

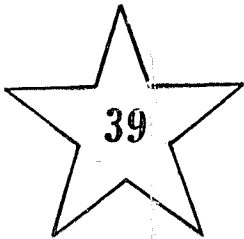
1939

Star Class World's Championship

AND

ANNUAL MEETING

I. S. C.



Y. R. A.

AUGUST 20th to 27th

OFF

KIEL, GERMANY

HEADQUARTERS AT THE YACHT CLUB VON DEUTSCHLAND

JURISDICTION

Events sponsored by the Clubs whose names appear in the schedule. Races conducted by and under the auspices of the International Star Class Yacht Racing Association.

IMPORTANT

— TO ALL MEMBERS —

The World's Championship of 1939 at Kiel, Germany, will be the first time this annual classic has been sailed in Europe. The Kieler Fohrde is well known to racing skippers throughout the world as that ideal body of water on which such famous events as Kieler Woche (Kiel Week), the 1936 Olympics, the European Star Championships, and the Hindenburg Cup Races have been sailed.

In its new setting, Star Week in 1939 will offer many a European Fleet its first opportunity to be represented in the World's Championship, and provide for skippers of the Western Hemisphere an attractive Summer's vacation. Star members from visiting Fleets will have an opportunity to visit Hamburg, Berlin, and other beautiful and historic German cities. Contestants and Officials will be entertained by the Berlin Clubs which are sponsoring the Races.



The Blue Ribbon of the Seven Seas
Walther von Hutschler and Hans-Joachim Weise

Program

SUNDAY, AUGUST 20th—

9:30 A.M.—Get-together at Headquarters

10:30 A.M.—Annual Meeting at Headquarters.

8:00 P.M.—Reception given by City of Kiel at Rathaus.

MONDAY, AUGUST 21st—

11:00 A.M.—1st Race

Deutscher Seglerverband

8:00 P.M.—Reception given by Reichssport-fuhrer von Tschammer und Osten at Clubhouse of Y. C. v. D.

TUESDAY, AUGUST 22nd—

11:00 A.M.—2nd Race

Norddeutscher Regatta Verein

8:00 P.M.—Second Session, Annual Meeting at Headquarters.

WEDNESDAY, AUGUST 23rd—

11:00 A.M.—3rd Race

Marine Regatta Verein

Dancing entertainment by Kriegsmarine

THURSDAY, AUGUST 24th—

Rest Day. Resailed or postponed Races.

In the afternoon Excursion arranged by Norddeutsche Regatta Verein.

FRIDAY, AUGUST 25th—

11:00 A.M.—4th Race

Yacht Club von Deutschland

8:00 P.M.—Entertainment at the Olympiaheim.

