



THE INTERNATIONAL STAR CLASS

By G. W. ELDER and ERNEST RATSEY



IN all the varied interests of mankind today the trend is towards Internationalism. National boundaries, by virtue of transportation's annihilating war against time, can no longer restrain industry, commerce, thought, and the long list of human activities, within their limits. Sports of all sorts are becoming more internationalized with every passing year, and in the realm of yachting, the Story of the Future is undoubtedly written in the Stars.

The International Star Class, the largest organized class of one- design racing yachts in the world, has 34 organized fleets, more than 500 registered yachts, with an average increase of between 80 and 100 new boats each year, and is represented in both North and South America, in Europe, Asia, and Australia. Only in dark Africa is there no Star unit as yet. It is well said that "the sun never sets on the Stars."

Yachting can hold its head high in the world of sports, for the first international sportsmen were yachtsmen. The ancient Olympic Games were national, not international. The modern international Olympics have been a twentieth century development.

Today tennis, golf, rowing, polo, cricket, and almost every other sport of every land, as well as the free-for-all-nations Olympics, can boast of some international feature. But when the America met and mastered the crack yachts of Merrie England on August 22, 1851, she was the pioneer of a new era, the first internationalist.

When nations matched prowess in ages past, it was on the field of carnage or in naval battle. There was a hint of internationalism in the gladiatorial games of high Rome, where captives of many variegated climes, cultures, and complexions slew each other or were slain by crazed carnivora.

Neither warfare nor dramatized slaughter can qualify inside the modern meaning of sport and sportsmanship, therefore the America's conquest three-fourths of a century ago sounded the first international note in sports. The doughty yacht blazed the trail as a true pioneer.

Yachting was thus the first sport, and yachtsmen the first sportsmen, to respond to the bugle call of world progress. That year, 1851, came the first of all the World's Fairs, the London Fair. All nations were invited, as spectators, or, if they chose, as participants. The United States yachtsmen were the only sportsmen who responded strongly enough to carry their fame down through the seventy-five years and more that have intervened.

They were pioneers when they sailed from New York on the 21st of June. They were dauntless pioneers when they entered the America in the race for the Royal Yacht Squadron Cup, 100 guineas' worth of cup, posted as the prize of an open race, all classes, in the waters around the Isle of Wight.

They were triumphant pioneers when they sailed the America to victory over fourteen British yachts, the crack craft of a nation old in the lore of the winds and the sea before the first boat of any kind was ever hammered together in any New World yard.

That victory changed the Royal Yacht Squadron Cup to the America's Cup. It was the first rope of the sports network which now ties the wide world of sports together. In the subsequent three-quarters century, cricket teams invaded the States, golfers and tennis champions crossed the Atlantic both ways as invaders, and sports internationalism became an established institution; but its history dates from August 22, 1851, as definitely as western hemisphere history dates from October 11, 1492.



Photo by Levick

STAR BOATS EN MASSE

This shows some of the Stars just after the starting gun at Larchmont on Long Island Sound, during race week

The Star Class carries on the pioneer spirit of the America as the twentieth century moves into its second quarter. The Star Class is the only successful application of the one-design principle on a world-wide scale. Modern international sport cannot live and thrive if it is the sport of kings and millionaires exclusively. The soundness of the principle on which the Star Class is founded forces home the inevitable conclusion that the future of international yachting is written in the Stars.



Photo by Levick.

California sent this entry to the 1926 International Series
Star Boat Under The Very Best Of Sailing Conditions, Tempe II — Newport Harbor

The emblem of the Star Class is a five-pointed RED star. If the Star is a GOLD star, the yacht you are looking at is an international champion.

The specifications of the Star Class, and the list of the officers of the Association, which apply in Singapore as accurately as in Long Island Sound, are as follows:

L.O.A. 22' 7 1/2"	Mast (to sheave): 27'
L.W.L. 15' 6"	Boom: 18' 4 1/2"
Beam at deck: 5' 8"	Sails: Mainsail & Jib only.
Beam at chime: 4' 6"	Sail-area: 281 1/2 Sq. In.
Draft (about): 3' 4"	Keel, cast-iron: 900 Lbs.

