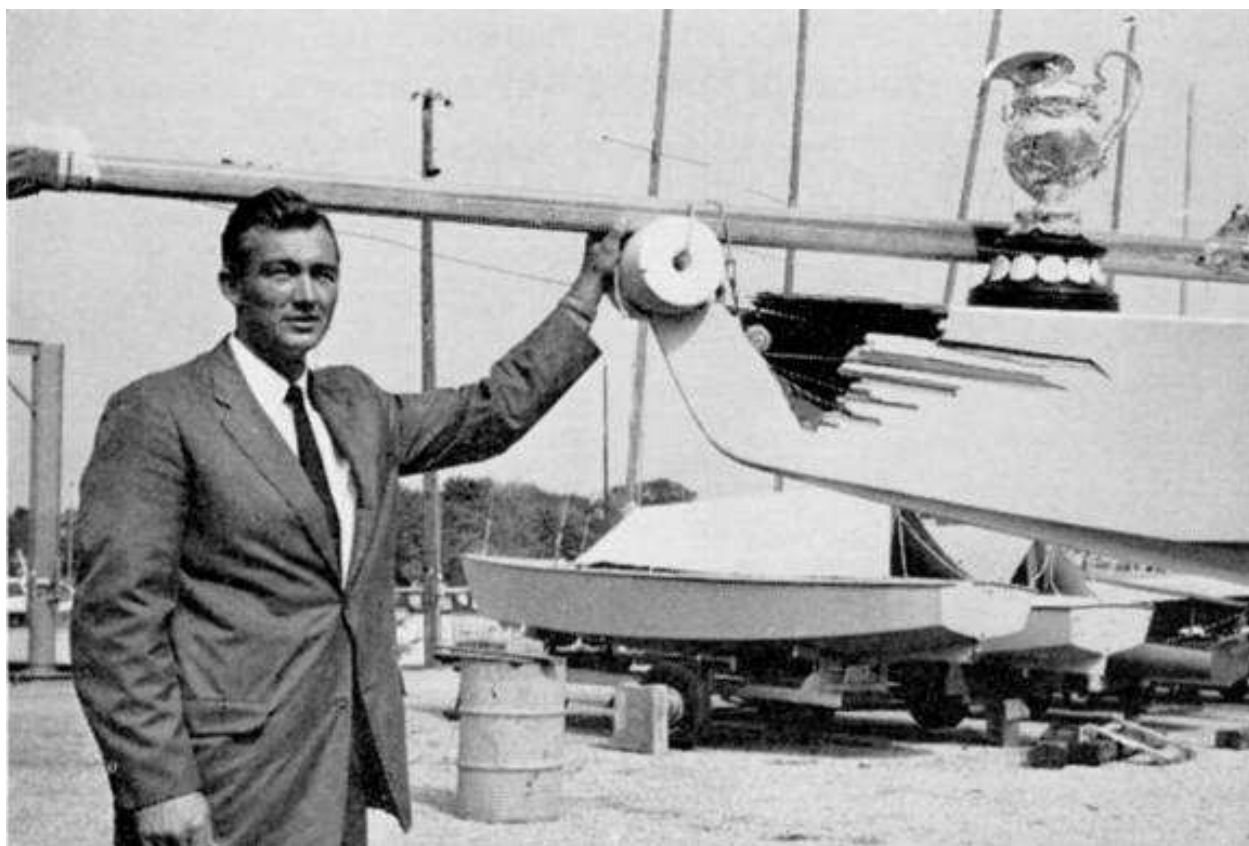
#### LIPTON TROPHIES

Text and above photo from Stan Ogilvy's "History"

"Sir Thomas Lipton looked with favor on the Star Class and gave us four perpetual trophies during the twenties. Perhaps the importance of a series was gauged by the size of its prizes. The four Lipton trophies were all huge ornate affairs of a characteristic style no longer in fashion today, reflecting the Victorian tastes of Sir Thomas's world. They were and still are impressive pieces of silverware. The Atlantic Lipton series lasted only four years and no one knows what became of the trophy. The Pacific (Santa Barbara), Chesapeake, and Gulf of Mexico Lipton Trophies are still being raced for annually. A fifth, the Hawaiian Lipton, was established in 1930."

Shown in the above photo are the Chesapeake, Gulf, and Atlantic Lipton trophies. To the right is the Pacific Lipton trophy.





**MEAD BATCHELOR**  
wins a couple

Mead Batchelor was one of the founding members of the Mid-Connecticut fleet. He has also been active in the Star Class by being a member of various Class committees, including the Governing Committee (today called the I.G.C.). His service to the Class culminated with being Rear Commodore for the years 1994-1998.

Above is Mead and his boat Kismet, Star # 3340, after winning the Bedford Pitcher in 1959. A slight problem with a port tackler perhaps?

To the right is Mead after winning the Ned Hay Memorial Trophy in 1961 with his boat Aquarius, 4340. Doris Hay is presenting Mead with the take-home trophy. Rockport, Massachusetts is a famous art colony, and from the very beginning of the Ned Hay it was customary to give artwork as take-home trophies.



THE JOHN CHARLES THOMAS  
TROPHY

for the Miles River Yacht Club Regatta.

The John Charles Thomas Trophy is presented to the Star Winner at the annual Miles River YC Regatta. It is on display at the club and is quite a nice trophy.

(Photo: 1936 Log.)



THE UNITED STATES SHIPPING BOARD TROPHY & GOLD CUP

In 1927 the United States Shipping Board put up a trophy that bears its name for competition on Lake Michigan.

THE CALVIN PAIGE TROPHY  
and  
THE WEST COAST FALL  
CHAMPIONSHIP  
By David Bolles

In the early 1960's the members of the two fleets in San Francisco, West San Francisco Bay (WSFB) and Richardson Bay (Ric), were a fairly cohesive group. They used to have "Star Parties" at various homes, especially during the holiday season, and thus they had some time together to think about how to improve both their ability to race and racing itself on San Francisco Bay. Certain people, such as Peter Schoonmaker, Jake Wosser, Don Trask, and Ralph DeLuca, were the ones who came up with various ideas about what the fleets should be aiming for to improve themselves.

When Bill Buchan won the World's in 1961 the Bay Area fleets became more aware of the existence of the 6th District fleets. It occurred to the fleet members that San Francisco would make a good meeting place for the northern and southern Pacific Coast Star sailors. Don Trask and Ralph DeLuca were always at the various meetings held with Saint Francis Y.C. officials in order to work out the details of making this idea a reality. The fall was purposely chosen because the winds are milder at that time of the year, and thus would make sailing more enjoyable than the usual slug-fest which would happen during the summer.



After the St. Francis Y.C. officials approved of the idea of holding the Fall Championship I designed the trophy and the silversmith named Dirk Van Erp made it.

The name of the trophy is "West Coast Fall Championship" and it was intended that this would be the name of the regatta. The trophy is not a bowl, but rather a stylized representation of Star boat sails. However, after the regatta began and was reported to Starlights and the local press it jokingly became known as the "Bolles Bowl".

In the early 1970's Calvin Paige, race committee chairman at the Saint Francis Y.C., died and a trust fund was set up to provide trophies for the regatta in his name, and so the name of the regatta was changed to the "Calvin Paige". The "West Coast Fall Championship" trophy was then retired and sat in a trophy case at Saint Francis Y.C. At the 1998 N.A.'s at Lake George I was invited by Barton Beek to join his family in their lodge for dinner. During the conversation Barton asked if I had anything to do with the "Bolles Bowl", to which I answered as above. His interest in it got me thinking that since there was no Master's division at the Calvin Paige maybe the thing to do is to rededicate the trophy for this purpose. This was done in 1999 and the first winner of the rededicated trophy for two years running was Bill Buchan. Bill first won the trophy back in 1964 which was the second year it was raced for.

## FIRST DISTRICT TROPHIES

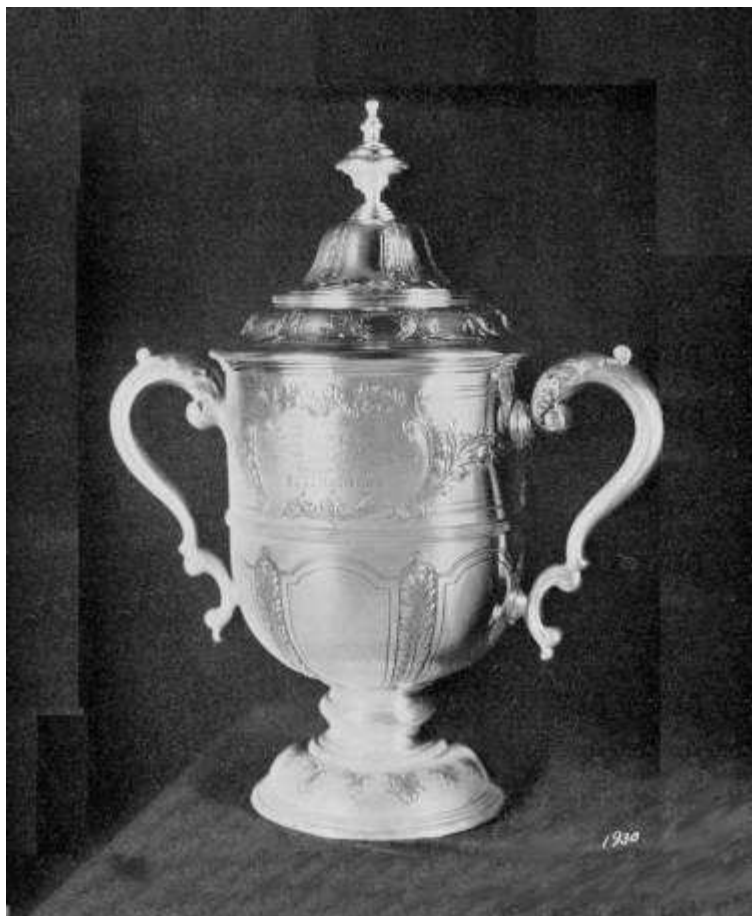


PANDORA TROPHY

### PANDORA TROPHY

Starting in 1924 the last three races of the International Championship series a separate score was kept for all East Coast boats. The winner was awarded the Pandora Trophy, emblematic of the Atlantic Coast Championship. The Pandora Trophy, a large silver punch bowl and tray, was donated for the Atlantic Coast Championship by Commodore Arthur T. Vance of the Port Washington Yacht Club.

