

Where Skippers Match Skill

Small Sailboat Racing Comes Back as Popular Summer Sport; Sloops of Star Class Test Scientific Seamanship

By George A. Corry

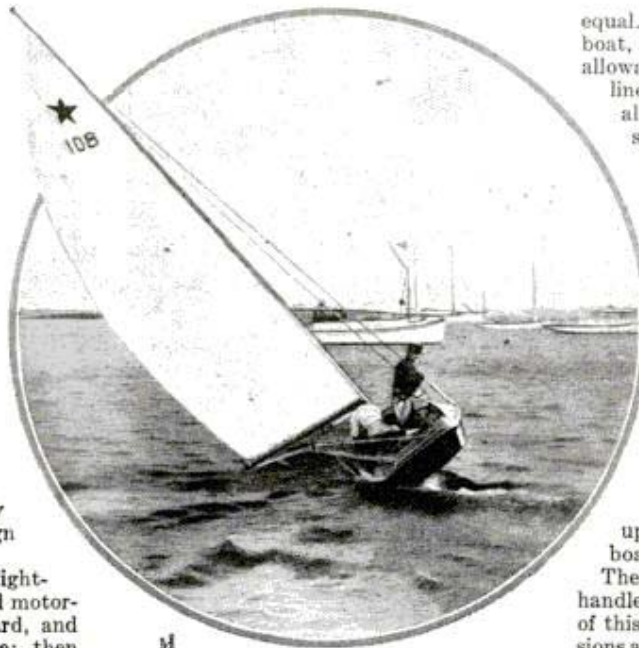
President of the Star Racing Association. Mr. Corry is known as "the father of the Star sailboat." By his skill and seamanship he has won 10 sailing championships and more than 350 prizes and trophies

SMALL boat sailing and racing this season is enjoying a boom such as the sport hasn't known for a quarter of a century. This rejuvenation and return to popularity of a pastime that seemed doomed to extinction with the advent of the automobile and the motorboat, has been brought about almost entirely by the development of the one design sailboat, known as the Star class.

The introduction of the cheap, light-weight gas engine in motor-cars and motor-boats hit small sailboat sailing hard, and the sport went into a steady decline; then the war came and sailboat building ceased for three years. The few hardy skippers who stuck to the helm and depended upon natural forces for propelling power in those days were advised to "put a 'kicker' in her and get somewhere." Nothing but speed seemed to interest this army of "scorchers" and new engine drivers who only lately had tired of the bicycle fad. But even in those days when small boat sailing was at its lowest ebb there remained a small group of yachtsmen who still were faithful to the call of the ships, and who were held steadfast by the lure of the sea. In 1910 I was able to interest a few members of the American Yacht Club, of Milton Point, Rye, New York, in a project to build a number of small sailboats of the same design with the object of racing among themselves. The plan succeeded far beyond my expectations. The popularity of the boats grew so rapidly that in a short time the Manhasset Bay Yacht Club, the Larchmont Yacht Club, and many other clubs on the Long Island Sound were sailing fleets of them. Then the boats appeared along the Atlantic Coast from Massachusetts to the Gulf ports, and on the Great Lakes at Toledo, Rochester, Cleveland and Toronto. Now there are fleets of them on the Pacific Coast at Los Angeles, San Francisco and Seattle. They are also being sailed in South America, and in far off Australia and New Zealand.

What is the reason for this almost world-wide popularity?

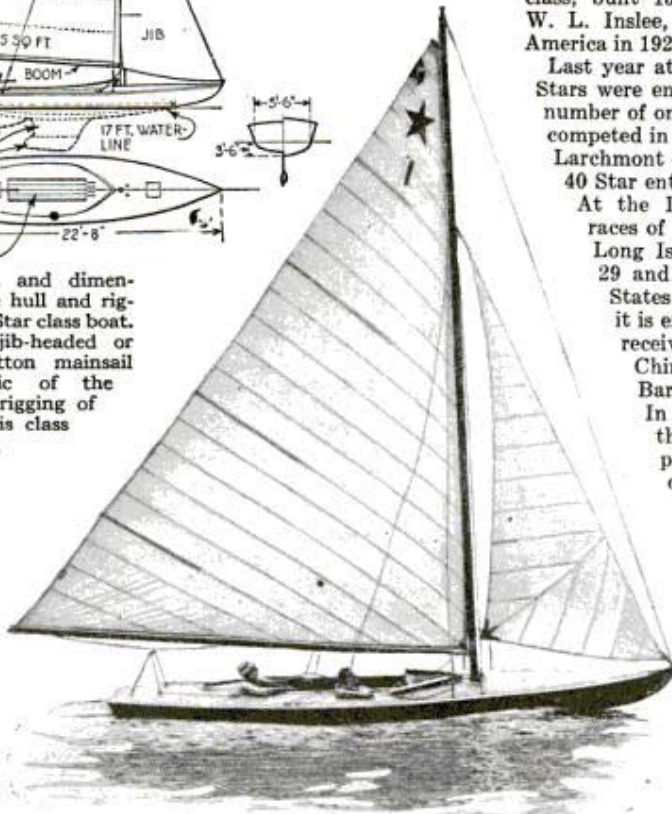
The first great advantage of the Star is that in design all the boats are