Marconi rig. Materials, standing and running rigging, and fixtures are mostly optional. Design and construction, however, are standardized and cannot be varied.

INTERNATIONAL OFFICERS

Commodore: G. A. Corry
President: G. W. Elder
Vice President: P. E. Edrington
Sec'y-In-Chief: T. D. Parkman
38 Park Row, New York, N. Y.,
U. S. A. Cable Address— Iscopyra
Treasurer: W. H. Gidley

Others constituting International Executive Committee:

L. W. Bainbridge, New York	E. Bogardus, Honolulu
W. C. Wood, Providence	J. E. Jessop, San Diego
J. E. Gorrin, Havana	H. E. Wylie, Vancouver
H. H. Elliott, Chicago	Cohn Ratsey, Cowes

ORGANIZATION

The International Star Class Yacht Racing Association governs the class. It is subdivided into units known as Fleets. A Star Fleet consists of all yachts and owners in all clubs in a given major yachting locality. Each of the Fleets is self-governing under its own Fleet officers. A district consists of a group of Fleets in some definite part of the world, such as the Pacific coast of North America. The major officers of the parent body are elected by Fleet delegates at an annual meeting held during the period of the International championships. A representative from each district is also elected to serve with them on the International Executive Committee. The Association issues a yearbook and a monthly publication which advises the membership of all activities. A Measurement Committee, with Certified Measurers in all districts, keeps the class uniform. There are also Committees on- the sale of plans, sale of standardized frames, transportation, racing insurance, housing, entertainment, motion pictures, advertising, and on rules. The Association finances and conducts its own International championships, having an International Race Committee. Dues are little more than nominal, yet the Association has been self- supporting and has shown a substantial profit every year since it was organized.

FLEETS HOLDING CHARTERS

Western Long Island Sound	Flota de la Habana
Massachusetts Coast	San Diego Bay
Detroit River	Newport Harbor, Calif.
Lake Ontario	Hawaiian Islands
Eastern Long Island Sound	Solent
Central Lake Erie	Gulf of Georgia, B. C.
Gravesend Bay	Philippine Islands
Los Angeles Harbor	Bahia de Cienfuegos
English Bay, B. C.	Lake Champlain
South East Florida	Western Lake Erie
Central Long Island Sound	Santa Barbara Channel
San Francisco Bay	Barbados

New Orleans Gulf
Lake Otsego
Narragansett Bay
Chesapeake Bay
Lake Michigan

Waitemata, New Zealand
Great South Bay
Delaware River
Hampton Roads
Peconis Bays

ORIGIN OF THE STAR

In 1907, William Gardner designed the smallest keel sloop of its day. Known as the Bug Class, it was a Star in miniature. It was just one of the many semi-popular useless little classes of that time, too small for a full-grown man to really sail in. The lines of the Bug were not copied from any other existing class, but, in so far as such a thing is possible, were originated by Mr. Gardner and a Mr. Maybrey. At the suggestion of G. A. Corry, Gardner & Company enlarged their own design about five feet in length (the actual drawings being made by Francis Sweisguth) and thus the Star was produced. Isaac Smith of Port Washington built twenty-two of these boats and they were raced on Long Island Sound for the first time in 1911. Later the same year, eleven more were built by Green Brothers of Chelsea, Mass. These were, however, known as Nahant Bugs and were not recognized to be true Stars until the International Association was formed some ten years later. A third, and larger, class from the same design was attempted about 1913 and called the Fish Class. Four of these boats were built and proved a failure. While the larger and smaller variations of this design did not meet with success, the Star struck a happy medium and was destined to become the largest of all one-design classes and to revolutionize yacht racing in many respects.

