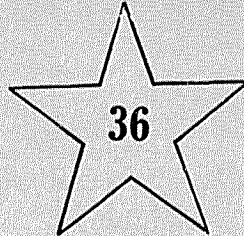


Star Class World's Championship

AND ANNUAL MEETING



SEPTEMBER 1st to 8th
At Rochester Y. C., on Lake Ontario, U. S. A.

SPONSORED BY THE FLEETS AND CLUBS OF THE 12th DISTRICT
UNDER THE AUSPICES OF THE I. S. C. Y. R. A.

PROGRAM

TUESDAY, SEPTEMBER 1, 1936

Annual Meeting—1st Session 8 P.M.
At Rochester Y. C.

WEDNESDAY, SEPTEMBER 2, 1936

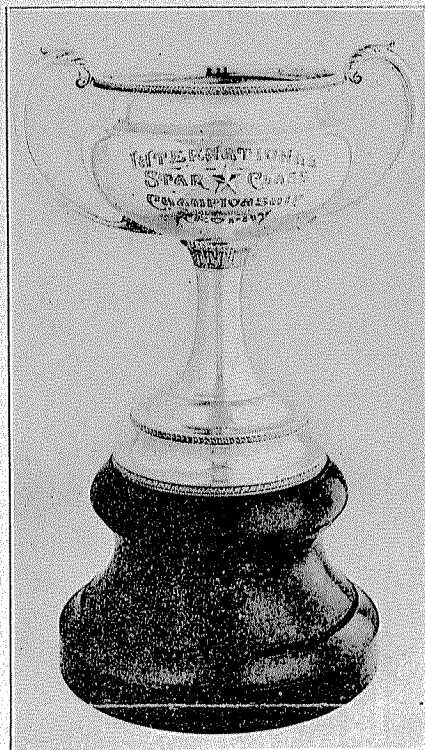
1st Championship Race—12:30 P.M.
Oneida Frogs Legs Feast and Informal Hop, at R. Y. C.

THURSDAY, SEPTEMBER 3, 1936

2nd Championship Race—12:30 P.M.
Chamber of Commerce Night at 7:30 P.M.

FRIDAY, SEPTEMBER 4, 1936

Rest day. Trip thru Eastman Kodak Plant and/or private parties to Niagara Falls, 80 miles distant.
Second session—Annual meeting 8 P. M. Rochester Y. C.



THE BLUE RIBBON OF THE SEVEN SEAS

PROGRAM

SATURDAY, SEPTEMBER 5, 1936

3rd Championship race—12:30 P.M.
Commodore Doyle's dinner followed by dancing—7:30 P. M. R. Y. C.

SUNDAY, SEPTEMBER 6, 1936

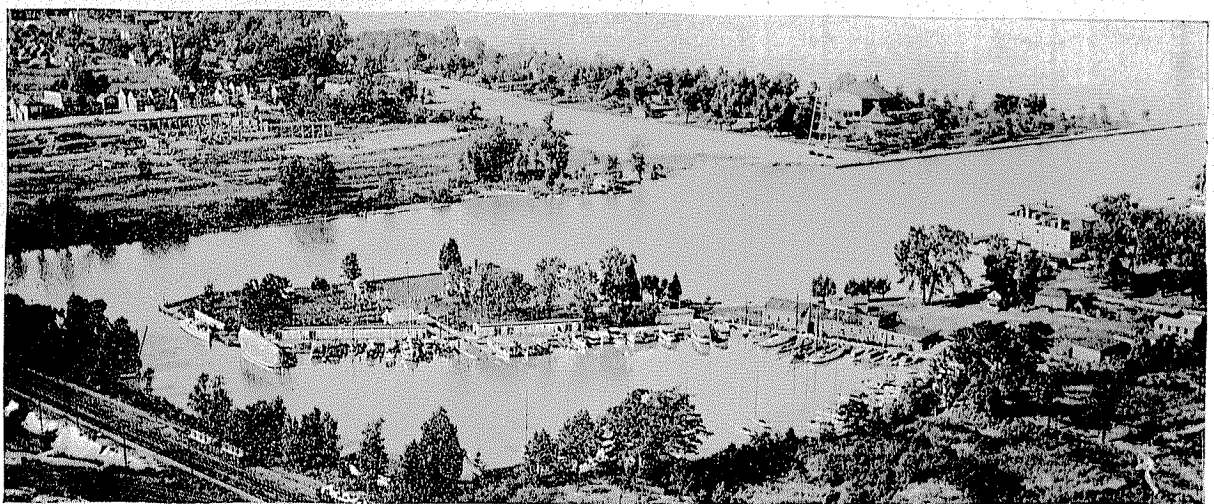
4th Championship race—12:30 P.M.
Movies Past Internationals.

MONDAY, SEPTEMBER 7, 1936

5th Championship race—12:30 P.M.
Final banquet. Presentation of prizes and dancing—8 P.M.