Nearing the finish. Here is a typical small boat of the Star class, heeling over in a stiff breeze during a race on Long Island Sound. Since all boats of this class are equal, a race becomes a contest of scientific and skillful seamanship



The design and dimensions of the hull and rigging of the Star class boat. Note the jib-headed or leg o' mutton mainsail characteristic of the "Marconi" rigging of boats of this class



The "Taurus," first Star boat ever built, and champion of them all. Although laid down in 1910, this little sloop won the American championship of its class in 1922

equal. You race on even terms, boat for boat, and man for man. There are no time allowances to be figured. The beam, water line, overall and sail area are identical for all. Only one inequality is possible in sailing the Star boat; that is the man with the "stick"—the skipper.

It is the introduction of this personal element that makes this sport so attractive to the American who dearly loves a contest in which skill, courage, science and wits are matched. While it is good fun to knock about in a small sailboat without any particular object in view except weathering rough seas or making egg-shell landings, it is thrilling to look across your bows at another boat only a few feet of water away from you racing to beat you to the mark. All things are equal, and it is up to you to beat the man in the other boat by your seamanship.

The Star is not only fast and easy to handle, but it is a safe boat. Not one boat of this class ever has capsized. Its dimensions are: length, 22 feet, 8 inches; water line, 17 feet; beam, 5 feet, 6 inches; draught, 3 feet, 6 inches; sail area 285 square feet. It is built with a cast-iron fin and bulb, weighing 860 lbs.

Originally a Star boat cost \$260, but mounting prices for labor and materials have increased to such an extent that its cost to-day is \$850. The upkeep is very small, and with good care it will last a life time. The "Taurus," the No. 1 boat of this class, built 13 years ago, and sailed by W. L. Inslee, won the Championship of America in 1922.

Last year at the Larchmont Regatta 26 Stars were entered in a race—the largest number of one design boats that ever has competed in a single race. This year the Larchmont club expects to have at least 40 Star entries.

At the International Championship races of the Star class scheduled for Long Island Sound, on August 28, 29 and 30, fleets from the United States and Canada are entered, and it is expected that entries will be received from England, Norway, China, Turkey, New Zealand, Barbados, and Australia.

In choosing a small sailboat there are three important points to consider: the depth of the water, where it is to be sailed, the smoothness of the water, and the cost. If the bay or river where you plan to sail your boat is shallow, then by all means don't buy a keel boat, but get a catboat with centerboard. Hundreds of these catrigged boats are sailed on the shallow Detroit River and Lake St. Clair in Michigan. Several classes of catboats have been developed and they can be bought for \$200 to \$400, according to size. If you

are planning to sail in rough, open waters, then you need a decked-in boat with cockpit. A sloop rigged keel boat is best under these conditions. The "Marconi" Rig is used on most racing sloops now. This rig makes the small sailboat at least a minute faster per mile when sailing on the wind. The "Marconi" does away with the gaff. It was invented by Nicholson, the English boat-builder, who designed the last "Shamrock" for Sir Thomas Lipton.

Most skippers put their boats into commission themselves. It is good fun in the early spring to scrape off the old paint, sandpaper the deck and underbody, putty the seams and finally to put on a bright coat of new paint. This part of the game is a real pleasure because while you work your mind wanders in the "Land of Anticipation" and you are exhilarated by the thought of the good times to come.

Catboat for Beginners

The catboat with centerboard is the best boat for the beginner to learn in. It is easier to manage than the sloop rigged craft, and at the same time it requires more delicate handling. In a catboat you get the "feel" of the boat under you, and learn just what she will stand. A sloop with weighted keel, on the other hand, will heel over and lug her sails until the wind blows over them, yet still be in no danger of capsizing. A catboat with centerboard only requires skilful handling to keep her on her feet if caught in a blow.

But the best advice for beginner and experienced skipper alike is this: Buy the kind of boat that is being sailed in your home waters. In this way you get competition. One season of keen racing will teach the landlubber more of the art of sailing a small boat than he'll learn

in 10 years knocking about by himself.

In Rochester and Toronto the 12 foot dinghy is popular; at Marblehead it is the 12 foot catboat class. These boats can be purchased for from \$150 to \$300. In Massachusetts Bay, Oyster Bay, and

Great South Bay, Long Island, catboats with centerboards are found in great profusion, and in all sizes from 12 to 25 feet. The prices range from \$150 to \$700.

Small sailboat racing and sailing have come back to stay.

Sailboats to Race Across Atlantic

TWO 40-foot boats, identical as to hull and of the same sail area, but rigged respectively as an American schooner and a British ketch, will sail soon from New York for Cowes, Isle of Wight, in what is probably the most interesting international race ever arranged. The object of this transatlantic contest is to test for the first time the relative merits of typically American and typically British rigs for pleasure craft.