PURPOSE

George A. Corry, "Father of the Stars," was responsible for starting the Class. He conceived the idea of providing an inexpensive boat, that was a real little racing machine, for men of ability but moderate means. This was in the days of the large yacht, when racing was a rich man's game and something of a society function as well. Small boats were considered playthings for boys, but it is well to note that from the beginning the Star was never intended as a training school for novices. It was dedicated to experienced skippers who could not afford large yachts. The recognition of ability, regardless of financial or social status, was George Corry's contribution to yachting. He had local conditions in mind only, of course, and probably gave no thought to expansion beyond Long Island Sound.

DEVELOPMENT

The present system of organization, world-wide development, and of bringing International championship yacht racing to the multitude as an organized sport, was worked out by G. W. Elder in 1916. It was placed before the Star Class Association of America, a little loosely-knit class organization formed the previous year, but was considered an impossible undertaking. Stars had been built each year since 1911, but only a few of them, and this apathy continued up to and during the World War. The class remained intact and was largely responsible for bringing the sport back during the reconstruction period. There were about thirty Stars on the Sound, four on Lake Erie, and a few elsewhere that were unrecognized at that time. In attempting to arrange a race

between Lake Erie and the Sound, G. W. Elder located several small groups of Stars in the East and placed before them his plan of a parent body and Fleets with an annual championship. As a result, the present Association was formed at the Hotel Astor in New York City on January 20, 1922. In September of that year, the Atlantic, Pacific, and Great Lakes met for the first time in a yacht race. The five original Fleets, all in the East, had increased to ten and the Class had spread across the continent and had become International before the end of the year. Prior to this, inter-sectional yacht racing was almost unknown in North America; the ice had be broken, however, and the Star Class spread like wildfire from then on.