SATURDAY, AUGUST 26th—

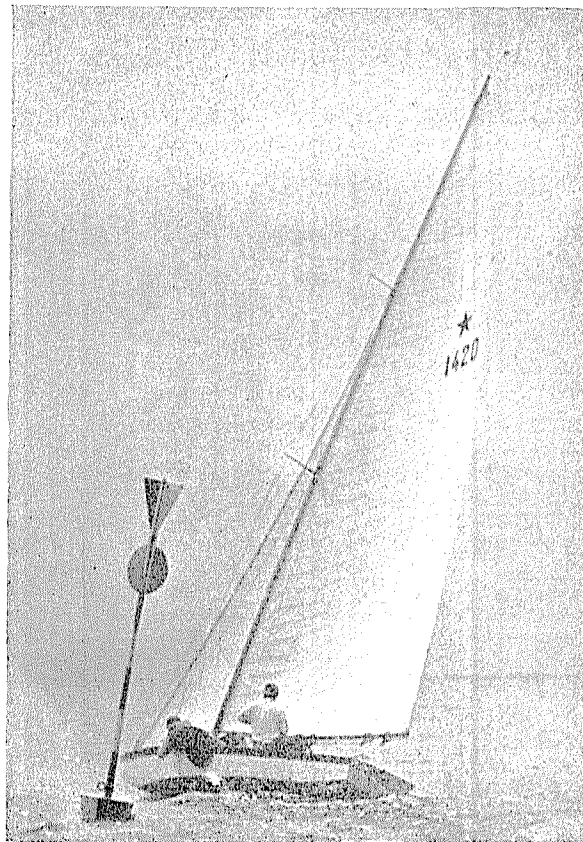
11:00 A.M.—5th Race

Berlin Clubs

8:00 P.M.—Final Banquet given by Rear Commodore of the ISCYRA, Vice-Admiral Gotting, and the Service Fleets of Kriegsmarine.

SUNDAY, AUGUST 27th—

Postponed or Resailed Races.



"Pimm" Present World's Champion

RACING INSTRUCTIONS

(For Contestants and Officials)

- TIME—** CENTRAL EUROPE TIME APPLIES THROUGHOUT THIS CIRCULAR.
- INSTRUCTIONS—** For each day these will be published on bulletin boards at Olympic harbour. Vineta-Bridge, at the Olympic Home and at HEADQUARTERS (Yacht-Club von Deutschland).
- RENDEZVOUS—** BEFORE 10:30 A.M. ALL ENTRIES AND OFFICIALS MUST REPORT AT PROBABLE STARTING LINE, COMING WITHIN HAIL OF I. R. C. BOAT (STARTING VESSEL "UNDINE"), AND REMAIN THERE FOR FURTHER INSTRUCTIONS.
- STARTING LINE—** THE PROBABLE STARTING LINE WILL BE ESTABLISHED WITHIN SIX TO SEVEN (6-7) MILES OF THE OLYMPIC HARBOUR. The I. R. C. Boat (Starting vessel Undine) will be on the place selected as starting place of that day. If the line is to be shifted, the I. R. C. Boat will display Code "N" and must be followed to the new point selected. Marker Yachts under I. R. C. instructions will log all distances and place marks, remaining stationed by them throughout race. See diagram, page 3. The I. R. C. Boat (Starting vessel Undine) will remain at the line. Chief Course Officials will transmit I. R. C. Orders.
- OFFICIAL YACHTS—** I. R. C. Boat (Starting vessel Undine) will fly large BLUE I. R. C. flag. Marker yachts will fly large WHITE flag. Course officials launch will display a blue pennant with a white ball (Code "D").
- TOWS—9 A.M.—** From anchorage (Olympic harbour respectively on the day after rest day: Vineta-Bridge) to Starting vessel Undine. Competing yachts are requested to make use of the tugs to insure reaching the starting place in time. Read "Tows" on page 4.
- PRECISELY!**
- MISSING ENTRIES—** If an entry is not accounted for at the starting line in time, an official boat will make inquiries for her. This shall constitute a reasonable search. Competing yachts which do not make use of the tugs must hold a direct course from anchorage to probable starting place, so they can be located in case of accident. THE ABOVE PRELIMINARIES SHOULD BE COMPLETED BEFORE 10:30 A. M.
- ATTENTION SIGNAL—** ATTENTION signal at 10:30 A. M. (or some 15-minute interval thereafter) cannot be given until ALL ENTRIES (not withdrawn) HAVE BEEN ACCOUNTED FOR. It means GET READY AND STAY READY, and will not be repeated. Once given, the start cannot be postponed because an entry is not ready or has gone too far away from the line to get back in time. In case of accident, prior to the start, the I. R. C. may, at its discretion, order a postponement.

STARTING AND TIME SIGNALS

A GUN will be fired to call attention to ALL signals (except the Recall and periods of postponement, attention to which will be called by WHISTLE). Each signal will be lowered 30 seconds before the following one is set (except course signals which will remain up until after the start). Should either the Sound or Visible signal fail, the first given shall count. The hour of the attention signal may be changed by order of the I. R. C. issued the previous night.