The Atlantic Coast Championship was not sailed separately until 1928 when the International's was held at Newport Harbor, California. That year the Atlantic Coast Championship was held at Gibson Island, the home of the 1927 winner. It was not until 1948 that the series was split into two Blue Star Championships of the First and Second Districts.



FIRST DISTRICT CHAMPIONSHIP TROPHY

### FIRST DISTRICT CHAMPIONSHIP TROPHY

In 1929 Joe Watkins swept that series to score the third win for Central Long Island Sound Fleet and retire the Pandora Trophy. (Retiring trophies after a person or fleet won the trophy three times was a quaint custom from those days.) Fred Bedford, who later donated the Bedford Pitcher in 1949, immediately donated a handsome new perpetual Atlantic Coast Championship trophy which is still the First District Championship Trophy.

(Upper photo: Ogilvy collection.  
Lower photo: 1931 Log.)





WALTER BRACHTEL TROPHY (Photo: Guy Gurney.)

#### THE WALTER BRACHTEL TROPHY

The Walter Brachtel Trophy is awarded to the winner of the last race of the 1<sup>st</sup> District Championship.



FIRST DISTRICT NOVICE TROPHY (Photo: Guy Gurney)

#### THE FIRST DISTRICT NOVICE TROPHY

The 1<sup>st</sup> District Novice Trophy (Green Star) was donated by Russell Allen of the Central Long Island Sound Fleet. It was first awarded in 1948. The trophy is identical to another trophy which Russell Allen donated in 1946, the "Inter-Fleet Team Race Trophy."

## FIFTH DISTRICT TROPHY



*Photo: Ed Sprague*

In 1971 and again in 1979 Tom Blackaller won the 5<sup>th</sup> District Championship. After one of these wins somehow the 5<sup>th</sup> District Trophy just mysteriously disappeared. Bonnie, Tom's ex-wife, was cleaning up her house a few years ago and came across this original 5th District Trophy in a closet. She got a hold of the District officers and returned it. However, it was badly beat. The Trophy was recently restored with the help of Malin Burnham, Kim Fletcher, Barton Beek and Ed Sprague and is again emblematic of winning the 5<sup>th</sup> District Championship.



C. STANLEY OGILVY  
Star Class Editor and Historian  
1913-2000  
by Bill Parks

Stan's involvement with the Star Class began conventionally, with a youthful introduction to Stars as a crew and then as a skipper on Long Island Sound in the 1930s. He soon became a fleet officer, and was co-chairman of the Organizing Committee of the 1937 World's Championship when only two years out of college. He later served as a member of the Governing Committee and as Vice-President of the Class. In 1946 he took over the editorship of the Class newsletter Starlights and its yearbook, the Log, a post that he held with pride and consummate skill for nearly 40 years.

Stan won a Continental Spring Championship in 1947, a Continental Championship in 1952 and placed third in two World's Championships. He remained near the top in all his Star racing endeavors for decades. Author of the book "Thoughts on Small Boat Racing", Stan broke the ice for a flood of similar publications that followed.

As Chairman of the Judiciary Board of the Star Class during the 1980's, he advised and guided the Class officers with statesmanlike skill and diplomacy, while handling all protest appeals as well as scads of other contested issues.

His lifetime of dedication to the Star Class has given him a unique perspective from which to comment on the yachting scene. In 1991 he published through the Class a book entitled "A History of the Star Class". The book is truly a labor of love.

Stan was a truly first class yachtsman and sportsman. He was honest and forthright to a fault and stood for the absolute best that we all strive for. A great loss for yachting and our wonderful Star Class.

(Photo: Ogilvy Collection, credit Bepe Croce. Ogilvy's Flame, Star # 2700, crossing the finish line at the fourth race of the 1948 World's at Cascais.)

**A BEVY OF BEAUTIES  
AT LARCHMONT RACE WEEK, 1948**  
Star Crews all



Among the crew members on hand yesterday for Race Week competition were, from left to right: Margaret Hornidge, Pat Gullette, Wilma Bell, Betsy Parker, Sandra Woodworth and Jane Clark. (Newspaper clipping from the collection of Ann Franklin Beach)

Star sailors on Long Island Sound have a long history of sailing with mixed doubles teams beginning in the first year of 1911 when “Ma” Corry was a frequent crew for “Pop” Corry. The most famous of these teams was that of Skip and Mary Etchells, but several others come to mind, for example Art and Nancy Deacon. No records are available to show who these women crewed for at the 1948 Larchmont Race Week. However, in 1945 Wilma Bell crewed for Arthur Knapp at the Noroton Race Week (now called the Arms-White Regatta) and won the White Trophy. Sandra Woodworth was married to Douglas Campbell, Life Member (deceased).





**AGOSTINO STRAULINO & NICOLO RODE**  
World's Champions, 1952, 1953 and 1956

Agostino Straulino and Nicolo Rode made up an unbeatable team during the mid-1950's. However, the first major win of Straulino and Rode was the European Silver Star in 1938. By the time he won his last Silver Star in 1959, Straulino, with Carlo Rolandi crewing, had won 10 Silver Stars, eight of which were won consecutively between 1949 and 1956. The team of Straulino and Rode also won the Olympic Gold Medal in 1952 and the Olympic Silver Medal in 1956.

On the previous page is O.G. # 2958, Merope, built in 1949. To the left is Lippincot # 3316, Merope II, built in 1953. In 1956 Straulino had Skip Etchells build him another boat, # 3810, Merope III.

(Upper photo: 1954 Log)

(Lower photo: "Forty Years...")

(Facing photo: Ogilvy collection)







# SKIP & MARY ETHELLES World's Champions, 1951

The most successful husband and wife team in the Star Class was that of Skip and Mary Etchells. In the 1945 World's they placed 3<sup>rd</sup> overall. Later they went on to win the Gold Star in 1951. They also won numerous other regattas, including the North American Silver Star in 1958, various 1<sup>st</sup> District Blue Stars, Arms-White regattas, Bedford Pitcher regattas, and other 1<sup>st</sup> District regattas.

Skip Etchells was a marine architect and ran the Old Greenwich Boat Co. He took a very close look at the tolerances allowed in the Star specifications and built his Stars to take the maximum advantage of the variations allowed. O.G. boats won several World's and many other regattas.







Skip & Mary Etchells with Commodore Rafael Posso  
after winning the 1950 Mid-Winter Silver Star / Cup of Cuba



Don Spengler with Mead Batchelor crewing on the Naiad, 1950



Mead Batchelor, Durward Knowles, Ding Schoonmaker and Bob Van Wagnen  
at the 1987 Master's Regatta, Coral Reef Y.C.



CARLOS de CARDENAS  
World's Champion, 1954 and 1955

The person to break Straulino and Rode's winning streak was "Charlie" de Cardenas Sr. In 1954, with his son Carlos Jr. crewing, he came within one point short of a perfect score by coming in 2<sup>nd</sup> in the fourth race. The next year they made a repeat performance, although this time not with such excellent scores in individual races.



HARRY NYE and his GALES

Here is Harry Nye making knots with one of his series of Gales. Harry Nye was part of Murphy and Nye Sailmakers located in Chicago. This was one of the first firms to get into using synthetic materials for sails, and was the sailmaker of choice for the Stars in the late 1950's before North Sails really got going.

Harry Nye participated in his first World's in 1936 and by 1938 was knocking on the door with a series second. In 1941 he had a series 2<sup>nd</sup> again and then in 1942 won his first Gold Star. In 1949 he won his second Gold Star. He also won 5 Silver Stars and a host of other honors. (Photo: 1960 Log)



## LOWELL NORTH FOUR TIME WORLD'S CHAMPION

Unprecedented in the Star Class is the record of four World's Championships won by Lowell North. In 1957 when Lowell won his first Gold Star with Jim Hill crewing he was already no stranger to the top ranks of the Star Class. At the 1945 World's Lowell, at the age of 15, won four Gold Bars as Malin Burnham's crew. Then at the 1949 World's on Lake Michigan Lowell at the age of 19 had a record of four 1<sup>st</sup> and a 2<sup>nd</sup>. Unfortunately he DSQed in the second race. James Hill, also 19, was his crew at this event. In 1956 at the World's in Naples, again with Jim Hill crewing, Lowell won second in the series with Agostino Straulino taking first.

In the photo to the left we see Jim Hill and Lowell North in Star # 3877, North Star III, on their way to winning the 1957 World's held at Havana. Note Jim's athletic ability to hold his torso away from the topsides. Pretty hard work!

(Photo: 1958 Log; credit John Bryson, Sports Illustrated)

## NORTH STAR III IN RIO

In the photo to the right is Lowell North with Thomas Skahill up front during the World's held at Rio de Janeiro in 1960. This was to be Lowell's third win, the fourth and last one to come in the 1973 World's held in his home waters of San Diego.

Lowell had started North Sails a couple of years previous to this time. He brought to sailmaking his engineering skills in aeronautics. He found a blue dacron cloth which had better characteristics than the standard white cloth. The advertisement for North Sails in the 1960 Log commented that the blue cloth which North was using had a preferable hard slick finish. Thus for a couple of years North Sails were made with the blue cloth, which of course made them very distinctive.

The North Sail loft was located on the San Diego waterfront and was a short walk to the shop where Carl Eichenlaub had his boatworks called Eichenlaub Marine. Carl Eichenlaub, with the design help of Lowell North, built top-flight Star boats from the mid-1950's to the early 1970's. Eichenlaub boats, in the hands of such skippers as Lowell North, Bill Ficker, and Joe Duplin, won several World's Championship titles from the late 1950's through the 1960's.

(Photo: 1960 Log)



**BILL BUCHAN**  
**THREE TIME WORLD'S CHAMPION**

In 1961 Bill Buchan, in his home-built boat Frolic, Start # 4260, dethroned Lowell North on Lowell's home waters of San Diego. Here we see him and his crew Doug Knight after their traditional dunking.