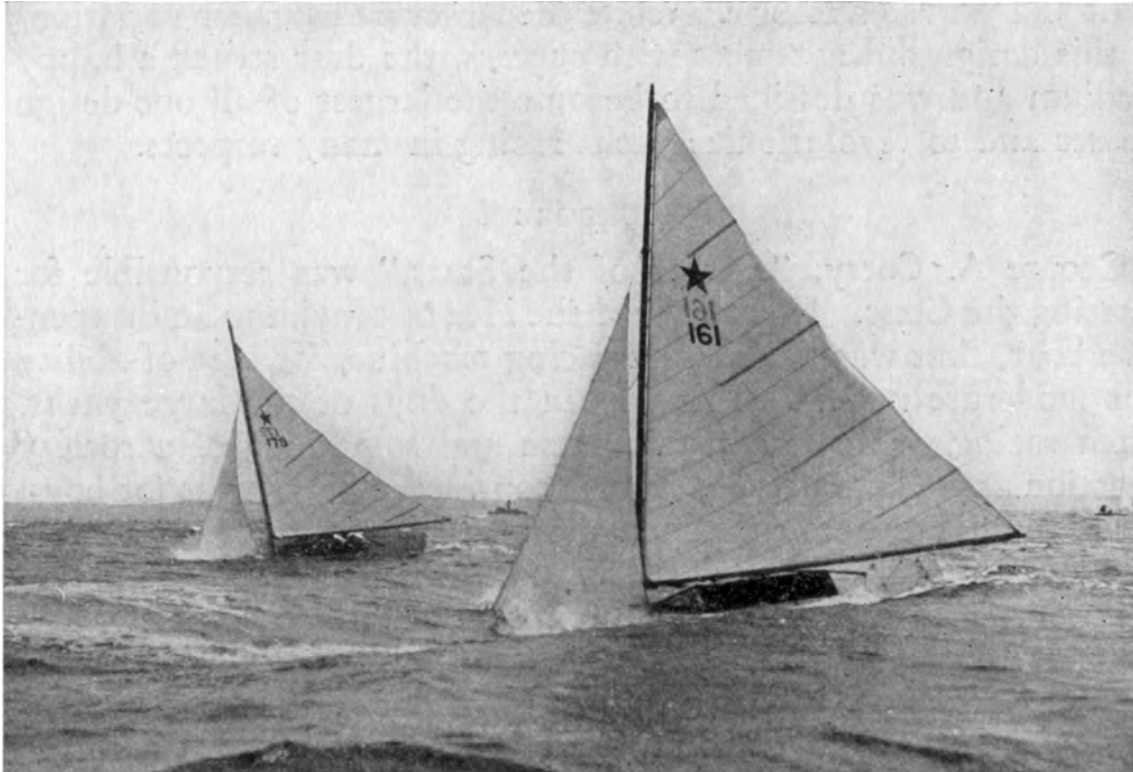


Photo by Rosenfeld

Star Boats Pounding Into Great Seas.
179, Porpoise, From Baltimore. 161, California, From Los Angeles,
In The 1923 Internationals.

THE INTERNATIONAL CHAMPIONSHIPS

Throughout the year, each Fleet holds its elimination races and each is entitled to send its winner to the annual International Championship Series, which is held on the home waters of the Fleet having last won the title. This, it will be noted, is a perfect system of elimination that offers every owner an equal chance of working his way through to the championship of the entire Star Class. For this reason, the event is probably the most representative in all yachting. The Philippines, the Hawaiian Islands, and many other distant points send yachts, skippers, and crews halfway around the world each year to compete in this event. Members, by the hundreds, come with them just to see the races and enjoy the social activities ashore, and much attention is devoted to this feature as well. In 1917, the entries had reached seventeen, representing that many different parts

of the world. For four years the title was successfully defended by the Star Skippers of Western Long Island Sound, the veterans of the class. Gradually other skippers gained experience and bridged the gap and the Series went to Narragansett Bay, which was in turn defeated in 1917 by a challenger from Newport Harbor, California. The big cup, the blue ribbon of the seven seas, now rests on the Pacific coast, where it will be competed for again in the early fall of 1918.

