



International Star Class Yacht Racing Association
World Championship Perpetual Trophies





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World Championship Trophies

The Story of our 15 Perpetual Trophies

Through more than 110 years of history, the Star Class has established itself as one of the greatest one design classes in the sport of Sailing. Star World Champions make up one of the greatest lists in the sport of sailing. Many Champions of other classes have come to the Star to test their skills on the ultimate field of play in Sailing.

Embedded in the rich history of the Star Class, are 15 perpetual trophies, awarded for success throughout the annual World Championship. Behind each trophy is a story....a story of excellence, perseverance, service, ingenuity, or tragedy. Stories of individuals who have shaped this great class.

Through this booklet, we remember and honor the great men and women after whom our perpetual trophies are named. Their stories shall be shared and remembered for generations to come.

The Star Class is grateful to the donors of these “jewels” and to those who continue to curate and take responsible care of them as they travel the world for all to enjoy.

A special thank you to Philip Infelise for compiling the information contained in this document.

A handwritten signature in black ink, appearing to read "Paul Cayard".

Paul Cayard
President, International Star Class Yacht Racing Association-



International Star Class Yacht Racing Association

World Champion Trophy



The Star World Championship is one of the most coveted prizes in the sport of Sailing. First awarded in 1922, the list of winners reads like the Hall of Fame of Sailing. Sailing icons like Paul Elvstrøm, Dennis Conner, Buddy Melges, and Lowell North are just a few of the legends who have earned the Gold Star.

The World Championship trophy was purchased by the class in 1925 to replace a half model which served as the trophy for the first three “annual regatta’s”. The ’22 race featured just 6 boats and was called the “Annual regatta”. The ’23 and ’24 races were called “International’s” as they had surpassed 10 entries. The 1925 regatta was the first regatta to be named the “World Championship” and boasted 15 entries. The early winners were all from Western Long Island Sound.

Through its life time, this precious trophy has been awarded to a US team 58 times, Italy and Germany are runners-up with 9 and 8 wins respectively. San Diego Yacht Club has hosted the most World Championships with 9, Chicago is second with 7. 16 nations have hosted the World Championship in more than 40 cities. The first Worlds outside of the US was in 1939 in Kiel, Germany. The highest number of entries was 129 in 1999 in Punta Ala.

A move toward more global participation started in 1994 when, of the 97 entries, 22 different nations were included and 62 of the entries were non-USA. In 2007 in Cascais, Portugal, 10 of the top 10 finishers were non-USA.



Mary Etchells Trophy

Worlds Winning Crew



Awarded to the World Championship winning crew member, the Mary Etchells Trophy represents an underlying foundation of the Class - equal recognition for both Skipper and Crew. There are few other classes that understand the importance of the crew's skill in winning. This trophy embodies that. Originally donated in 1955 to recognize "female crew prowess," it was re-deeded in 1960 to recognize the equality of either sex as the winning Star crew.

Few have represented the strength of the Star crew in such a diminutive package as did Mary Etchells, as the winning crew in the 1961 World Championship at the Gibson Island Yacht Squadron. To date 75 years later, she remains as the only female crew to attain that achievement and, also, to post the trifecta – adding the Western Hemisphere and the North American Championship wins in the same year.

Mary always sailed with her famous husband, Skip, steering. Mary wanted to carve her legacy as a crew and she did just that. Mary's greatest achievement in winning the Worlds relied on her flogging jib. "It was close to the finish line, and they had to beat the boat beside them to win Worlds," says Robert Shadduck. "Mary as always, the fierce competitor, knew that under existing rules, a yacht's finishing position was determined by the first part of the boat's hull or its equipment, to cross the finish line." he says. "Just as they got to the finish line, Mary let the jib go...as the sail reached out ahead of the boat, the Etchells' won that race and the regatta. That's how in tune she was with what was going on."

Tough, creative, smart, willing to endure discomfort and strain for hours to secure the win. This type of determination embodies the Star crews – both male and female - we know today. The very characteristics of those who will compete for and win the coveted Mary Etchells Trophy.