Bill has a very impressive record in the World's Championships. From 1958 when he sailed his first World's through the year 2000 he participated 24 times. Aside from his three 1<sup>st</sup> place finishes, in 1961, 1970 and 1985, he has finished 2<sup>nd</sup> three times (1973, 1976, 1979) and 3<sup>rd</sup> four times (1965, 1981, 1982, 1983).

Aside from his various achievements as a sailor Bill served the Class first as Continental 2<sup>nd</sup> Vice President (1972-1973) and then as Continental 1<sup>st</sup> Vice President (1974-1975). Then starting in 1976 Bill served various terms on the Technical Committee, culminating as its Chairman from 1996 to 1998.

Bill became concerned about the ever-increasing roach of the mainsail at the upper batten. The Technical Committee published a report in the November, 1996, Starlights in which an option to actual crew weight control was to control the amount of upper roach by measurement. In the February, 1997, Starlights Bill published an article giving experimental data which supported the ideas put forth in the earlier article. Bill worked with Vince Brun to determine through on-the-water tests with different crew weights and mainsail roach configurations what the effect of less roach had on crew weight.

As mentioned above, Bill built his own boats during the wood boat era. He built his first Star, #2830, "Torrid", in 1949 at the age of 14 with the help of his father. When he heard about the design features of Skip Etchells' O.G.'s he built another one. That still wasn't quite right and he built his first "Frolic", # 3382. He had some design ideas which proved to be superior and was asked to build boats for others. When the Class went to allowing fiberglass boats Bill built some boats as a side business. When his regular business got to requiring his full attention he licensed his design to specific builders, first to Lippincott and Gerard, then to Ron Anderson, and then finally to Mader.

(Photos: 1962 Log)







Frolic, # 4260, leaving Bill's shop for the first time in the Spring of 1960.

#### THE BIRTH OF # 4260

After a few years of sailing the first "Frolic", #3382, successfully in the 6th District and doing somewhat better at the 1958 and 1959 World's (9th and 10th) Bill decided to build a new "Frolic", #4260, during the winter of 1959/1960 in the garage of his new home on Mercer Island. With this "Frolic" Bill won the 1961 World's with Doug Knight crewing. The next year they went to the World's at Cascais where they finished 4th. (Star #4260 stayed in Portugal and is presently being refinished by its owner Mario Guedes de Sampaio.)

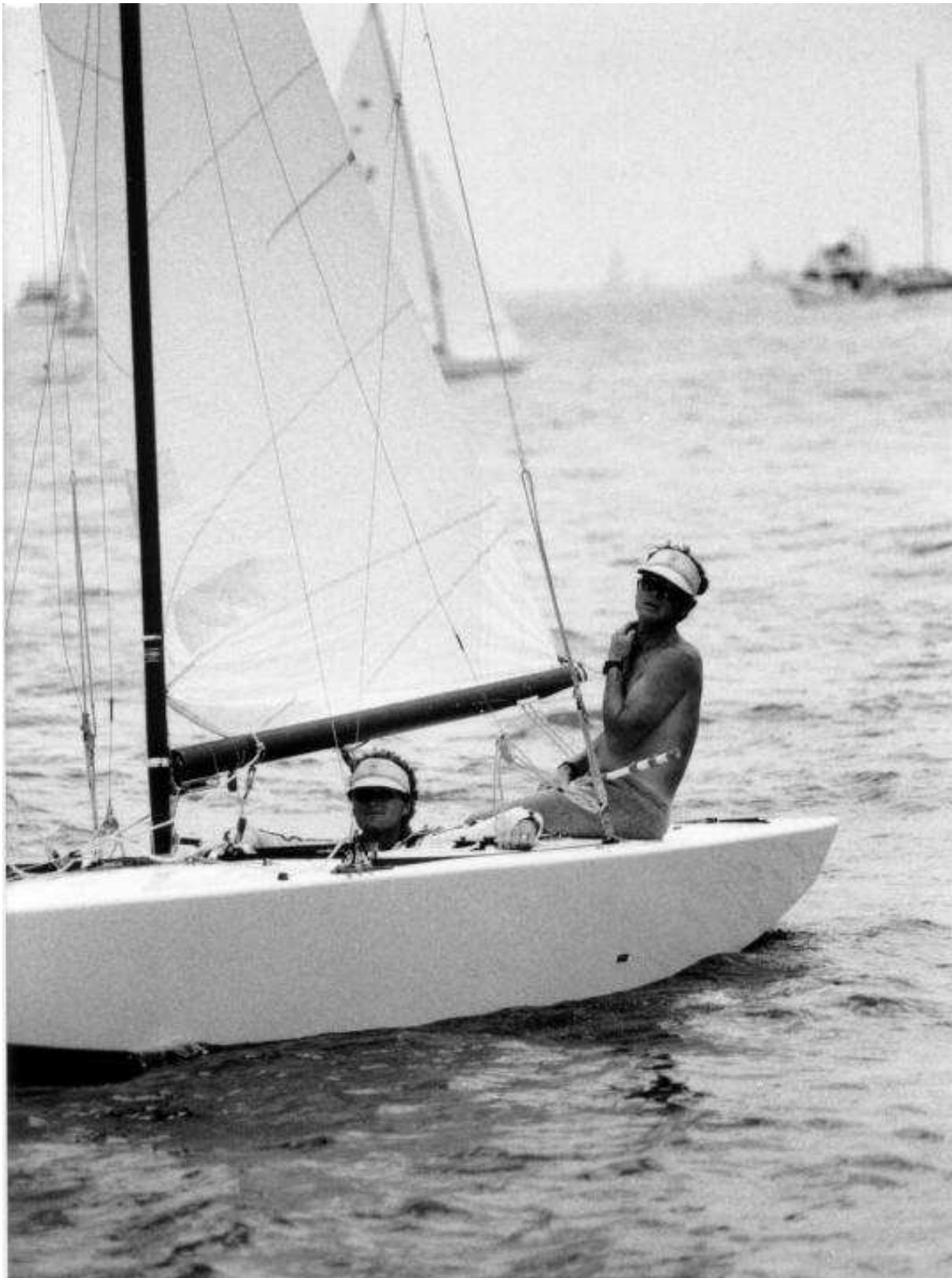
After a couple of other design changes Bill came back to the shape of # 4260 as his basic hull shape.



**BILL BUCHAN & DOUG KNIGHT**  
winning the Bacardi Cup in 1979

Eighteen years after their first successful effort, winning the World's in 1961, here is Doug Knight and Bill Buchan teamed up again to win a major regatta. The boat is # 6042. Later in 1979 they went to Marstrand for the World's where they came in second to Buddy Melges and Andreas Josenhans.





BILL & CARL BUCHAN  
tied on points at the Bacardi's, 1976

Although Ding Schoomaker and Bill Buchan were tied on points for the Bacardi's in 1976, Ding was able to put Bill Gerard between Bill and him in the last race to win the regatta.



DUARTE BELLO  
Designer of Star Fittings

Duarte Bello of Portugal designed and manufactured beautiful stainless steel Star fittings. On his boat "Faneca" shown above some of the innovative fittings can be seen. First and foremost is the circular boom vang track, the prototype of the system still used today. At the time this picture was taken in 1962 the usual method of connecting the boom vang was to hook a fitting which was on a wire running along the underside of the boom into some sort of fitting on the rail. There were several variations of this method. Another innovative item which Duarte designed was the Bello bailer, this in 1954. The thought that one could suck out the water in the bilge using the forward motion of the boat was a novel idea.



At the 1984 World's Duarte Bello was honored for his many contributions to the Star Class. Duarte is standing to the right. On this memento board we see only some of the items which Duarte manufactured: circular boom vang track, Bello bailers, jib winch, jib fairlead block, mainsail outhaul fitting, and other items. (Photo: September, 1984, Starlights)

Duarte's various accomplishments as a skipper include a series 2<sup>nd</sup> at the 1962 World's and representing Portugal in the Olympics in 1956 and 1964. (Photo: 1965 Log)





#### BLAST OFF IN PORTUGAL

Probably some of the more wild and exciting World Championships have taken place on the water around the Iberian Peninsula. Here we have George Scheder in his Jessica blasting off down a wave.

(Photo: 1965 Log, credit Timoteo.)



## DURWARD KNOWLES

In 1947 Durward Knowles of Nassau won the World's Championship in Los Angeles with one of his more frequent crews, Sloan Farrington. It was the first big victory for this great skipper who has remained a prominent figure in the Class for the next 50 years. Durward has competed in 23 World's Championships, once as crew for Ding Schoonmaker. Aside from his win in 1947 he has one second (1954) and two thirds (1946 & 1974). He also competed in eight Olympics from 1948 through 1988, and won the 1964 Olympics, and got a third in 1956.

At the World's Championship at Newport Beach in 1959 Durward Knowles remembers a deflating experience he had before that event. The course off Newport Beach has predominantly light airs with a fair amount of Pacific ground swell, leftover waves from better winds to the northwest, and power boat slop. The local sailors become proficient at handling these conditions, which are somewhat mystifying at first to the outsider. Newport Harbor had a 14 year-old named Skip Allan who was very good at it, so good that he beat a bunch of gold and silver star skippers to win the tune-up race. Durward, who had arrived a few days early to do some practice sailing, asked Skip late one afternoon if he would like to tune up with him. "I didn't mind so much that he kept passing us," said Durward. "But every time he wiped us off the kid would luff up and say, 'Had enough? I have to go home.'" Durward interpreted this to mean, "Now do you give up?" whereas actually it was too late for the youngster to be out on the ocean according to family rules and he didn't want to get into trouble.

Durward Knowles won the 1964 Olympics sailed on Sagami Bay in Japan. By so doing, he and his crew Cecil Cooke became the first Bahamians ever to win gold medals in any Olympic sport. Their achievement was celebrated with a special issue of the Bahamian postage stamp that depicted Stars sailing off Fort Montague in Nassau.

(Photos: 1965 Log.)