Time	Indicates	Sound	Visible Signals
10:30 A. M.	ATTENTION	TWO GUNS	RED VISIBLE SIGNAL
(Above remains up, regardless of postponements, until Course Signal is set.)			
10:45 A. M.	COURSE SIGNAL	ONE GUN	COURSE SIGNALS OR CODE G.
10:50 A. M.	WARNING	ONE GUN	WHITE VISIBLE SIGNAL
10:55 A. M.	PREPARATORY	ONE GUN	BLUE VISIBLE SIGNAL
11:00 A. M.	START	ONE GUN	RED FLAG WITH BLACK DIAGONAL STRIPE
RECALL	BLAST OF WHISTLE, YACHTS NUMBER CALLED OVER LOUD SPEAKER OR DISPLAYED.		
CODE FLAGS	**G" (Yellow and Blue Vertical stripes, flag) Postponement (15 minutes or multiples thereof.) "J" (Blue Flag, White horizontal stripe) Race called off. "N" (Blue and White checkered flag) Starting line to be shifted, follow Committee Boat. "O" (Flag half red, other half yellow) Round this boat, mark wrecked. "Y" (Red and Yellow diagonal stripes) Come within hail. "B" (Red swallow tail) Set on Committee Boat, report to I. R. C. soon as possible.		

POSTPONEMENTS Three long blasts of whistle, repeated if necessary.

- POSTPONEMENTS—** Postponements must be of 15-minute intervals and can be ordered by the I. R. C. at any time before the starting signal is given, making the start on the quarter, half, three-quarter, or even hour. If signals have been started, then all signals from course signal to start must be repeated at proper intervals. WATCH FOR POSSIBLE CHANGE OF COURSE.
- TIME LIMIT**
3½ HOURS The time limit will be three and one-half (3½) hours after starting signal has been given. If one yacht finishes within the limit, the time of all yachts must be taken. If no yacht finishes within the time limit, the race must be resailed.
- PROTESTS—** To assure strict rule observance, and minimize ill feeling arising from contestants protesting each other, the course will be patrolled and Series Officials will report infractions. If a violation has been reported, code flag "B" will be displayed by the Committee boat. This procedure, however, shall not infringe upon the right of the individual contestant to protest an unobserved violation. **No flag need be displayed by the protesting yacht**, but the written protest must be filed with the I. R. C. within two hours of the time the last yacht finishes that race. If there has been no report made or protest filed within this time limit, the race must stand. For Hearings, see Page 4.
- RULES—** The Series will be sailed under the rules of the I. S. C. Y. R. A. and special rules and procedure contained in this circular, both of which, in case of conflict, supercede the "Racing Rules" of the I. Y. R. U. which apply to right-of-way, etc. **DISQUALIFICATION IS THE PENALTY FOR VIOLATING ANY RACING OR CLASS RULE, REGULATION OR RESTRICTION.**
- JURISDICTION—** The International Race Committee shall conduct all races and have complete jurisdiction over all matters pertaining to Series. Its decision shall be final and binding upon all members and cannot be appealed to any other body whatsoever.
- TIDES—** There is no current, as a rule, in the Kieler Fohrde.

ACCOUNTING FOR — READ CAREFULLY

APPLICATION FOR DELAY (UNFINISHED REPAIRS, SUBSTITUTIONS, ETC), MUST BE FILED WITH I.R.C. BY 8:00 A. M. IF NO APPLICATION HAS BEEN FILED, IF CREW FAILS TO BOARD YACHT AT REQUIRED TIME, OR IF DELAY IS INTENTIONAL OR INSUFFICIENT TIME IS ALLOWED, ACCORDING TO WEATHER CONDITIONS TO REACH LINE, THE I. R. C. MAY ASSUME THAT THE ENTRY HAS WITHDRAWN. THE PURPOSE OF THE ATTENTION SIGNAL IS ONLY TO PROTECT ENTRIES THAT CANNOT REACH LINE IN TIME DUE TO CAUSES BEYOND THEIR CONTROL.