Photo—Rosen
id Emory, W. D. MacDonald, Eugene Kelly,
S. Cullberg, W. von Huetschler, Herbert S. B
B. F. Vanderveer, R. G. Smith, D. H. Ariv

Bud Vanderveer Trophy

Leading Skipper after 3 Races



The Bud Vanderveer Trophy is awarded to the Skipper with the best total score after the first three races of the World Championship. This trophy was dedicated in the memory of Bud Vanderveer who suffered a fatal automobile accident after winning the third race at the 1932 World Championship. At the time known as the International Championship, Vanderveer won that third race competing in his first “Internationals, against a major group of international representatives on Central Long Island Sound. In honor of Bud’s passing, Race Four was postponed so that the shocked competitors could pay their respects in a memorial flotilla. The regatta proceeded the following day and was ultimately won by the Fink/Thorne team from Long Beach, CA. Aside from this tragic turn of events, very little is known, written, nor recorded, about Bud Vanderveer.

Never the less, we can recount the importance of the 1932 Worlds, as it occurred immediately after the 1932 Olympics, raced in Los Angeles, just off the Point Fermin headlands. This was the first Olympiad utilizing the Star as the two-person keelboat. The Star joined the west-coast prominent “Snowbird” as the single-handed dingy and the 6 Meter and 8 Meter Yachts. Seven countries sent Star entrants to Los Angeles and the American team of Gilbert Gray and Andrew Libana brought home Gold. Such began the Star’s run, the longest in Olympic sailing history – spanning 1932- 2012, excepting only 1976.

Bud’s passing was a tragic lowpoint in early Star history; but 1932 was also a highpoint, and we can honor both.



Robert S. "Buck" Halperin Memorial Trophy

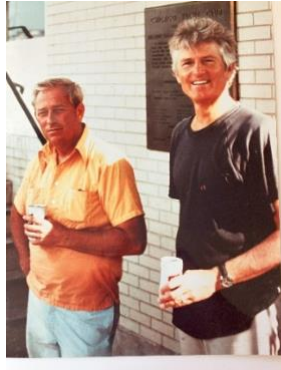
Leading Crew after 3 Races



The Robert S. "Buck" Halperin Memorial Trophy is awarded to the crew of the yacht with the best score after the first three completed races of the World Championship. Yet again, a Star class donor chose to elevate the status of the crew with another Trophy recognizing and highlighting the crew's vital contribution without which there are no winning skippers. Buck was a sailor in the truest form, both as a Naval Officer and a Star crew. Buck, himself always a crew, was lured to the Star from professional sports, then the Navy, and wanted to highlight his "crew union" brethren.

Born and schooled in Chicago, Buck came from football roots, first playing at Notre Dame under Knute Rockne and then for the NFL team the Brooklyn Dodgers. Joining the US Navy at the onset of World War II, Buck rose to Lieutenant Commander in the Scouts & Raiders, predecessor to the Navy Seals. The *Chicago Tribune* notes he was "one of the first Americans to go ashore in France—perhaps, the first—on D-Day. "For his exceptionally meritorious performance of duty, and his cool judgment and unusual ability", he was awarded a Bronze Star. Later, he was awarded his first Gold Medal for service in Africa and Sicily. In business, after the war years, Buck was founder and partner in a small foul weather gear start-up distributor – Land's End. Buck was enshrined in the Chicagoland Sports Hall of Fame in 1989.

Navy experience instilled the perfect crew attitude, and Buck was as successful in the Star boat as he was in the Navy and in business. At the 1960 Olympics in Naples, Italy, Buck won the Bronze Medal with skipper Bill Parks, and followed that with a Gold Medal, sailing with Richard Sterns in the 1963 Pan Am Games. Awarded from one crew to another, this trophy has a special meaning for those who take it home.



John Wheat “Pete” Bennett Memorial Trophy

World Championship–2nd Place



The John Wheat “Pete” Bennett Memorial Trophy is awarded to the 2nd Place Finisher at the World Championship, likely relating to the 2 times “Pete” finished 2nd at the World and North American Championships. When Pete and Kim Fletcher won 2nd at the San Diego Worlds in 1961, he was still known as John; but soon became Pete, continuing there forward (“Pete”, the grown up version of his childhood name, Peanut”).