(Photo: cover, 1963 Log, credit Morris Rosenfeld)

#### CYGNET, STAR # 4281

Here is Owen Torrey Jr. in his new Cygnet built by Skip Etchells at the Old Greenwich Boat Co. These boats were well known for the quality of workmanship. The O.G. motto: "Built like a yacht."



#### APPROACHING THE WEATHER MARK

1962 North American Championship, Seattle.

An Eichenlaub, # 4411 followed by an O.G., # 3855. Check out the angular edges of the bow of the Eichenlaub. (Photo: collection of author)



TOM BLACKALLER AND HIS BOATS  
"GOOD GRIEF!"

After a couple of years of sailing around in an old clunker, Star # 2482, "Spirit", in 1958 Tom Blackaller ordered up a new boat from Carl Eichenlaub, # 3938, which he named "Good Grief!". It was with this first "Good Grief!" that Tom began his serious racing career in the Star Class which culminated in two Gold Stars, won in 1974 and 1980. Above we see Tom is preparing "Good Grief!" for the 1963 West Coast Fall Championship, now known as the Calvin Paige. Note that # 3938 has a varnish finish. Years later Tom would remark that it was quite a job keeping the varnish in good shape and required refinishing four times a year.

In 1966 Lippincott Boat Works began construction of fiberglass Stars and Tom ordered up one of these boats later in the year. In 1968 Tom won his first major events, two Silver Stars, first at the Western Hemisphere Spring Championship and then at the North Americans. To the right we see Tom cruising along on San Francisco Bay. Still no hiking straps: you had to hang on however you could.

(Photos: above: collection of author, right: 1969 Log.)







## NORTH STAR AT THE 1968 OLYMPICS

In 1968 at Acapulco Lowell North and Peter Barrett represented the U.S. in the Olympics. North Star, Star # 4733, won the Gold Medal. The following year Lowell bought a Buchan boat, # 5392, and finished third in the World's held in his home waters of San Diego.

At the left we see the deck layout of # 5392. Note that the spars were still wood at this point. This was the last year in which only wood spars were allowed.

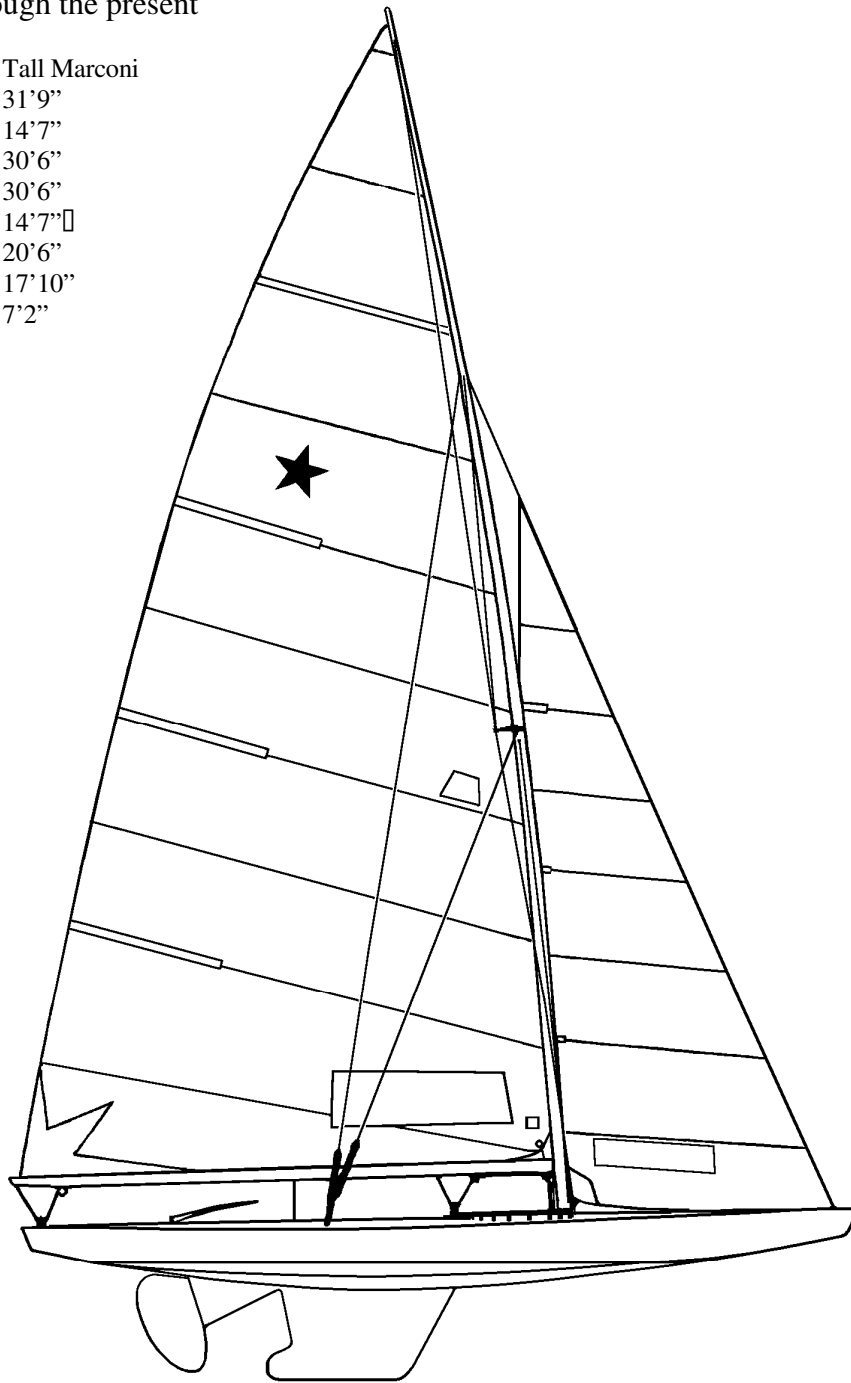
(Photo left: 1970 Log, credit Zagarino.)

(Photo below: 1969 Log, credit Knights.)



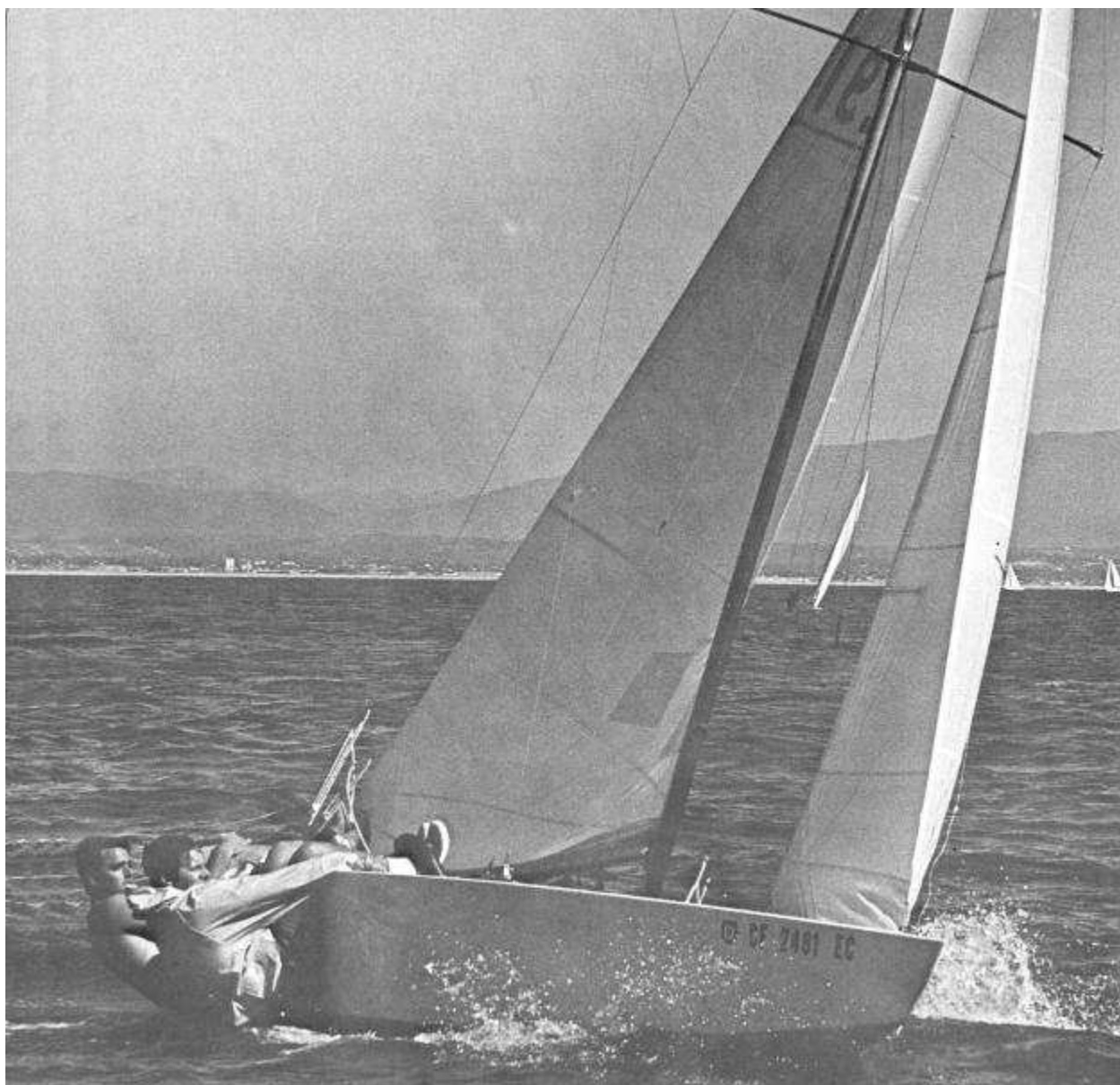
## Star of the 1970's through the present

Spars and Sails	Tall Marconi
Mast, deck to sheave	31'9"
Boom	14'7"
Mainsail Luff	30'6"
Mainsail Leech	30'6"
Mainsail Foot	14'7"□
Jib Luff	20'6"
Jib Leech	17'10"
Jib Foot	7'2"



### THE MODERN STAR

During the late 1960's and early 1970's the Star boat went through a technological revolution. First, in 1966, fiberglass hulls were allowed. The transition to fiberglass hulls over the next few years was gradual since some builders did not have the technical ability to build boats of fiberglass. Then, in 1971 aluminum spars were allowed. Again, not everybody jumped immediately on the bandwagon, in part of course because of the cost. But over the next few years wooden masts faded from the racing scene, and now only a very few woodies, both hull and spar, are to be seen. Sails have changed as well. At the 1978 World's Buddy Melges won three races with a specially yarn-tempered Dacron, and the other three races were won by boats using his sails; a very clear indication of the superiority of this sail cloth.