COURSES

World's Championship Series courses are standard for all localities, but must be in open water and as far removed as possible from headlands, shoals, buoys, and obstructions. The only change made since 1931 is to provide that in the triangular courses the start and finish may be established at any one of the three Marks, and the Starting Buoy, added for 1939.

- GOVERNMENT MARKS—** Government Buoys and aids to navigation (though care will be taken not to establish courses in their close proximity) may be passed on either side.
- MARKS AND MARKER YACHTS—** The Line Mark will display a white flag. Other Marks of the course will display a red and yellow signal and flashing cone. Large yachts, displaying a large white flag, will mark the position of all Marks of the course, except the one at the start and finish, the position of which is marked by the I. R. C. Boat ("Undine").
- IMPORTANT—** To indicate the direction of the first Mark, immediately after the starting gun has been fired, a big tug-boat displaying a large white flag, and placed at a distance of about 500 m of the starting vessel, will take course to the first Mark.
- WRECKED MARKS AND FOG SIGNAL—** If a Mark is wrecked, the Marker Yacht will display code flag O and sound a whistle, indicating that it must be rounded in place of the missing Mark. In fog or heavy rain, the Marker Yacht will sound a bell rapidly at regular intervals.
- START—** The starting line shall be between the mast or upright of the Line Mark (probably a stakeboat) and the **Starting Buoy** located near the I. R. C. boat "UNDINE".
- IMPORTANT I. R. C. NOTE—** Immediately after the start, the **Starting Buoy** must be removed and the Line Mark shifted to its proper position for the finish. The I. R. C. Boat becomes a Mark of the course at the finish **only**, and at other times, including the start, ranks as an obstruction.
- ROUNDING MARKS—** All Marks of the course shall be rounded or passed on the same side. This includes the Line Mark at the end of each round, when the I. R. C. Boat shall be disregarded, except as an aid to locating the Line Mark.
- FINISH—** The finish line shall be between the mast or upright of the Line Mark and a white flag on the I. R. C. boat "UNDINE".
- COURSE SIGNALS—** The numeral (1, 2, 3, or 4) on Signal Board indicates the number of the course to be sailed. The letters (A, B, and C) which follow represent the three Marks of a triangular course. They will be arranged in the order in which they are to be passed or rounded, the first letter representing the Mark of the start and finish line. Their arrangement will clearly indicate whether the Marks are to left to Starboard or Port. In courses 3 and 4 the C is naturally omitted and in such windward or leeward courses all Marks are always left to Starboard.
- COMPASS DIRECTIONS—** The compass direction of the first leg of the course will be displayed beneath the course signal. From this, consulting diagram, the compass directions of the other legs can easily be computed if desired.
- EXAMPLE—** If the signal should read—2 CBA, and beneath N. E.—this means the course No. 2 (three times around and triangular) is to be sailed. That the start and finish will be at Mark C, and the first leg is Northeast. From C to B, thence from B to A, thence from A back to C. Obviously all Marks must be left to Port. The diagram will show the distance of each leg of this course.

COURSE NO. 1
TRIANGULAR
TWICE AROUND
Total 10.24 N. Miles
Marks rounded as
signal indicates