Pete was equally solid as a Star skipper and a Star sailmaker. Originally, he was designing sails at Murphy & Nye in Chicago, but Pete was lured West to San Diego to join Lowell North in the first 20 years of the growth of North Sails. Pete was in charge of Production/Design, overseeing the work of other future Star luminaries like Vince Brun, and playing a role in Star sails development with the advent of synthetic materials and, later, digitally designed sails.

Even more important, father Pete encouraged another generation of Star sailors, his sons John and Billy. John grew up following the family to many regattas and became a competent Star skipper in his own right. At some level, John inherited Pete’s career path and is now President of UK Sails worldwide. Of course Billy was well-known as a great Star crew, developed deep friendships with many class members. The tragedy of his passing at a young age is still felt deeply, especially among the San Diego Fleet family that he called home.

An interesting twist on this 2nd Place Trophy. It is actually the 2nd itself. The original John Wheat Bennett trophy was an elegant design by Pete’s crew – Kim Fletcher, but it eventually became too difficult to travel the world so it was replaced in 1992 by the current model that is pictured above. A fitting 2nd place!



Stanley Ogilvy Trophy

World Championship- 3rd Place



The Stanley Ogilvy Trophy is presented to the Third Place finisher at the World Championship. The relevance of this relates to the two times Stan finished in third place in 1949 and 1951 World Championships in Chicago and Gibson Island. Beyond that, Stan's seven decades of devotion to the Star Class makes him a legend, in this elite class and beyond. A renaissance Scholar/Sailor, Stan was a career-long college Mathematics Professor and subject author. Stan also put his writing skills to work and authored many books on sailing strategy and tactics, starting in 1952 with "Successful Yacht Racing." In 1957, his ground-breaking "Thoughts on Small Boat Racing" set a foundation and tone that "broke the ice" for many publications that came from other experts thereafter. His "Win More Sailboat Races" debuted in 1976 and became the small keel boat bible for many in that era, along with a few other classics. While Ogilvy's tactical and mathematical mind was always at work, the cover sub-title noted, "The Techniques, Tactics, and Skills Needed to Win Without Losing the Joy of Sailing." Such was Stuart's life approach and demeanor, both on and off the racecourse that he brought to the Stars.

Stan served as a Member of the Governing Committee and as Class Vice President, but most importantly he became editor of the Class Newsletter – Starlights – and our yearbook – The Log – a post he held with pride and consummate skills for 40 years. His "History of the Star Class" is a veritable reference bible for the Star boat family. Stan was gentleman and a scholar, athlete and sailor, teacher and mentor, provocateur and friend. He brought these skills to the world, and especially the Star Class, as his true labor of love over seventy years. And Class President Bill Park's said it best in his honor in 2000: "A first class yachtsman and sportsman. He was honest and forthright to a fault and stood for the absolute best that we strived for. A great loss for yachting and our wonderful Star Class."



Paul Elvstrøm Memorial Trophy

Best Score No Discard



The Paul Elvstrøm Memorial Trophy donated by Paul reflected an era when the Championship was decided using results from every race sailed. That also reflected Paul's approach to racing – train like a demon, compile your best results, despite the challenges, up and down wind velocities, difficult current and waves, breakdowns, bad luck, or no luck– and let the best man win. And Paul was often that best man – in Stars, and beyond.

As a Star Skipper, Paul won consecutive World Championships in 1966 and 1967, both were close wins over Lowell North by three points or less. On the Olympic stage, Paul started with a Gold Medal in the Firefly in 1948, Gold in the Finn in 1952, 1956 and again in 1960. Overall Paul won 11 other Worlds in the 5.5 Meter, Soling, 505s, Flying Dutchman, and Dragons. Single, Double, Triple- handed – it was all the same to Paul.

Paul was also an innovator, introducing much of the equipment we all know today – the weighted hiking bench, self-bailerr, no-slip boat shoes, improved wearable life jackets, hiking straps, steering the 505 from the wire. As a writer, he authored what we all know as the Elvstrøm Bible – “Elvstrøm Explains the Yacht Racing Rules” that sailors of the 60s/70s carried everywhere, creating table-top tacking duels with those little colored boats.