#### DENNIS CONNER AND HIS FIRST MENACE

Dennis Conner came onto the Star Class sailing scene starting right at the top. The August, 1970, *Starlights* commented, "The most important member of the team, the Crew, showed the rest of a distinguished group of sailors that besides setting a backstay and trimming a jib, he had other nautical talents. Dennis Conner, borrowing his skipper's boat, ran away with the 1970 sailing of the Rollins Bowl..." Later that year Dennis bought Star # 5291 from his skipper Alan Raffee and renamed it "Menace". Here we see Dennis and his crew Bill Stephens in a double mini-hike, probably sometime in 1971 after aluminum spars had been allowed by the Class. Hiking vests were still not allowed, and as a results, as pointed out by Paul Cayard in the August, 2000, issue of *Sea Horse*, 205 lb. crews at the World's were not too far below the average. Paul went on to note that it took a rather unusual crew who could both pack on a lot of weight and still hold the mini-hike throughout a race without the aid of a hiking vest.

Sometime after winning the 1971 World's Dennis Conner was photographed sailing his *Menace* with a lightweight crew in a series of three photos. The photographs are attributed to a Mr. Buchanan of San Diego. The first and third photos appeared in a promotional brochure published by the Star Class at about this time. The second photo was published in *Starlights* in August, 1972.

Dennis went on to win two World's Championships, in 1971 at Seattle, and in 1977 at Kiel where he racked up the best score possible, five daily firsts.





DENNIS CONNER AND JIM REYNOLDS AT SEATTLE, 1971

Dennis Conner won his first of two Gold Stars in 1971 at Seattle with Jim Reynolds crewing. Jim had been a regular crew of choice in the World's since 1958 when he crewed for Walter von Hütschler at the San Diego World's. His best previous showing was second as crew for Malin Burnham at the 1965 World's at Newport Harbor. Jim last crewed in the 1975 World's for his son Mark Reynolds on Lake Michigan. Note that while hiking straps had already been allowed since 1969 for some reason Jim wasn't into that way of hiking yet.



THE 1972 U.S. OLYMPIC TRIALS  
Held on San Francisco Bay

A photographer's dream but a sailor's nightmare came true on San Francisco Bay in 1972 when the U.S. Olympic Trials were held. Only for the third race were there no DNF's registered, although there was one DNS. The final race had the most DNF's, 7 in all, but 11 boats out of the field of 27 which began the series also did not start.

Alan Holt and Richard Gates, sailing Spirit, #5703, finished the series first ahead of Bill Buchan and Doug Knight in Frolic, #5660. Lowell North with Pete Barrett, shown above screaming down onto the leeward mark in Something Else, #5662, came in third for the series. Tom Blackaller and Bill Munster, sailing Good Grief!, #5550, finished the series in 7<sup>th</sup> place.

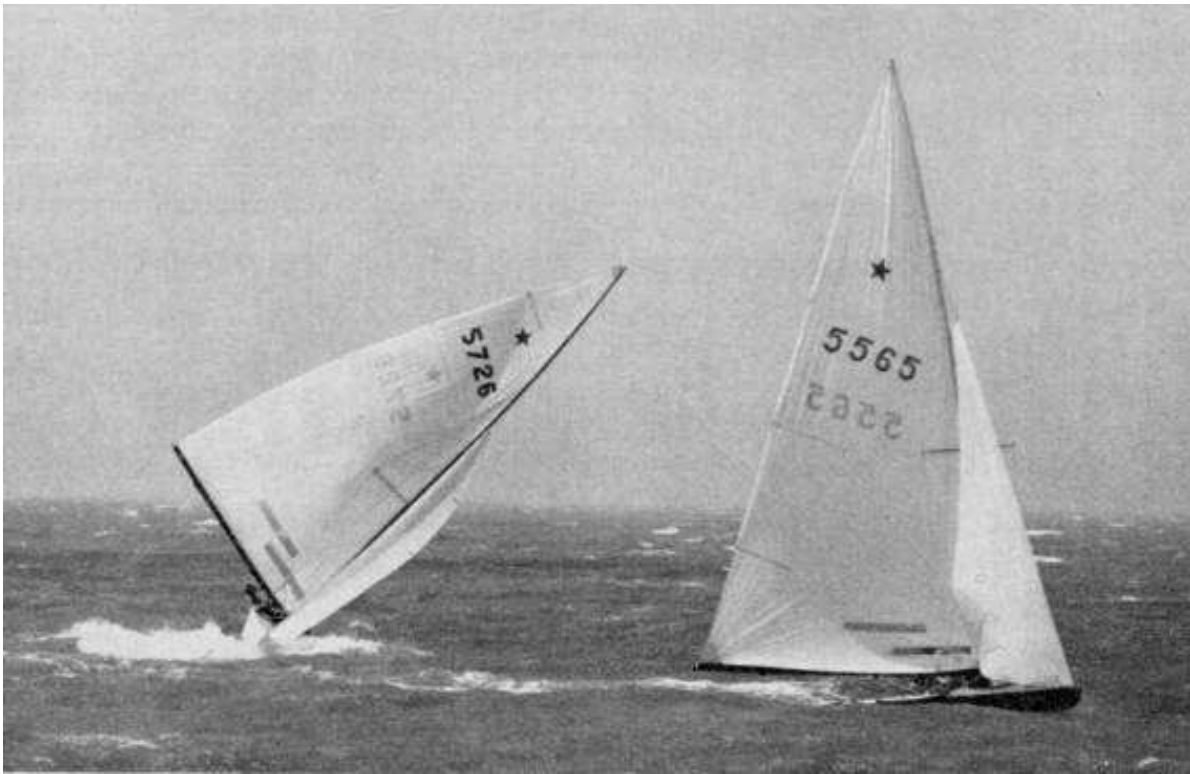
Two photographers were on hand to take beautiful action photographs. Chris Caswell took the photo above which appeared in the 1973 Log as well as the lower photograph on the following page which was the cover photo for the 1973 Log. Diane Beeston took the upper photo on the following page.

The upper photo shows Thomas Oller and Alan Lechner in Sashay, #5429, Allen "Punky" Mitchell and Ron Anderson in Streaker, #5726, and Jay Winberg and Thomas Nyland in #5575 approaching the windward mark. The lower photo shows Don Trask and William Kreysler in Swingin' Star, #5700, Barton Beek and Chuck Beek in Hannah, #5645, and Steve Haarstick and Chris Gould in Blue Peter, #5522.









#### OTHER WILD SCENES On San Francisco Bay

Above: "Punky" Mitchell and Ron Anderson in Streaker, # 5726, must be wondering what might happen next. Fortunately, nothing much, since they finished the race. Doubtful that Bill Gerard and Carl Schumacher in Liberty, # 5565, were even aware that there was some interesting action going on just behind them.

Left: Lowell North getting his crew Pete Barrett nice and wet. And the water in San Francisco, even in the summer, (or seemingly especially so) is quite refreshing to say the least.

(Top photo: 1973 Log, credit Caswell)

(Bottom photo: 1974 Log, credit Caswell)



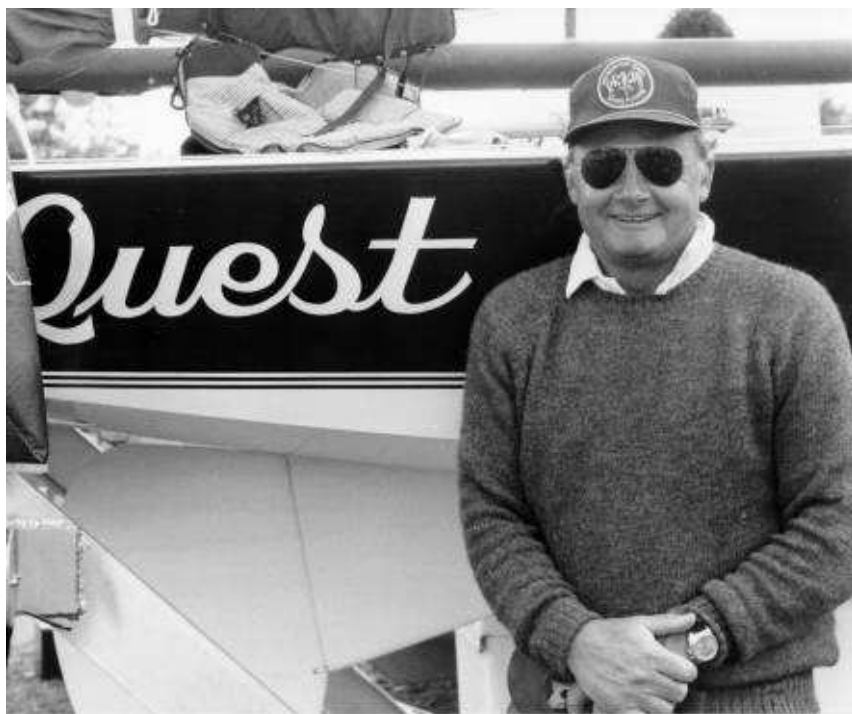


**BUDDY MELGES &  
ANDREAS JOSENHANS**  
World's Champions, 1978 & 1979

Before 1978 Buddy Melges was no stranger to Star boats, but he was not a regular player either. However, in 1977 he crewed for Ding Schoonmaker at the North American's at San Diego. A better tutor about the finer points of Star sailing probably could not be found, and obviously Buddy learned his lessons well. He showed up at the 1978 World's in San Francisco well prepared. He bought a Gerard hull which he finished off at his boatworks in Wisconsin. The Widgeon, # 6346, had many innovations, not the least of which was the elimination of backstay tracks in favor of an under-deck wire backstay system. Travelers were still in use with the traveler track just aft of the rudder post, but Widgeon had the track recessed at the center line and then bowed up to about 2" above the deck at the rails. These items, combined with a computer-designed keel, extra stiffening provided by bulkheads, and buoyancy tanks on the floor to make the boat self-bailing made the boat radical for its time.