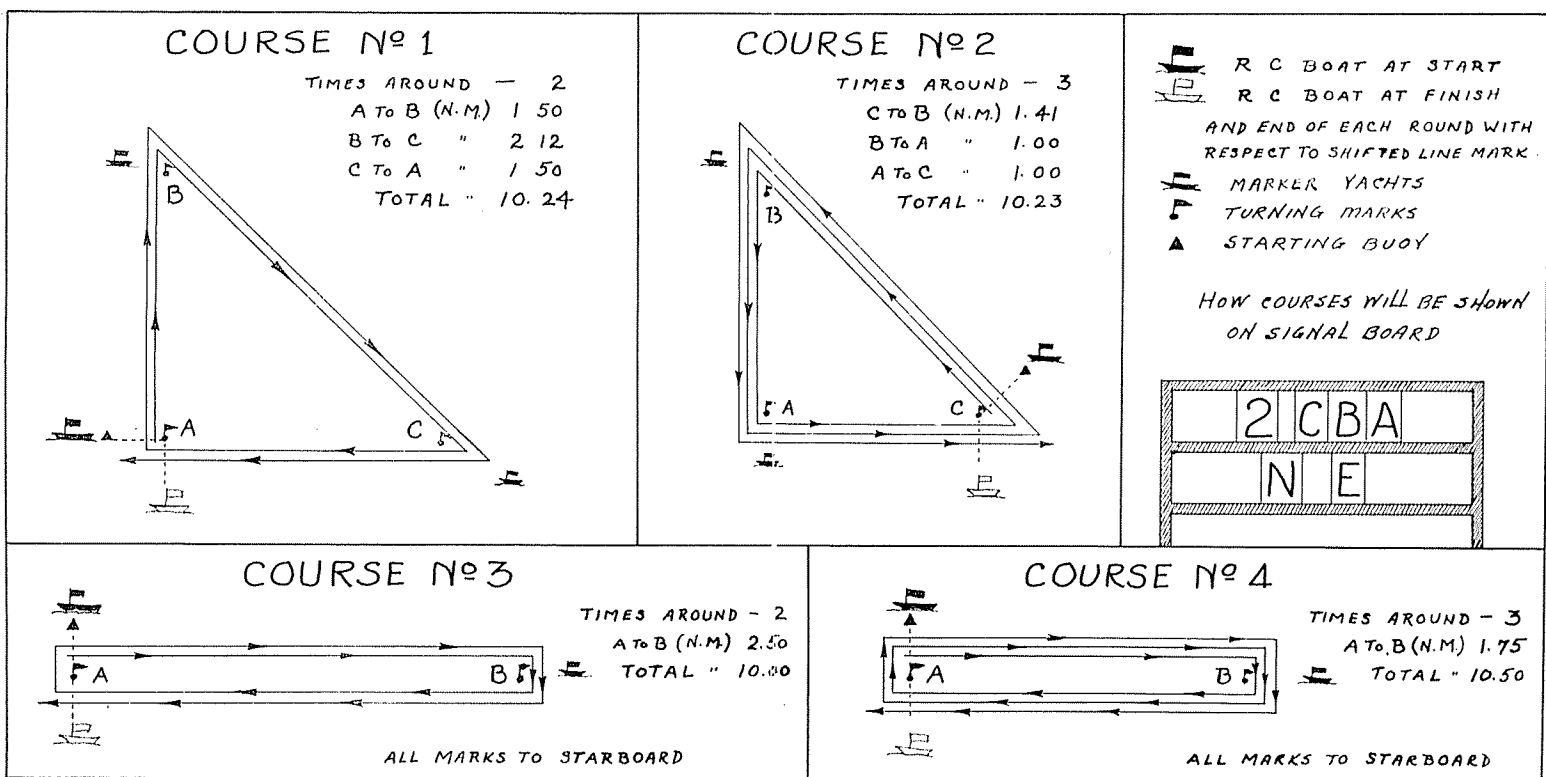
COURSE NO. 2
TRIANGULAR
THREE TIMES AROUND
Total 10.23 N. Miles
Marks rounded as
signal indicates

COURSE NO. 3
WINDWARD & LEEWARD
TWICE AROUND
Total 10 N. Miles
All Marks to
Starboard

COURSE NO. 4
WINDWARD & LEEWARD
THREE TIMES AROUND
Total 10.50 N. Miles
All Marks to
Starboard

NOTE.—In diagram of courses No. 1 and No. 2, the position of the Committee Boat is shown at different Marks. In either course, however, the Committee Boat will be stationed at the Mark indicated as that of the start and finish, the diagram merely shows its position at start and finish and the relative positions of the Marker Yachts when different Marks of the course are used.

IMPORTANT.—Courses nos. 2 and 4 should not be used except in localities where conditions are such that courses Nos. 1 and 3 cannot be established.