Aside from this wonderful trophy, Paul left us all with something more important – this motto to sail and live our lives by: “If in the process of winning, you lose the respect of your competitors, you have won nothing.” The Star community will always take those words to heart and live that creed in his memory.



Ding Schoonmaker Trophy

Top U30 Skipper



The Ding Schoonmaker Trophy is awarded at the World Championship to the highest scoring skipper in the Under 30 (U30) Class. This trophy was donated to the Class by the Lowell North family, in cooperation with the Ding Schoonmaker family and first awarded at the 2022 Worlds. Ding and his family have been instrumental in their support for U30 Sailing, youth sailing in general, over many years. This trophy honors the lifelong contributions Ding made to the sport, both domestically and world-wide.

Known first for his skills on the racecourse as a Star crew in 1949, he quickly rose through the ranks in Stars, Finn, Flying Dutchman, Soling, as well as other classes and was the 1971 Rolex Yachtsman of the Year. Ding earned his Gold Star at the 1975 Worlds, adding to his 12 Star Continental Championships. Amidst all his success, his contributions beyond the racecourse it became his mission in life, much to the benefit of the broader sailing world. As an active member and officer of the International Yacht Racing Union and International Sailing Association Federation (now World Sailing), Ding was instrumental in establishing the US Sailing Center in Miami. The Schoonmaker Center is an authorized US Olympic Training Center, supporting multiple programs for evolving young sailors from countries globally.

For his dedication of spirit, time and money, Ding Schoonmaker received the 1988 Nathaniel Herrshoff Award, US Sailing's highest honor, followed by World Sailing's Beppe Croce Award in 2011, and a Lifetime Achievement Award from the National Sailing Hall of Fame in 2018. Just two years before his passing in 2021, Ding was awarded the 2019 Distinguished Service Award from the National Maritime Historical Society. Today his family foundation continues this work to benefit young Star sailors, the Star class, and youth sailors world-wide.



**George W. Elder
Memorial Trophy**

Race 1 Winner

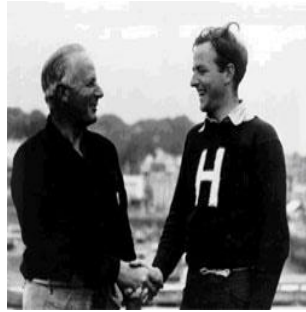


The George W. Elder Memorial Trophy is awarded to the crew that wins the First Race at the Star World Championship, fittingly as the contribution of George Elder to this elite One-Design class is first among many men over the last 100 years. His contribution is too much to include in this single page, brief but full of superlatives, as it should be. Unlike other pages here, we will not include his many sailing victories; simple focus on the commitment and hard work to build the first 40 years of the class that he loved so much.

George Elder himself named “Pop” Corry the “Father of the Star boat”. However, all Star sailors referred to George as the “Father of the Star Class.” Simply put, George steered this class through the early years with such skill and leadership that he left an organizational blueprint for generations of success for the Stars, and any other class willing to simply, and very wisely, copy the formula. Many classes like Snipes, Lightnings did just that and we see their growth remaining strong.

In his book, “Forty Years Among the Stars,” George provided every detail about the building of this class, highlighting successes, but never mincing words about the obstacles to overcome. Imagine serving as Class President and Secretary through the formative years 1926-1946. Critically, that period featured creating the Measurement Rules; transition from gaff-rigged to marconi, to modern, to flexible rigs; the 1st World Championship; the 1st Olympic participation, the 1st international fleets growing beyond 40, and the governance and diplomacy that such growth demanded. George met these significant challenges with consummate organizational skill creating a foundation that underpins us today.

Let us not forget the challenge that former ISCYRA President Paul Smart laid down for us: “This class is the monument George built. The spirit with which we race, the friendships we weld and the fellowship of Star sailors the world over must be our continuing contribution. George Elder made his. Now it is for the rest of us to make ours in his lasting memory, a bright Star that will never dim.”