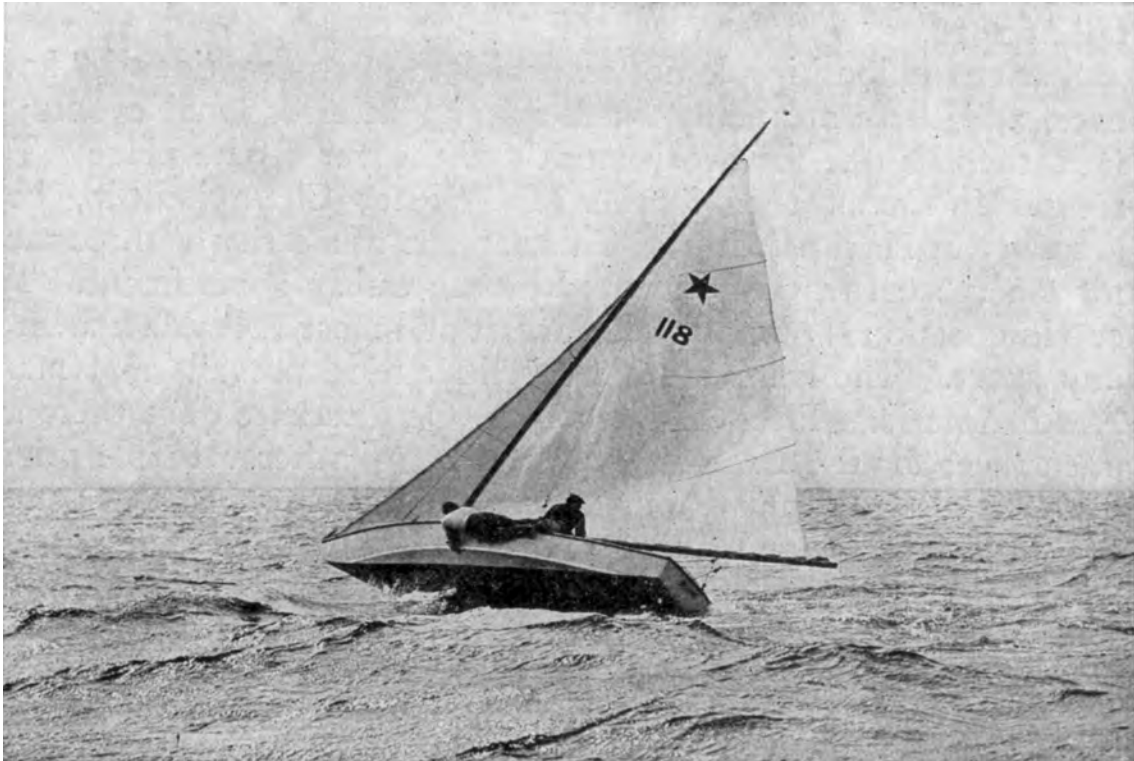


Photo by Rosenfeld

Astrea—British Columbia's Entry In The Internationals
Star Boats are in their element when the wind blows

Star championships do not stop with the "Internationals," however, and there are many National and Intersectional events; in fact, there is one for every month of the year some place. The second in importance is the Mid-Winter Championship, held annually at Havana, Cuba. This consists of a series of three races for a perpetual trophy presented by the Cuban government. The cup in question is probably the largest and most valuable known to any sport. The same system of elimination prevails and many North American Fleets send entries. On alternate days there are open races for the Bacardi Cups and many other valuable prizes. There is also an annual four-boat team race between the United States of America and Cuba. This week of winter racing is sponsored jointly by the Cuban National Tourist Commission and the I.S.C.Y.R.A. Then there are the Atlantic Coast, the Pacific Coast, the Inter-Lake, the Australasian, the West Indies, the Hawaiian, the Cuban National, the Pacific-International, and endless other major Star championships each year. There are three different Lipton Trophies, many Race Weeks, and many famous long-distance races. Of these last named there is the Capt. Island Race, over a 47-mile course, that has been running since 1915. There is a 100-mile race from New Orleans to Biloxi, sailed at night in open

ocean. The winner's time in 1927 was 12 hours, 2 minutes, and 10 seconds. This may give a general idea of the time made by Stars. There are over 15 perpetual trophies, running in value from \$1,000 to \$8,000, and it is estimated that more than 1,000 Star races are held each year.

PAST CHAMPIONS

International Champions of the Star Class

1927	Tempe III	W. Hubbard, Jr.	Newport Hr. Cal.	17	entered
1926	Rhody	B. W. Comstock	Narragansett Bay	16	“
1925	Ace	Adrien Iselin	Western L. I. Sound	15	“
1924	Little Bear	J. R. Robinson	Western L. I. Sound	10	“
1923	Taurus	W. L. Inslee	Western L. I. Sound	8	“
1922	Taurus	W. L. Inslee	Western L. I. Sound	6	“

Mid-Winter Championships at Havana, Cuba

1927	Sparkler	P. E. Edrington	New Orleans Gulf	8	“
1926	Irex III	E. A. Ratsey	Western L. I. Sound	7	“

Open Championship of Long Island Sound

(Of historic importance; prior to 1922 it was championship of Class)

1927	Iscyra	Elder	1919	Altair	Willis
1926	Irex III	Ratsey	1916	Hydra	Hyde
1925	Irex III	Ratsey	1915	Little Dipper	Corry
1924	Maia II	Linkfield	1914	Little Dipper	Corry
1923	Maia II	Linkfield	1913	Star Faraway	Fry
1922	Maia	Linkfield	1912	Little Dipper	Corry
1921	Saturn	Elder	1911	Little Dipper	Corry
1920	Taurus	Inslee	In 1917-8 no series, war		

Atlantic Coast Championship

1927	Mackerel	Smith	Chesapeake Bay
1926	Ardara	Starring	Central Long Island
1925	Ace	Iselin	Western Long Island

Pacific Coast Championship

1927	Windward	Jessop	San Diego
1926	Windward	Jessop	San Diego
1925	Movie Star	Schauer	Los Angeles
1924	Windward	Jessop	San Diego
1923	Maia	Churchill	Los Angeles