INFORMATION

I. S. C. Y. R. A. HEADQUARTERS—Will be located at the **Yacht-Club von Deutschland, Kiel, Hindenburg-Ufer, Germany.**

P. O. ADDRESS—Mail or telegrams for prompt delivery, must be addressed, marked "Star Class", to the **Olympiaheim, Kiel, Hindenburg-Ufer, Germany.** A special post-office is established there during the **World's Championship.**

ANCHORAGE—The official anchorage shall be **at the Olympic harbour.** Competing yachts must remain in anchorage when not being sailed or taken to haulout.

HAULOUT—Arrangement for haulout of **20 stars at the Olympic harbour and for another 20 stars at Vineta-Bridge.** All haulouts furnished gratis by the **German Navy.**

SHIPMENT BY RAIL—Consign to **Sartori & Berger, Kiel, Wall 48, Germany,** telegraphic address: **Sartori Kiel.**

SHIPMENT BY STEAMER—Hamburg, Germany.—Consign to owner, c/o **Carl Reich, Bootswerft, Hamburg 39, Sierichstr. 30, Germany,** who will take charge of transport to **Kiel.**

ACCOMMODATIONS—Full board is given by **Deutsche Seglerverband** to contestants and officials personally in the **Olympiaheim, in the vicinity of the Olympic harbour and headquarters.** Plenty of accommodation at all price ranges within **5 minutes drive of Olympic harbour.**

IDENTIFICATION—Members must have membership cards at all times as a means of identification.

ENTERTAINMENTS—Guests tickets will be issued to contestants and officials for all formal functions.

TOWS—Will be arranged gratis by **Kriegsmarine (German Navy).** A certain number of stars will be assigned to a **SPECIAL tug during the whole series, to take them to the strating line. Back to the anchorage towing is arranged according to the order of passing the finish line.**—Towing is done at the risk of the owner, without any liability of the **Germany Navy.**

CONDITIONS

ALL NOTICES—CONSULT BULLETIN BOARD AT HEADQUARTERS, AT THE OLYMPIC HARBOUR, THE OLYMPIC HOME AND VINETA-BRIDGE, PROMPTLY AT 6:00 P. M. EACH DAY FOR ALL NOTICES OF HEARINGS, DECISIONS AND INSTRUCTIONS. All rights shall be forfeited by those who fail to attend hearings or disregard such instructions.

HEARINGS—Protests will be heard on evening of race or early next morning and decisions rendered prior to start of next race, subject to order of the I. R. C.

ENTRIES—FLEETS MUST CHALLENGE BY JUNE 15th AND NAME ENTRY BY JULY 15th on forms provided by Association. Forms D and E must be filed with the International Secretary. **IMPORTANT**—A special Blue entry form must be filed with **Club von Deutschland, Kiel, Hindenburg-Ufer, Germany, by July 15th.**

MEASURING—All sails, skegs, and rudders, must be measured on August 18th and 19th and ALL YACHTS ARE SUBJECT TO COMPLETE REMEASUREMENT.

WARNING—No entry will be accepted unless yacht already has a certificate and skipper and crew conform with all eligibility requirements. In doubtful cases obtain Governing Committee Ruling in advance. Check size and position of skegs and rudder—keel and mast—before shipping yacht to series and avoid last minute alterations.

SCORING—For point system, see Log and Score Cards. Results will be posted on bulletin board.

RULE BOOKS—Read 1939 Rule Book (The Log) of the Star Class, also **1939 Racing Rules of the I. Y. R. U.** (identical to the N. Y. Y. R. U.)

HAUL-OUT RULE—Except over rest day, no yacht may be hauled out from the beginning of the first race to the finish of the final race, or sail-off, except in case of accident and then only after permission has been obtained from the I. R. C. in which case yacht shall remain out no longer than necessary to make designated repairs only.

PRIZES:—

Perpetual—"World's Championship Trophy," to be held by the winning Fleet until **1940 Series.**

Series—1st, 2nd and 3rd prizes for **skipper and crew,** presented by the I. S. C. Y. R. A.