Aside from these features, Buddy had built fairly flat sails made of a special yarn-tempered Dacron. He gave out three suits of these sails to other participants: Ding Schoonmaker, Bill Gerard and Paul Henderson. These sails showed superior performance in the windy San Francisco conditions and won every race: Melges the first three races, Schoonmaker the next two, and Henderson the last one.

Todd Cozzens, in his write-up of the 1978 World's in the 1979 Log, wrote: "I turned to see Buddy Melges standing there with eyes afire behind aviator sunglasses and an ear-to-ear grin. I had a strange feeling in me that he would win the 1978 Gold Star as I saw that half-crazed expression gazing out into the fog. Melges was later to tell me that it was indeed at that same moment that he felt that he was really prepared to win the series."



## MORE FUN AT SAN FRANCISCO

Photographers know a good thing when they see it. Diane Beeston and John Hutton were on hand at the 1978 World's with the hope of getting some more action shots like those from the 1972 Olympic Trials. As an indication of the fun and games, four boats sank in the first race. Pretty good start!



*Photo: 1979 Star Class Log. Credit John E. Hutton*

Larry Whipple of Puget Sound captures the pin end position, 1978 World's



*Photo: John E. Hutton*

Tom Blackaller and his ever-grimacing crew Ed Bennett are shown here crossing Peter Holds and Thomas Anderson (6250). Bill Gerard with Paul Cayard are to the left.



*Photo: John E. Hutton*

Recognizable above: Ricardo Didier and Manfred Kaufmann in #6350, John "Little Mac" MacCausland and George Szabo Jr. in #6283, and Mario Innecco in #6362.



*Photo: Diane Beeston*

Allan Leibel and David Shaw blasting off just in front of Don Trask and Bill Kreysler in # 6310.



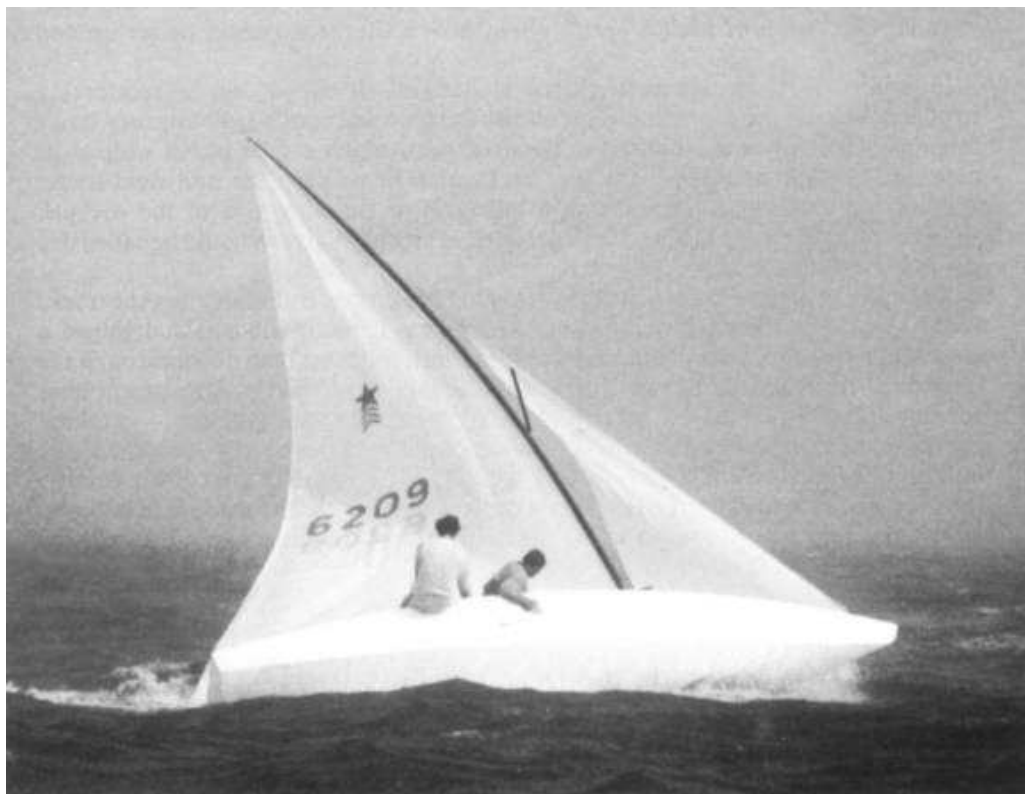
*Photo: Diane Beeston*

Ben Staartjes and Ko van den Berg in #6243, Ian Elloit and Mark Brink in #5761, and Kirk Reynolds and Michael Huber in 6210.



*Photo: 1979 Star Class Log. Credit, John E. Hutton*

It was hectic at all marks. The leech of the left starboard tack boat is creased across the shrouds of the next leeward boat. Perhaps 6322 is in the way: she dropped out of the first race.



*Photo: 1979 Star Class Log. Credit, John E. Hutton*

1978 World Championship: there was no lack of air on the last day.

6209 John Jenkins and Theodore Petterson (CB)





*Photo: 1979 Star Class Log. Credit: John E. Hutton*

Tune-Up Race, 1978 World's  
Bill Gerard and Paul Cayard in # 6250 leading Buddy Melges and Andreas Josenhans in # 6346



*Photo: 1979 Star Class Log. Credit John E. Hutton*

Harry C. (Buddy) Melges and Andreas Josenhans,  
1978 World's Champions



ALEXANDER HAGEN &  
VINCENT HÖSCH  
Winners of the 1981 World's

Alexander Hagen and Vincent Hösch won the 1981 World's at Marblehead. There must be something about Marblehead for Alexander, because when the World's returned to Marblehead in 1997 he won again, this time with Marcelo Ferreira as crew.

Alex and Vincent sailed their first World's in 1979 in which they finished with a series 13<sup>th</sup>. Next year at the 1980 World's they moved up to a series 6<sup>th</sup>. Alex, with various crews since 1985, sailed practically every World's up through 1999. Vincent Hösch meanwhile has become a top skipper in his own right.

On Alex's boat Bucephalus, # 6498, the traveler was placed on the transom. His was one of the early boats to do so. It wouldn't be another 10 years until people started to eliminate the traveler altogether.

Below are Alex (left) and Vincent (center) receiving the World's Trophy at Marblehead.

(Both photos: Ogilvy Collection)





#### BILL BUCHAN & STEVE ERICKSON WIN THE 1984 OLYMPICS

In 1984, Bill and Steve won the Olympics in Frolic, # 6960. Here they are leading Colin Beashel and Richard Coxon in 7014. (Photo: January, 1986, Starlights)

#### BILL BUCHAN WINS THIRD GOLD STAR IN 1985



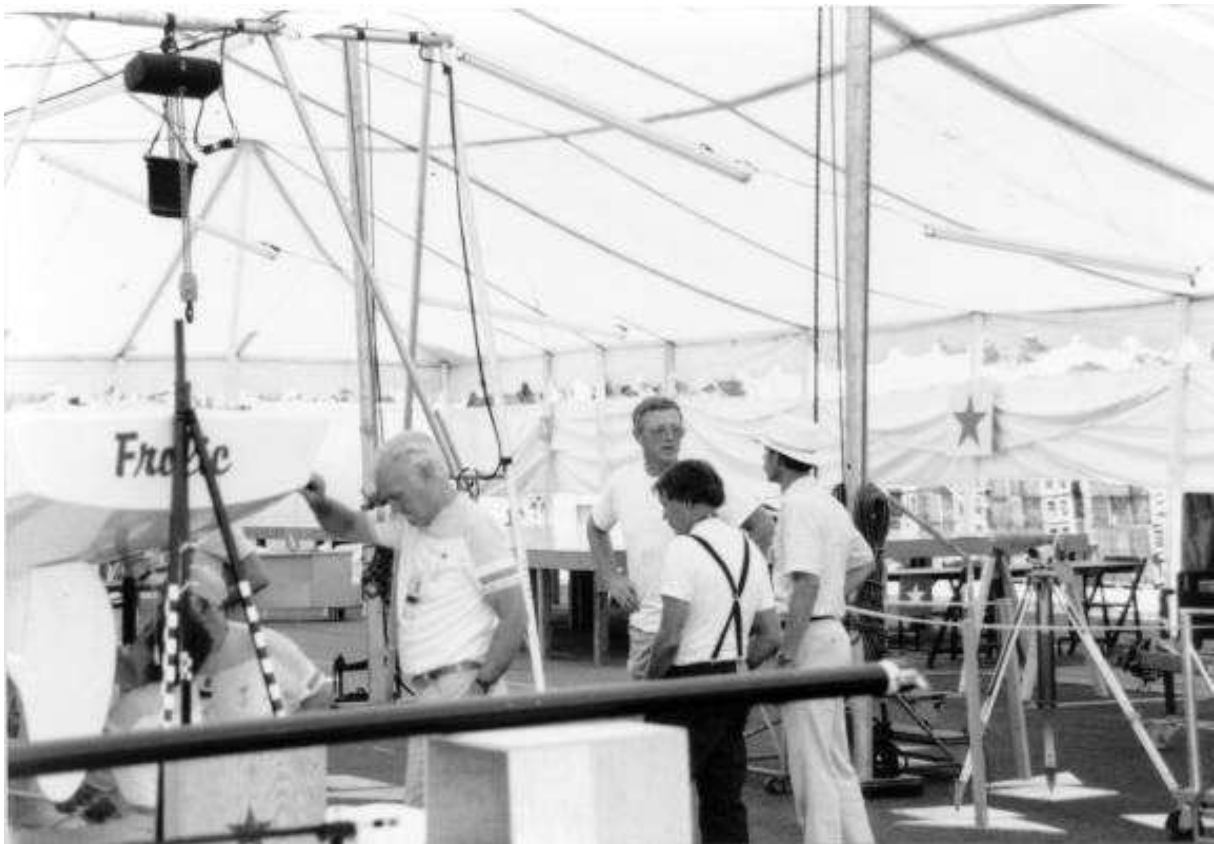
Every win of a World's Championship has a special story which goes along with it, but Bill Buchan's win of the 1985 World's at Nassau is probably the most spectacular. With a score of 2-6-2 going into the fourth race Bill was leading in the series, but then disaster struck. On the final upwind leg of the fourth race a shroud let go and over went the mast. This was the first race of a double-header. Fortunately for Bill, Mr. and Mrs. Basil Kelly came along side with their powerboat and picked up Bill's crew Steve Erickson. While Bill and Basil cleared away the rigging in rolling seas Mrs. Kelly and Steve went full throttle to the hoist area to pick up a spare mast. Bill and Steve had the new mast up with just 20 minutes to go before the start of the fifth race. With a 5<sup>th</sup> in the fifth race and a 2<sup>nd</sup> in the final race Bill had the competition under control.