Paul H. Smart Trophy

Race 2 Winner



The Paul H. Smart Trophy acknowledges the winner of the second race at the Worlds. The namesake donor – Paul Hurlburt Smart – holds a revered position in the history of the Star Class and is considered to be among those who really promoted the Class in the earliest days, then sheperded it through the next 3 decades. Beyond the Stars and his 12 years as Class President, then Commodore, Paul was also active in the international yachting community, and especially at the US Olympic Yachting Committee, rising to the Chairmanship in 1964.

Paul boosted the local Star group in 1928 buying six second hand Stars, reselling them at cost to Norton Yacht Club Members. Growth across three local fleets on Long island Sound was fast, growing to 32 Stars before World War II. Over the years, Paul owned seven Stars, raced in eleven World Championships, six as skipper and five as crew. Internationally, Paul began his Olympic activity by crewing for his son, Hiliary, and winning the 1948 Gold Medal.

Few have committed as much time and energy to the Star Class as Paul Smart. On the ocassion of his retirement from the Class Presidency, the Governing Committee passed the following resolution: “The Members... wish to express their deep appreciation and sincere thanks for all that Paul Hurlburt Smart has done for the Star Class in his 12 years. The welfare of the ISCYRA has always been uppermost in his thoughts, and most of his waking hours have been devoted to its’ cause. Throughout the Class and indeed everywhere in the world of yachting, his name is held is the highest esteem. We are most fortunate that his retirement is far from total, and that, as our Commodore, he will maintain the contacts and extend the activities that has contributed so much to the health and growth of the Star Class.”



Duarte Bello Trophy Trophy

Race 3 Winner



The Duarte Bello Trophy is awarded to the winner of Race 3 at the World Championship. Commodore Duarte Manuel Bello was one of the best-known Star sailors in Europe and travelled the globe for more than 40 years representing Portugal in multiple Championships and 5 Olympic Games. His significant contributions to the Star class include 15 years as Vice Commodore, founding and continuing member of the Technical Committee and, perhaps more importantly, as the inventor of several items of Star boat equipment that have become commonplace today.

Duarte was deep into designing and innovating equipment solutions - mostly for the Star. He always had a hand in building his five Stars, and some of them he built entirely himself. He is the originator of many Star innovations, among them a line of stainless-steel tracks and fittings, a stainless-steel open winch, the famous Bello Bailer and Bello Outhaul, the renowned circular boom vang track, opening jib reaching leads, and halyard tubes with locks.

At the 1984 Star World's in his home waters in Portugal, Duarte Bello was honored for his contributions to the Star class over 40 years. Those efforts ranged from his leadership as Vice Commodore & Technical Committee chair, his representation at Star events around the world, his technical innovations that always pushed Star sailing to the next level.

Final words at the presentation: "We hope to have Mr. Star Boat of Portugal with his genial smile and ever-present cigar, finishing among the leaders as usual in at least the next 14 World Championship." However, we were forced to close the book on this pearl of a man in 2000, on a life well-lived.



Commodore Harry G. Nye Trophy

Race 4 Winner



The Commodore Harry G. Nye Trophy, awarded to the Winner of Race 4 at World Championship, is not to be confused with the additional Harry Gale Nye Trophy for outstanding service to the Star Class. On and off the water, Harry was a major contributor to the growth of the class and the overall yachting community. Beyond his yachting, Harry was deeply involved in the 1946 rewrite of the International Yacht Racing Rules.

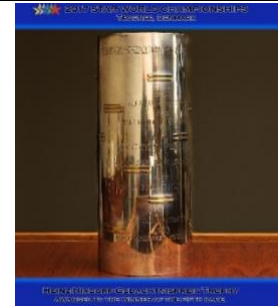
On the water, Harry began sailing on C-scows, Iceboats, then E-Scows on Lake Michigan, winning the Inland Lake Yachting Association Championship in 1929, 1930 and again in 1933, the same year he started Murphy & Nye Sailmakers. He soon turned to Stars and, using his own cut and sewn sails where he first won the Worlds in a war-reduced fleet in 1942 on his home water in Chicago. Certainly it was no fluke, as he proved when the first full post-war fleet assembled in Chicago, again in 1949, and he took his second Gold Star win. Not limited to smaller boats, Harry also skippered the winning yacht in the Chicago to Mackinac race in both 1950 and 1951.