Inter-Lake Championship

1927	Alyra	Darlison	W. Erie
1926	Scrapper	Clancy	Detroit R.
1925	Twinkle	Wakefield	W. Erie
1924	Dipper	Lucas	C. Erie
1923	Twinkle	Wakefield	W. Erie

1922	Twinkle	Wakefield	W. Erie
1921	Neptune	Boice	-----

Cuban National Championship

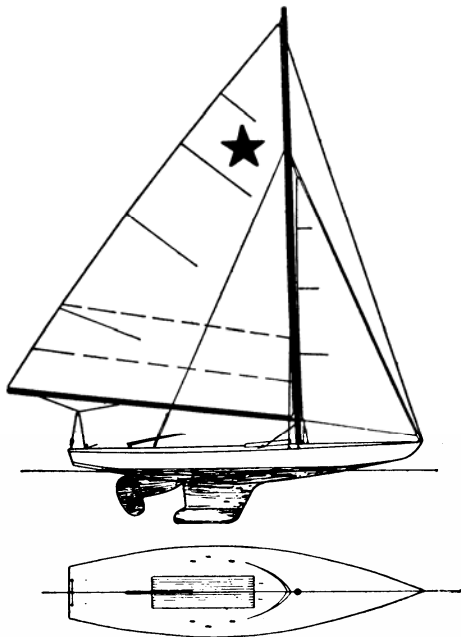
1927	Gavilan	Gorrin	F. de H.
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Australasian Championship

1926 - 27	Loa IV	Swinnerton	W. N. Z.
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Same in 1925 - 26 and 1924 - 25.

THE MARCONI RIG



The Marconi (Bermudian) rig was first tried out on a Star in 1918 by D. H. Cowl. At Mr. Gardner's suggestion, the boat carried a curved hollow spar and huge spreaders. Handled by different skippers in special races, it was always badly defeated. No further attempts were made in this direction until 1921; then Linkfield, Teves, and Inslee came out with thin solid sticks, raked far aft, and won many races. Elder introduced a vertical mast, without spreaders, the same year, winning the local title. By the end of 1922. there was scarcely a gaff-rigged Star left in the Class. The change was a very simple one, due to the long, high-peaked gaff, and the sail did not even have to be re-cut This rig overcame the Star's one fault, a slight tendency to bury in a breeze, and made it a much faster and better-balanced boat under all conditions.

SAIL PLAN OF STAR BOATS

Picture shows underbody profile. Designer, William Gardner. Stars boast more owners than any other single design class.

QUALITIES

Because of the important part that Long Island Sound (noted for its light airs) has played in Star history, some believe that these boats are not able. They forget that 80% of the Star Fleets race in rugged waters and many of them in open ocean only. The Mid-Winter races are all sailed off the coast of Cuba, on a lee shore, and in great breaking seas. Stars have raced there when it was impossible for cars to drive along the Malecon. On that famous day in 1920, when the America's Cup Race was called off, 25 Stars raced and all but 3 finished. While racing for the United States Shipping Board Trophy on Lake Michigan in 1927, the entire Fleet of 17 Stars finished, whereas half the large yachts, "R's," etc., carried away or withdrew. In a 56-mile-per-hour gale (officially

recorded) and with no other boats venturing out except the Coast Guard and officials, Stars raced and finished in 1926. In light air, it is not at all uncommon for Stars to overtake and pass many of the much larger classes that started ahead of them. Though not intended for that purpose, Stars have won the championship for mixed classes (including up to 30-ft. waterline boats) at Hongkong, Barbados, and elsewhere. For seventeen years they have been subjected to every possible test. They are being raced on bays, lakes, rivers, and open ocean with like results. In addition to this, the first Stars ever built are still winning races when properly handled. In 1927, George Corry was the runner-up among 45 entries in the Sound's International eliminations,—he was sailing No. 1.