(Photo: Ogilvy Collection.)



*Zagarino*

Steve Erickson and Bill Buchan, 1985 Star Class World Champions and 1984 Olympic Gold Medal winners.



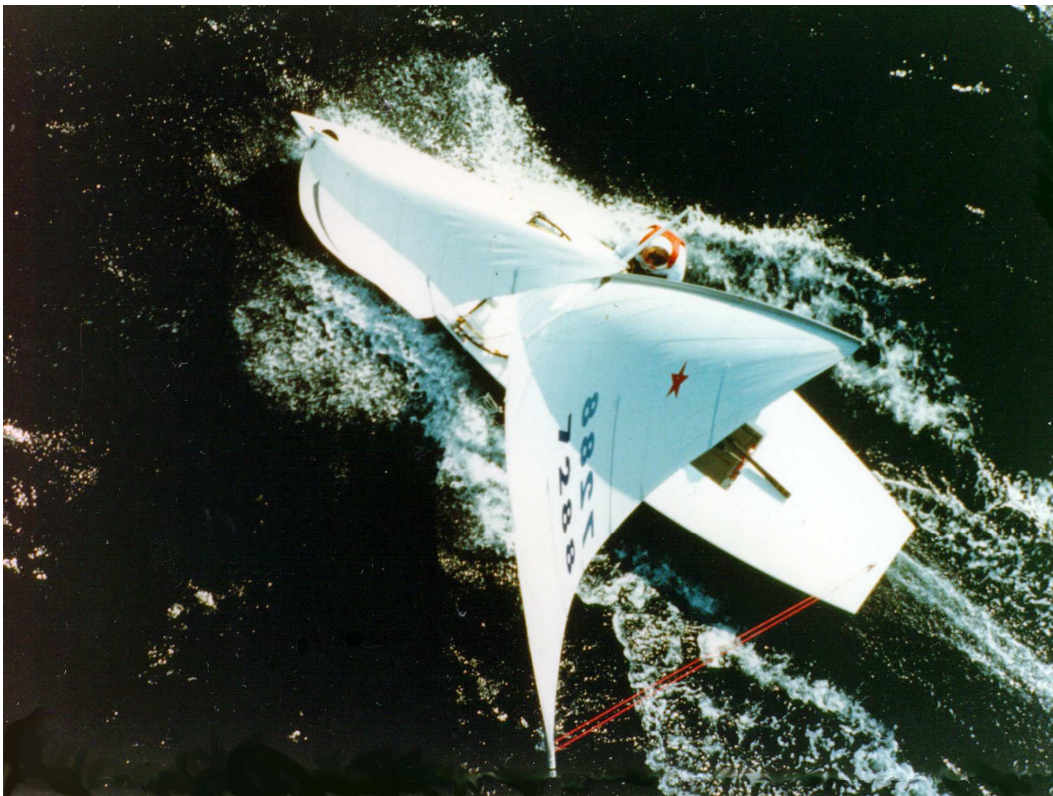
*Star Class Collection*

Bill Buchan (facing camera), Chief Measurer Joe Knowles (wearing hat) and Carl Eichenlaub discuss a measurement problem at the 1984 Olympics.





A nice photo taken by Frank Zagarino is that of Ding Schoonmaker in one of his *Dingos*.  
Chris Rogers is hanging in there somewhere.



One of the more well known series of photos taken by Frank Zagarino is that of Mark Reynolds and Hal Haenel reaching about on Biscayne Bay during the winter of 1992.  
One of this series of photos was used on the cover of the 1993 Star Log.







A photograph of a white Star Class sailboat racing on a greenish-blue sea. The boat is heeled to the left, with its white sails fully deployed. A red star is visible on the upper part of the main sail, and the number '7460' is printed in blue. Below it, the number '0847' is visible. Two crew members are on board, one near the cockpit and another further back. The background shows a clear blue sky with some light clouds and a distant shoreline with buildings.

# 1993 LOG

INTERNATIONAL STAR CLASS  
YACHT RACING ASSOCIATION



2001 WORLD'S AT MEDEMBLICK

Mark Reynolds and Magnus Liljedahl showing championship form



## 2003 EUROPEAN CHAMPIONSHIP AT CASCAIS

Cascais dished up its usual weather and wind for the 2003 European's







Photo by John Quackenbos

The wind can blow on Lake Sunapee.  
John Henry and Jay Lankford of Annapolis in 7248  
having a good ride at the 2004 Sunapee Open.



Photo: John Rumsey

Paul Cayard and Brian Sharp crossing the finish line in the 5<sup>th</sup> race  
of the 2005 Western Hemisphere Championship at Nassau



Photo by Jan Walker

A 2005 North American Start  
California Yacht Club





Photos: Jan Walker

At the 2005 Miami OCR: A group of Gold Stars on their way to the offset mark:  
 Mark Reynolds and Phil Trinter in 8129, Freddy Lööf and Anders Ekström in 8191,  
 Eric Doyle and Brian Sharp in 8163 and leading the pack Vince Brun and Doug Brophy in 8132.



Xavier Rohart, winner of two Gold Stars, 2003 and 2005,  
 puts on his Gold Star at the 2005 World's



Photo: Jan Walker

Iain Percy and Steve Mitchell, winners of the 2002 World's  
in their brightly colored Star 8144  
at 2005 World's, Club Nautico Olivos in Buenos Aires.  
Iain won the 2008 Olympics and the 2010 World's with Andrew Simpson as crew.



Photo: Fried Elliott

2006 Star Class World's Championship, St. Francis Y.C.



Photo: Fried Elliott

A start at the 2006 4<sup>th</sup> District Championship





Photo: Fried Elliott

2006 World Champions Hamish Pepper and Carl Williams



Photo: Angela Siemsen

2006 South American Silver Star Championship, Yacht Club of Rio de Janeiro



Photo: Fried Elliott

2007 World Championship, Cascais, Portugal  
Afonso Domingos and Bernardo Santos on a nice ride prior to the medal race,  
which was subsequently cancelled due to the heavy winds.



Photo: Fried Elliott

2007 World Champions Robert Scheidt and Bruno Prada





Photo: Clive Mason / Getty Images

Iain Percy and Andrew Simpson of Great Britain,  
2008 Olympic gold medalists in the Star Class



Photo: Fried Elliott

2008 World Champions Mateusz Kusznierewicz and Dominik Zychi

2009 World Championship  
sailed at Varburg, Sweden  
August 2-7, 2009



2009 World Champions: George Szabo and Rick Peters

Photo: Fried Elliott



2010 World Championship  
sailed at Rio de Janeiro  
January 16 - 21, 2010



Photo: Fried Elliott



Photo: Fried Elliott

2010 Worlds Champions: Iain Percy and Andrew "Bart" Simpson



2011 World Champions: Robert Scheidt and Bruno Parda



## 2011 STAR CLASS CENTENNIAL REGATTA

Larchmont Yacht Club

September 14-18, 2011

Text by Rick Peters

Photos by Fried Elliott

At the 2011 Star Class Centennial Regatta held at Larchmont Y.C. the sailors represented 4 Continents, 6 Countries, 11 Districts and 35 Fleets. There were 20 life members in attendance and the longest standing member of the Class was Herbert Hild who joined the Class in 1946. Families: There were 11 family teams and 6 Third Generation Star sailors racing. There were 4 Juniors and 5 Women competing in the event.

There were 8 Gold Star winners there. A really cool thing was Colin Beashel and David Giles sailing the boat in which they won their 1998 Gold Star at Portoroz. Mark Reynolds and Hal Haenal sailed the same boat in which they won their 1992 Gold Medals at Barcelona! Even though they were sailing a new boat it was doubly fun to have the Buchans sailing together.



The gathering of the Clan

Racing began on September 14 for the Wood Stars of which there were 9, and 13 Classic Stars under hull #7300. With light breeze and sunny skies it was looking like a perfect day for sailing an old Star, the eager sailors made their way out into Long Island Sound where there was less breeze than in the harbor, The Race Committee started the Classic Stars first and the Wooden Stars second.





Classic Star start



Woodie start



Star 3855 with John Rumsey skippering and David Bolles crewing.

The first day out O.G. 3855 carried sails made by John Rumsey for the 1962 North American's. Johnny Mac commented as they left the dock: "I will be very disappointed if they do at all well. That would mean all these years of what we thought was progress was for nothing." Well, Rumsey decided after the poor performance the first day that they should try newer sails for the second day of racing. It seems to have made a difference as the results show. Note that in the Woodie start shown on the previous page most of the Woodies had modern aluminum spars. 3855 still has its original wooden rig.



Skip Etchells' creations called O.G.s (for Old Greenwich Boat Works)  
were well represented amongst the Woodies.  
Below are O.G.s 3855 and 4125



Keith Donald and Carroll MacCallum in O.G. 4125



Start of the first race for the Open Class  
with a few Classic and Woodies mixed in.