Daily—1st, 2nd and 3rd prize, for **skipper and crew,** presented by clubs sponsoring race **and by Deutsche Seglerverband.**

Special "Distant Fleet", "Invaders" and "First Challenge" trophies are for highest score made by Fleets **outside Germany, outside of Europe** and challenging for first time respectively. No two special prizes can be won by same entry or by a series prize winner.

Awards—Gold International honor devices for the sail and sleeve of winners are fully described in the **1939 Log.**

— PAST CHAMPIONS —

1938—PIMM, von Hutschler and Weise, Hamburger Flotte, at San Diego Bay, 22 entries.

1937—LECKY, Wegeforth & Phillips, San Diego Bay, on Long Island Sound. 36 entries.

1936—ACE, Iselin & Horder, Western L. I. Sound, at Rochester, N. Y., 35 entries.

1935—BY-C, Beardslee & Lehman, Newport Harbor, at Newport Harbor, Calif. 16 entries.

1934—BY-C, Beardslee & Lehman, Newport Harbor at San Francisco. 15 entries.

1933—THREE STAR TOO, Waterhouse & Metcalf, San Francisco Bay, at Long Beach, California, 16 entries.

1932—Mist, Fink & Thorne, Long Beach Fleet at Southport, Conn. 28 entries.

1931—COLLEEN, McHugh & Watkins, Central, L. I. Sound, at W. L. I. S. 26 entries.

1930—PEGGY WEE, Knapp & Weed, Western, L. I. Sound. On Chesapeake Bay. 22 entries.

1929—EEL, Johnson & Johnson, Chesapeake Bay Fleet. At New Orleans, La. 23 entries.

1928—SPARKLER II, Edrington & Gray, New Orleans, Gulf Fleet. At Newport, Cal. 17 entries.

1927—TEMPE III, Hubbard & Edwards, Newport Harbor Fleet. At Narragansett Bay, R. I. 17 entries.

1926—RHODY, Comstock & Gidley, Narragansett Bay Fleet. On Long Island Sound, N. Y. 16 entries.

1925—ACE, Iselin & Willis, Western, L. I. Sound Fleet. On Long Island Sound, N. Y. 15 entries.

1924—LITTLE BEAR, Robinson & Knapp, Western L. I. Sound. On Long Island Sound, N. Y. 10 entries.

1923—TAURUS, Inslee & Nelson, Western L. I. Sound. On Long Island Sound, N. Y. 8 entries.

IMPORTANT.—This circular constitutes official notice of annual meeting and fleets that fail to answer roll call shall be subject to suspension and fine. The books will be closed for new memberships, etc., from August 1st to 26th, 1939. All communications pertaining to the International Series or annual meeting must be sent to the major officials at headquarters during **period** of the series.

— FOR ADVANCE INFORMATION —

TOWS **Marine-Regatta-Verein, Kiel, Vineta-Brucke, Germany.**
 MEASUREMENTS **G. Fowaldt, Kiel, Schumacherstr. 28, Germany, Marine-Baurat a. D. Heldt, Kiel, Luftwaffenkommando (See Germany).**
 OFFICIAL RULINGS **G. W. Elder, 51 East 42nd Street, New York City, N. Y.**
 ROOMS, TRANSPORTATION AND GENERAL INFORMATION **E. Mohr, Norddeutsche Regatta Verein, Hamburg 21, Schone Aussicht 37, and Yacht-Club von Deutschland, Kiel, Hindenburg-Ufer, Germany.**
 ANCHORAGE AND HAULOUTS **Marine-Regatta-Verein, Kiel, Vineta-Brucke, Germany.**
 ENTRIES AND DELEGATES **Sampson Smith, 51 East 42nd Street, New York City, N. Y.**
 DUPLICATE ENTRY **IMPORTANT—SEE ENTRIES ABOVE.**
 ENTERTAINMENT **Yacht-Club von Deutschland, Kiel, Hindenburg-Ufer, Germany.**