COST, NEW AND OLD

The first Stars cost \$250, but that was when beer was five cents a glass and shipyard hands did not roll up to work in their own sedans. In the vicinity of New York, they now cost from \$700 to \$900 complete, depending upon the material, finish, and extra equipment specified. In other localities, the prices differ to a great extent. The early Stars were very crude and unfinished in comparison with the highly-refined product of today. The design was the same and the evolution was so gradual that the owners of the old boats have had no difficulty in keeping pace with it.

One remarkable feature about the Star is the fact that the boats maintain their value. Secondhand Stars sell for as much as the new ones. This is because the demand exceeds the supply and because no builder can afford to produce a new boat with as fine a finish as those on which the owners have put in hours of work. Stars with an exceptional record have often sold secondhand for more than \$1,000. Sails are a different matter, of course. The best cost about \$150 and their life depends entirely upon the care they receive. Where light airs prevail, a new suit each year is almost necessary, if the competition is keen.

RULES AND REGULATIONS

Eligibility depends upon the yacht having a certificate and the owner being a member of the Association. Strict regulations govern the right of both skipper and crew to represent a locality. Only two persons are allowed in the boat. Light sails cannot be used, but jibs are winged out by means of a whisker pole (about 9 ½ ft. long) when running before the wind. There is no limit on the number of new sails or haul-outs allowed per season, but each Fleet may have local restrictions of this character, if desired. Anything that is expensive and tends to increase the speed or alter the design—such as silk or double-luffed sails, board booms, revolving masts, etc.,—is barred. Any device or fitting which facilitates handling or tuning—such as self-locking back stays, adjustable mast rakes, etc.—but which is not essential to the speed of the yacht, is made optional. Racing Rules, for the sake of a standard, are those of the North American Y. H. U. Class Rules differ from those of other one-design classes, for all traditions have had to be discarded in order to solve the problems of the Star Class. The rules are not intricate but very complete. Nothing is left to arbitrary decisions.

ONE-DESIGN?

There are those who ask whether the Star is strictly a “one-design.” If they mean whether all yachts are built from the same plans and as accurately as ordinary practice will allow, it is. If they wish to know whether all the boats are absolutely identical down to the smallest detail, then the answer is “No,” nor does any one-design class exist under such an interpretation of the term, except in the minds of those who have never investigated the matter.

The Star is a growing class. Materials contract and expand. The same materials are not available in all parts of the world. These facts are recognized and provided for by the Star Class. Every boat is measured with carefully tested templates and by a qualified expert (a non-owner) and all dimensions and scantlings are reported on a special form. Contour and half breadths are taken at ten stations. Then the International Measurement Committee applies the table of “Allowed Variations” (which is figured in fractions of an inch) and either grants a certificate or rejects the yacht. The same minor variations exist in all classes, but the enthusiasts of other classes never investigate this point and take it for granted that their boats are identical. In the Star Class there is no guesswork, the range of normal and unavoidable variations is known, abnormal variations result in disqualification, though in other classes they pass unnoticed. If anything, the Star sticks more closely to the theory of the one-design class than the rest. It does not attempt to live up to an impossible and theoretical term but to maintain a common sense standard.

