



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

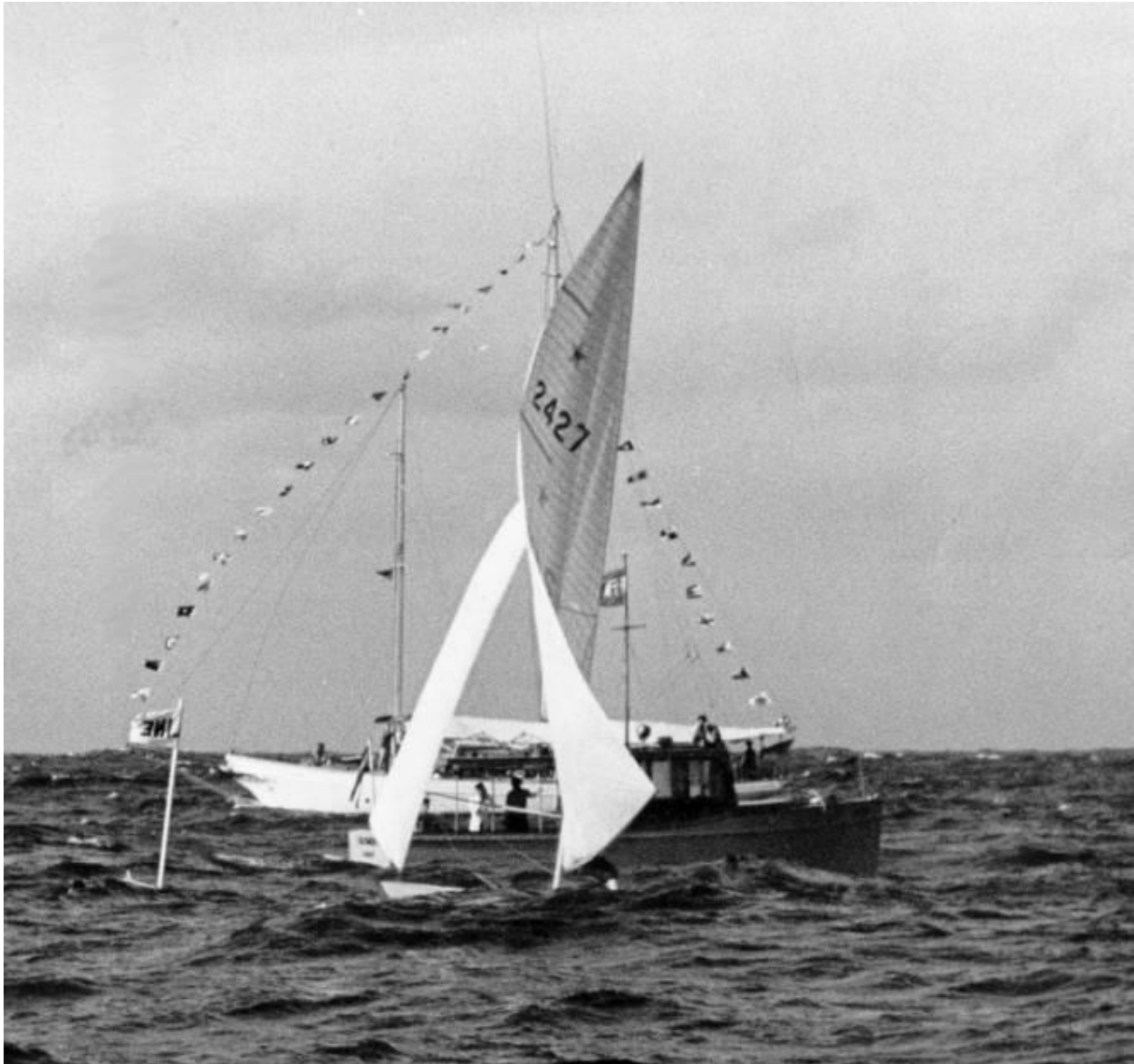
Commodore George A. Corry continued to serve the Star Class almost to the very end of his life. He is frequently listed as the Chairman of the International Race Committee for the World's Championships, the last time for his being so listed was in 1942. President George Elder was chairman of many of 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 3rd in the 1964 World's and a 2nd 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 6th 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 6th 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 6th District Championship at that time. Shortly after that, the 6th 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 2nd District circuit. Here we see 1st 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 tacker 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 1st District Championship.



FIRST DISTRICT NOVICE TROPHY (Photo: Guy Gurney)

THE FIRST DISTRICT NOVICE TROPHY

The 1st 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."





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 facing 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 3rd 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 1st District Blue Stars, Arms-White regattas, Bedford Pitcher regattas, and other 1st 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.



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.)



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 2nd 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 2nd 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 1st and a 2nd. 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 1st place finishes, in 1961, 1970 and 1985, he has finished 2nd three times (1973, 1976, 1979) and 3rd four times (1965, 1981, 1982, 1983).

Aside from his various achievements as a sailor Bill served the Class first as Continental 2nd Vice President (1972-1973) and then as Continental 1st 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.