As an innovator, Nye affected the Star class and beyond, starting with sails sewn for Square Riggers and fore-and-aft Schooners. Obviously, he featured his own sails on his winning Stars, all named "Gale", and was among the first to experiment with synthetic materials for sail cloth. Murphy & Nye was the go-to sailmaker for Stars in the 50s, until a previously little-known Lowell North appeared on the scene. Additionally, he also perfected one of the first boomvangs for a Star, originally called the "go-fast." In his post-racing days, Nye was among the first to warm up to the use of "foiling". In 1962, he designed, built and launched the 40' Enterprise, the first Coast Guard-approved hydrofoil for use in commercial service, operated as a commuter ferry between New Jersey and Manhattan, having proven his skills on hard and soft water and, now, skimming above the water.



Heinz Nixdorf Memorial Trophy

Race 5 Winner



The Heinz Nixdorf Memorial Trophy has been awarded to the Winner of the Fifth Race at the World Championship since 1987, the year after the great sailor and mentor died at the age of 60. Heinz Nixdorf is known as the “Godfather of German Star Sailing”. He led his own campaign and, more importantly, the campaigns of Alex Hagen/Vincent Hösch, Achim Griese/Michael Marcour, who won several World Championships and Olympic Medals for Germany.

Beyond that, Heinz mentored and financially supported many young sailors such as: Michael Koch, Johannes Polgar, Alexander Schlonski, Joachim Hellmich, the Wrede Brothers, Hubert Merkelbach, Hansi Voigt, Reinhard Schmidt, Robert Stanjek, Matthias Miller, and their crews.

Heinz Nixdorf was a German businessman who founded Nixdorf Computer, a successful German computer company, and was also a very keen Star sailor. He began sailing later in life at age 45 but was as driven in sport as he was in business. With his crew Josef Pieper, finished eighth at the World Championship in Spain in 1974 and fifth at the North American Championship in 1980.

To encourage and financially support young sailors, the “Heinz Nixdorf - Verein zur Förderung des Segelsports e.v.” (HNv) (Association for the Promotion of Sailing) was founded in 1992 in Heinz’ name. This association is credited with starting the successful U30 program in Germany that for example produced Max Kohlhoff and Ole Burzinski, winners of the 2023 Worlds in Scarlino, Italy; a fitting tribute to Heinz’ dedication and philanthropy that expanded opportunities for Star sailors.



**Tim Parkman Perpetual
Trophy**

Race 6 Winner



The Tim Parkman Perpetual Trophy is awarded to the winner of the 6th Race of the World Championship. Tim was there for Phase One of the growth of the Class and stayed until it was time to usher in a new leadership team to take the class into Phase Two.

Tim is what we would call a working-class Officer, serving mostly in key administrative roles with quiet professionalism, never the vocal leader like Pop Correy and George Elder. Yet, they relied on him to support them in a variety of positions in the 1920s and 1930s – Tim served President Elder first as Class Secretary-in-Chief during the early years and later as the Class Treasurer. There are some that believe that Tim was also in the same Parkman family of Hungarian immigrants, Thomas and Joseph Parkman, that built more than 200 Star boats at Elderlee Yachts in the period 1928-1968; however, we can't independently confirm that.

On the water, Tim Parkman was known as both an able helmsman and a hard-working crew. He assumed both roles at several World Championships. However, he was perhaps most well-respected for two historic things. First, for two consecutive Worlds, Tim was involved in the extremely intense “sail-off” when two skippers were tied on points after the concluding race.

Fortunately, after the second time when the trophy dinner and awards had to wait for the sail-off results, the Class finally adopted a derivative of the system we know today. Secondly, and more dramatically, at the 1926 Cuba Cup (also called the “Little Internationals” at the time) Tim and his crew successfully survived a mega-squall and made it back to Havana harbor, barely avoiding the seawall – in what was reported to be 80 knot winds.