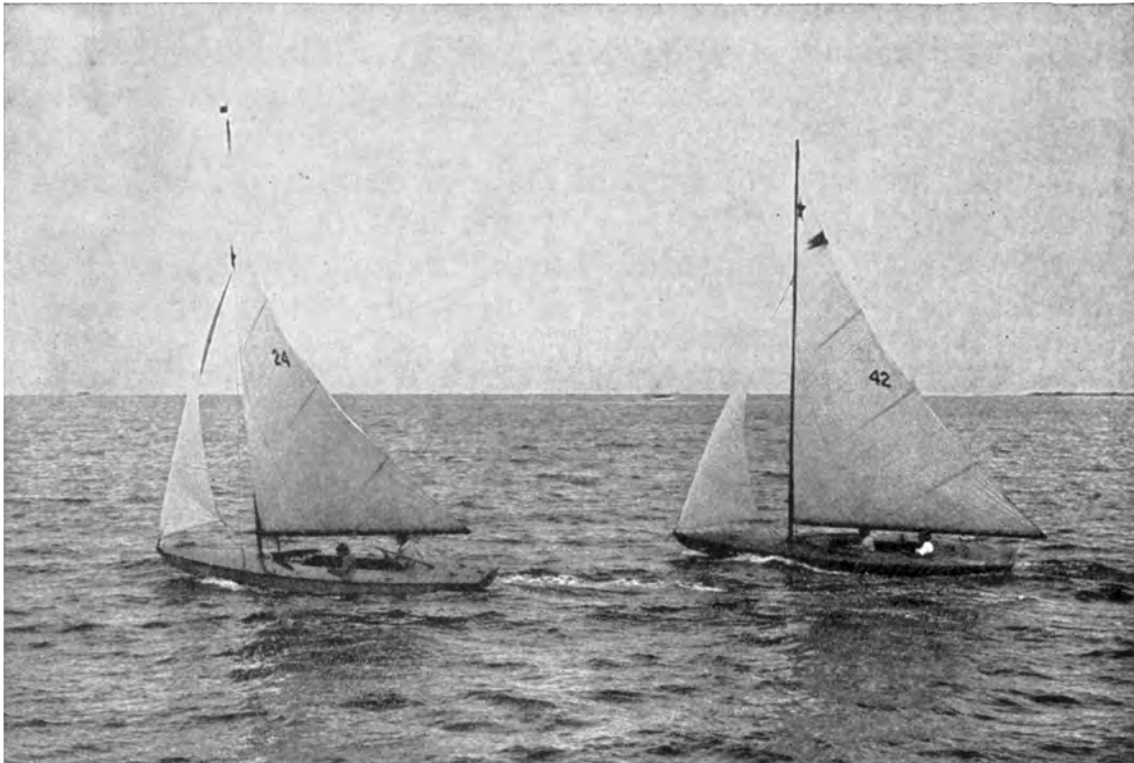


Photo by Levick

24, Irex Star Boats 42, Vega
This gives a good idea of the deck arrangement

POLICY

The aim of the Association is to keep the cost of Stars, in so far as essentials are concerned, at least, down to a minimum, so that international racing may be developed on as broad a basis as possible. The Star, however, is for championship competition above all else and the Class is opposed to any foolish restrictions which might prevent an owner of ability from keeping his boat in as perfect condition and tune as possible. The design and construction are carefully guarded, but the Class encourages anything in the way of improvements and refinements. These rules do not favor the lazy or inexperienced skipper, and are not intended to do so. The Association recognizes the fact that ability does not stop with the handling of the boat in a race, but includes the art of tuning and conditioning. The ability of the skipper is reflected in his yacht, and it is only by giving him full leeway in such matters that real all-round champions can be produced. Because of this policy, the Star Class attracts expert skippers, creates an incentive for keeping all yachts in prime condition, and maintains a high standard in yachting circles.

ACHIEVEMENTS

The Star made its appearance at a time when the hundreds of little one-design classes, mostly restricted to one club, were keeping yachtsmen apart and preventing any sort of common standard. It was the first class in North America to unite all localities by giving them a common bond of interest. It was the first class to bring recognition to the man of real ability but small means, and to show the world that there was a vast difference between the racing skipper and the "Yachtsman." It has developed yacht racing in many a locality and revived the sport in many places where it had completely died out. By bringing the yachting interests of North America together, when all other efforts in that direction had failed, the Star has paved the way for all other classes and yachting in general has benefited as a result. What it has accomplished in North America, it is now rapidly accomplishing throughout the entire world and is speedily approaching a world-wide standard, the dream of all yachtsmen who have the interest of the sport at heart.