



2001

It is interesting to note that apparently by the time the boat was ready to be built it still did not have a name. In fact when copies of the plans for this new boat were sold to the Nahant Dory Club in Massachusetts for construction of a class boat for that club the name of the resulting boat was the Nahant Bug. Despite this name, these Nahant boats for some unexplained reason had red Stars on their sails. In any case, in the beginning George Corry wanted to name the new Long Island Sound class the Big Bug. Fortunately for the Star Class, Stuyvesant Wainwright of the American Yacht Club suggested the name Star as being more appropriate for the new Long Island Sound class.

During the winter of 1910-1911 twenty-two Star boats were built by Ike Smith of Port Washington for the Long Island Sound group. It is interesting to learn from the 1922 Star Class Log, the first Log put out by the Star Class Yacht Racing Association which had just been formed that same year, that Francis Sweisguth was one of the original owners of the Star Class yachts built by Smith. According to the Log, Mr. Sweisguth owned Star # 6 from 1911 to 1915.

The Star, as originally drawn up by Mr. Sweisguth, was a gaff rigged boat with a long boom, very typical for racing boats of the day. The luff of the mainsail was 24'11" as opposed to 30'6" now used on the modern rig and the foot of the mainsail was 18'4" as opposed to 14'7". 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.

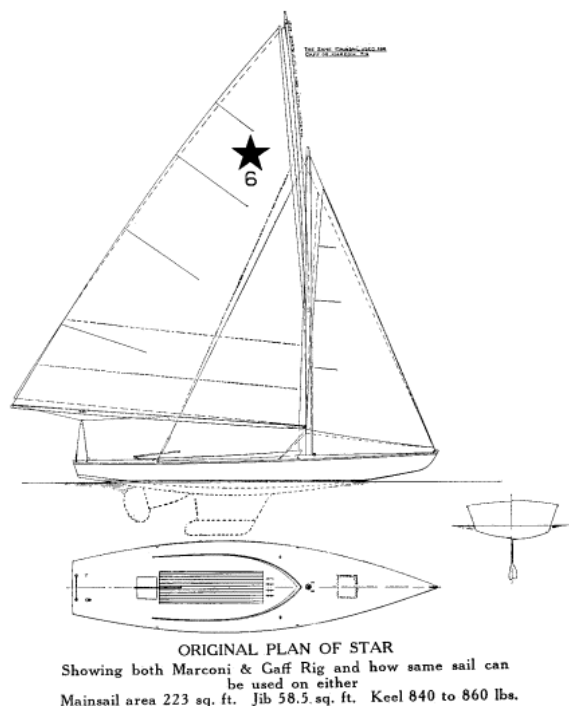
The 1922 Log shows the Star sail plan with both the gaff rig and the Marconi rig. The caption to the plan states that the same sail can be used on both rigs. It is interesting to note that the number on the mainsail of the boat in the sail plan is # 6. While this is just a conjecture, it seems most probable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

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, and it is interesting to see that the Class included him on the Technical Committee when the



Sail Plan from the 1922 Log



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VICE ADMIRAL JAMES PINE TROPHY  
For Stars in Intercollegiate Competition  
by Fran Charles

Background – Between 1941 and 1953 there existed a Star Class championship for college sailing. The US Coast Guard Academy sponsored the event and dedicated an enormous half model as the Vice Admiral James Pine Trophy. At that time the academy had a fleet of Star boats that introduced collegiate racers to the skills of close quarter Star racing. Then a gale destroyed the Stars at the Academy. They were first replaced by Ravens, then Shields and, presently, J22s. The Pine Trophy is contested for annually and the time has come to bring it back to the Star Class.

Last June the New England Intercollegiate Sailing Association proposed to host the 2002 Sloop North American Championship in Stars at Cottage Park Y.C. in Boston Harbor. Every other region in North America voted to reject our proposal because the Star would require a change of conditions from a 3 person boat with spinnaker to a 2 without.

The US Coast Guard Academy enthusiastically supports the rejuvenation of the Star Class championship of college sailing. The Pine Trophy belongs to us for 2001 and we will prove that a 30+ Star boat regatta is a whole lot more fun and competitive than a 10 boat sloop nationals in Flying Scots on the Detroit River.

Proposal – M.I.T. along with the Boston Harbor Star Fleet and Cottage Park Y.C. will host the Pine Trophy on September 8 and 9, 2001. This will be a scheduled 5 race open invitational series with one entry per school or university. All member schools in North America are invited to participate as well as any other college or university team in the world that meets the same eligibility criteria of full time enrolled undergraduate students. There will be no entry fee and free housing will be available.

The BH Star Fleet will then match up all prospective competitors with Star sailors in their own local area. Prior to the championship the collegians must race and sail to hone their boat handling skills in a Star boat. Once they master boat handling, the collegians will borrow that same boat to bring to the championship. For the teams that can't pull off the drive to Boston with their boat we will try to match them up with a local Star sailor who has an identical boat that they practiced in. Borrowed boat insurance will be available and, hopefully, completely underwritten by the Star Class. The competitors' exposure will be limited to deductible. All teams are encouraged to bring their "Star mentor" as a coach and all housing will be taken care of. Coach boats will be provided.

Execution – The following teams are very anxious to compete. They have formally signed up and my task will be to match them up with Star sailors before March so that they can be taken under their wing in this coming sailing season. This event will take place on the 2nd weekend after the 2001



N.A.'s in Milford, CT. Tie the two events together on your calendar and help these young sailors get pumped up about Star sailing. They will get hooked on the Star Class for the same reasons that you are.... tough competition, sharing people who always lend a hand and encouraging folks who inspire all to keep trying to improve their skills. Maybe you know sailors at these schools or maybe you just want to help as an interested friend or alumnus.

Entries confirmed as December 15, 2000 – Boston College, Boston U., Bowdoin, Brown, Coast Guard Academy, Connecticut College, Dartmouth, Harvard, M.I.T., Massachusetts Maritime Academy, Merchant Marine Academy at Kings Point, Northwestern, Ohio State, Penn, Purdue, Tufts, UC – Berkeley, U. of New Hampshire, U. of Rhode Island, USC, U. of South Florida, U. of Vermont, Washington College, Yale.

Your role – Contact Fran Charles <sailing@mit.edu> and let me know how you can help or who you can help get out in your Star boat. If Boston is too far to drive, contact me immediately for arranging coordination with Star boat owners in Boston, Rockport, Milford or Sunapee. We can set things up with enough advanced coordination so that your students sail in an identically rigged boat to yours. You may also write off your expenses as a charitable deduction with a simple letter of acknowledgement from the school you are assisting. Everyone wins when we get youth in the Class.

Insurance – Hopefully, the I.S.C.Y.R.A. marketing committee will enthusiastically endorse this proposal to cover the policy expense. Two years ago we hosted the NE College Championships in Stars and the policy cost \$800 for 16 boats. It's reasonable and the Class gets great value for the expense. This support is essential to get boat owners to risk their nice