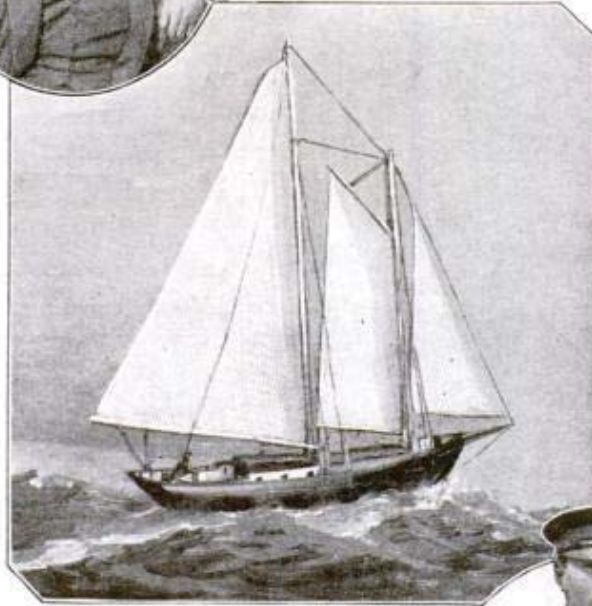
The contesting skippers will be William Washburn Nutting, of New York, ex-Commodore of the Cruising Club of America, and the Duke of Leinster, noted British sportsman. Mr. Nutting will be remembered for his feat of sailing his 45-foot, ketch-rigged yacht "Typhoon" from Nova Scotia to Cowes, England, and back to New York via Spain and the Azores in 1920.

The challenge for the race was issued by Mr. Nutting last summer. Each boat will be 40 feet overall, and have 32 feet, 6 inches waterline length, 11 feet, 6 inches beam and a draft of 7 feet. The American schooner is to have a jib-headed or leg o' mutton mainsail, while both the mainsail and mizzen of the Duke of Leinster's ketch are to be of this type; that is, without the gaff in the head of the sail.

Each boat will have an auxiliary motor, to be used during calm weather. The American boat has a 15 horsepower motor and the British motor is rated at 20 horsepower.



At the left is the Duke of Leinster, noted British sportsman, whose 40-foot ketch will race Commodore Nutting's American schooner across the Atlantic



At the right is William Washburn Nutting of New York, ex-Commodore of the Cruising Club of America, and challenger in the transatlantic small boat race. The rig of his schooner "Harpoon" is shown above. Note the jib-headed mainsail, resembling the Marconi type rig used in Star class boats. The object of the contest will be to test the relative merits of typically American and British rigs



Electric Current Used in Pneumonia Treatment

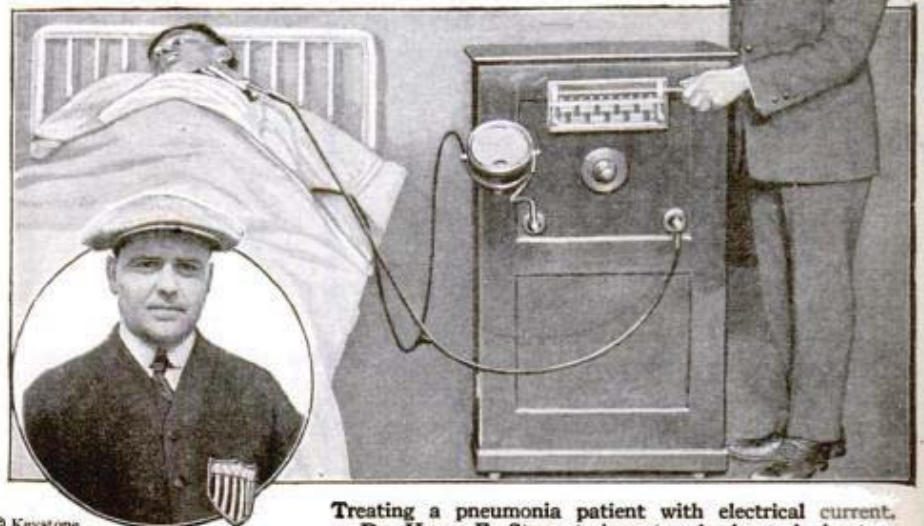
REMARKABLE success in the treatment of pneumonia by the use of electric current was reported recently by physicians on the staff of St. Mary's Hospital, Hoboken, where the new method perfected by Dr. Harry E. Stewart, Yale University athletic coach, was tested.

The method consists of the application of plates to the chest and back of the patient, and passing high frequency alternating current through the lungs. This increases the temperature within the lungs, it is claimed, tending to break up congestion. More than 30 sufferers in the last stages of pneumonia are said to have been started on the road to recovery in this way.

Medical men have called the new treatment a "super-mustard plaster." It is intended not as a substitute for usual medical treatment of the disease, but to supplement other agencies. The patient lies on operating table. Metal plates are strapped to his chest and back and connected by wires with a large cabinet with dial adjustments. When the switches are thrown on, the patient feels no shock; only a glow of warmth permeating his chest. This treatment is repeated twice each day.

The heat generated by the powerful current through the diseased lungs literally "electrocutes" the pneumonia germs, and recreates blood circulation. Danger of di-

rect current application is avoided by passing it through a closed core transformer.



Treating a pneumonia patient with electrical current. Dr. Harry E. Stewart, inventor, is shown in inset.