Father and son team of Bill and Carl Buchan





Mark Reynolds and Hal Haenal in their Gold Star 7592









## Awards Ceremony



Overall Winners: Mark Mendelblatt and Brian Fatih



Colin Beashel and David Giles



## A FUNNY THING HAPPENED ON THE WAY TO THE FINISH LINE

Over the years photographers have recorded some very interesting situations on the racecourse.  
Here are some of these.



### TANGLE (OR TANGO?) AT THE WINWARD MARK

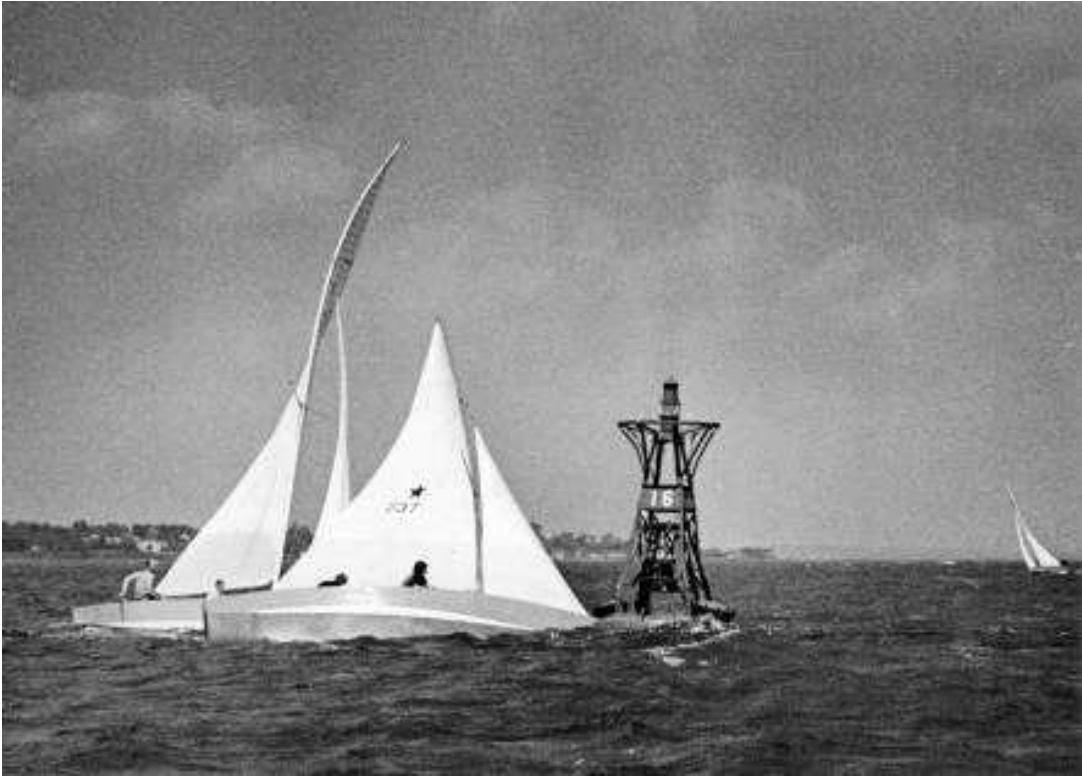
At the 1960 World's at Rio de Janeiro in the first race three boats closed in on the first mark. Unfortunately, Henrique Fischer in *Malabar*, #3228 got his forestay snagged by the tip of the mast of *Twinkle*, #4253, sailed by Roberto Mieres. Mieres went on to finish, but Fischer lost his mast. We will leave it up to the sea lawyers to figure out if Mieres should have dropped out, or at least been scored as a DSQ.





At the 1963 Bacardi Cup Frank Zagarino caught an interesting scene. When Dr. Fred Jabetzki, left, and Bert Williams, right, hooked masts, “Dangerous” Dan Hubers was obliging enough to charge between them, releasing the pair with damage but no broken sticks. Despite the damage all three boats managed to finish the race. Incidentally, “Dangerous Dan” didn’t plan it that way ... it was just all in a day’s Star sailing. Notice that it doesn’t seem that anyone is looking up to see if there is a problem.

MORE EXCITEMENT WITH FORESTAYS



FORESTAY TANGLE AT MILFORD

In 1957 Don Fitch caught this excitement at mark D in Milford, CT



Marshall and Diane Brown, sailing *Jay* (boat # 626 but with sail # 337) couldn't fetch the windward mark and had to bear off to miss it. Unfortunately, the tip of their mast got caught between the jibstay and the forestay of Sam Tator's boat *Sparkle* (boat # 1901 but with sail # 3467). In the second photo Diane is pointing out to Marshall that they have a slight problem. Note that Sam was out on a family-day cruise with his young son and the son's friend as crew. Probably not exactly the sort of excitement Sam was hoping to give the boys.



*Chris Caswell photo*

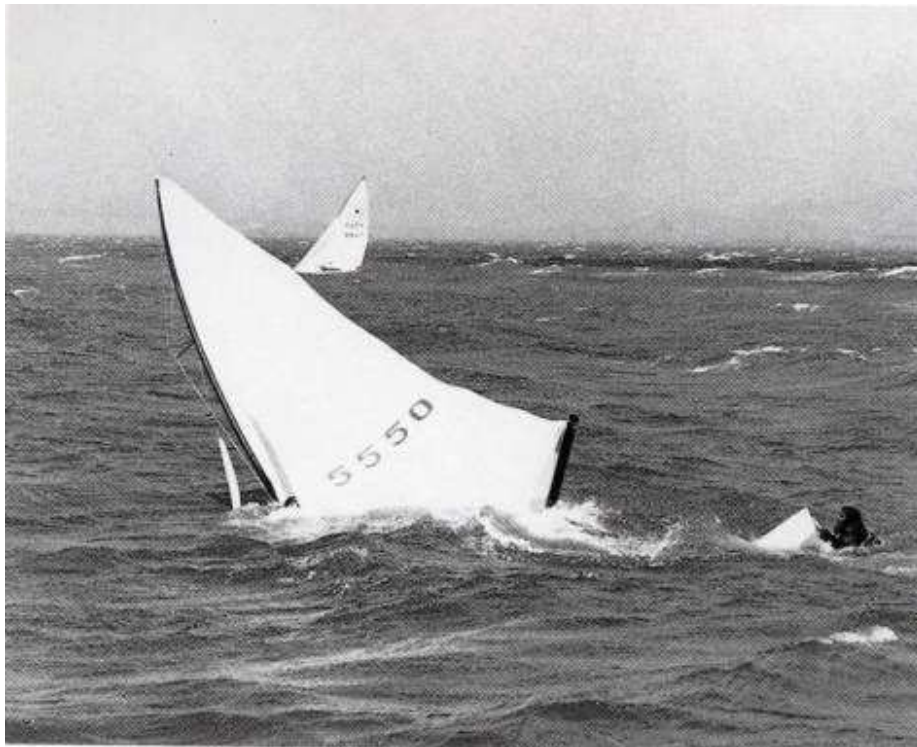
Barton Beek and Chuck Beek in # 5645 during the 1972 U.S. Olympic Trials,  
a victim of the San Francisco hawk.



#### TROUBLE AT THE 1983 BACARDI

Frank Egger and Jan Ellison are in the process of taking a dip in race 3 at the 1983 Bacardi. The May, 1983, *Starlights* commented that "flotation tanks don't have a chance when you leave the covers off!" Apparently the race started peacefully enough, but at the end of the first lap a 30 knot squall struck and the wind did not abate for the rest of the race. Only 33 out of the 76 boats finished the race.





*Chris Caswell photos*

Tommy Blackaller (top) and Bill Munster (bottom) go for a swim as # 5550 sinks during the 1972 U.S. Olympic Trials held on San Francisco Bay. The boat was aptly named *Good Grief!* Tom and Bill finished 7<sup>th</sup> in the Trials.



VINCE BRUN & MARCELO FERREIRA  
At the 1988 North American's at Ithaca

In the third race closing in on the final leeward mark Vince and Marcelo in # 7209 get hit by a 35-40 knot puff with a shift. Bear Hovey and Neil Foley in # 6474 got their intermediate taken out by Vince's boom but managed to finish the race with a second place. The impact of the roll broke Vince's mast. In the lower photo Marcelo has reached up to grab onto the leading edge of the keel. Bear was already out of the picture, and John A. MacCausland, a.k.a. "Little Mac" with Alan Romefelt up front are about to pass the carnage. (Photos: 1989 Log.)

## ALL IN A DAY OF SAILING

During the 4<sup>th</sup> race of the 2008 World's the wind picked up on the last downwind leg with some shots of about 30 knots coming through. Several boats were caught by surprised and lost their masts. However, for Francisco Sanchez and Manuel Roca it was a different story. Fried Elliott caught the action as their boat death-rolled. Fried has the following comment:

"It was quite an exciting moment. We were at the last leeward mark of the race and were conscious of leaving early so we could catch the finish. We made the decision to leave and head up the course. The other photographer had put his gear away, and I had my camera strapped to my chest, which is the way I prefer to carry it. Just as we were applying power to leave, the other photographer was looking back and saw what was happening. I got my camera into action as quick as I could all the while we're screaming at the driver to not go. Bear in mind its blowing 30+ knots. When I found them in my viewfinder I couldn't believe what I was seeing. I had my 300mm on the camera so it was hard to frame. I just started firing away hoping something would make it. The sequence is about 30 seconds in length.

"I grew up sailing dinghies and J-22. I've always thought of the Star as a keelboat. For me, the Star became a dinghy in this very moment as I watched it pop up like a Laser."



Over she goes!

Note the head of the crew Manuel to the right some way off from the boat to the right of the photo.



And now for the round-up



into position



for a jibe.

Francisco's head is just visible above the mast at the deck.



And now a jibe back as the boat rights itself with Francisco holding on tight.

Editor's note: Having had the pleasure of having gone through this experience, I can note a couple of things. One is that once the rudder is out of the water of course now the boat is completely at the mercy of the wind on the mainsail and hull. In this case the boat was driven around with the mast to windward causing the boom to jibe. Once the pressure is off the mainsail the boat rights itself. Because here the mast was pointing to windward as the boat righted itself the wind caused the boom to jibe back. For me that would be the scary part.