TUESDAY, SEPTEMBER 8, 1936

Postponed races or ties
Meeting of 1937 I. E. C.



Headquarters of the 1936 World's Championships, showing the Rochester Yacht Club. Official Anchorage and the Genesee River with the Course on Lake Ontario, free from tides and obstructions, in background.

RACING INSTRUCTIONS

(For Contestants and Officials)

- TIME—** EASTERN STANDARD TIME APPLIES THROUGHOUT THIS CIRCULAR.
- RENDEZVOUS**
10.30 A. M.— BEFORE 12:30 P. M. ALL ENTRIES AND OFFICIALS MUST REPORT AT PROBABLE STARTING LINE, COMING WITHIN HAIL OF COMMITTEE BOAT, AND REMAIN THERE FOR FURTHER INSTRUCTIONS.
- STARTING LINE—** THE PROBABLE STARTING LINE WILL BE ESTABLISHED ABOUT HALF A MILE N. E. OF THE MOUTH OF THE GENESEE RIVER. 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 off distances and place marks, remaining stationed by them throughout race. See diagram, page 3. The Committee Boat will remain at the line. Chief Course Officials will transmit I. R. C. orders.
- OFFICIAL YACHTS—** Committee Boat will fly large BLUE, I. R. C. flag. Marker Yachts will fly large WHITE flag. Course official's launch will display "Patrol" flag.
- MISSING ENTRIES—** If an entry is not accounted for at line (see foot of page) the Patrol will make one trip back to the anchorage. This shall constitute a reasonable search. Competing yachts must hold a direct course from anchorage to probable starting line, so they can be located in case of accident.
THE ABOVE PRELIMINARIES SHOULD BE COMPLETED BEFORE 12:30 P. M.
- ATTENTION SIGNAL—** ATTENTION signal at 1:00 P. M. (or some 15-minute interval thereafter) cannot be given until ALL ENTRIES (not withdrawn) HAVE BEEN ACCOUNTED FOR AT LINE. It means GET READY AND STAY READY, and will not be repeated. Once given, except for serious accident before preparatory, start cannot be postponed because an entry is not ready.

STARTING AND TIME SIGNALS

A GUN will be fired to call attention to ALL signals (except the Recall and additional 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.

Time	Indicates	Sound	Visible Signals
12.30 P. M.	ATTENTION	TWO GUNS	RED VISIBLE SIGNAL
(Above remains up, regardless of postponements, until Course Signal is set.)			
12.45 P. M.	COURSE SIGNAL	ONE GUN	COURSE SIGNALS OR CODE G.
12.50 P. M.	WARNING	ONE GUN	WHITE VISIBLE SIGNAL
12.55 P. M.	PREPARATORY	ONE GUN	BLUE VISIBLE SIGNAL
1:00 P. M.	START	ONE GUN	RED VISIBLE SIGNAL

RECALL SHORT BLASTS OF WHISTLE, YACHTS NUMBER SHOWN AND CALLED.

*"G" (Yellow and Blue vertical stripes, flag)	Postponement.
"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)	Protest filed, report to I. R. C. at once.

- POSTPONEMENTS—** Postponements must be of 15-minute intervals and can be ordered by the I. R. C. at any time before the preparatory 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 time limit, the race must be resailed.
- PROTESTS**
6:00 P. M.— Series Officials will report all fouls and violations seen and code flag "B" will be displayed. Contestants must not depend upon this entirely. They must first ascertain whether the incident they are involved or interested in has been reported, and if not must file a WRITTEN PROTEST with I. R. C. in time to allow of notice of hearing on same to be posted on bulletin board by 6:00 P. M. day of race. If no report or protest has been filed by that hour, the race must stand. For time and place of hearings and decisions, see bulletin board and read "All Notices," item one, on 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 N. A. 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—** No Tides.

ACCOUNTING FOR — READ CAREFULLY

APPLICATION FOR DELAY (UNFINISHED REPAIRS, SUBSTITUTIONS, ETC.) MUST BE FILED WITH I.R.C. BY 11:00 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, BEING ONLY TO PROTECT ENTRIES THAT CANNOT REACH LINE IN TIME DUE TO CAUSES BEYOND 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.

GOVERNMENT MARKS—

Government Buoys and aids to navigation (though care will be taken not to establish courses in their close proximity) must, if approached, be passed on the required, or channel, side.

MARKS AND MARKER YACHTS —

The Mark at the starting line 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 Committee Boat.

WRECKED MARKS AND FOG SIGNAL—

If a Mark is wrecked, the Marker Yacht will display code flag \odot and sound a whistle, indicating that it must be rounded in place of the missing Mark. In fog or heavy rain, the Marker will sound a bell rapidly at regular intervals.

IMPORTANT ROUNDING MARKS, ETC.—

At end of each round, round the Mark of the Starting line, disregarding the Committee Boat except at start and finish. Round or pass all Marks on the same side throughout the race; this is always the opposite side from that on which the Committee Boat is passed at the start and finish. Courses must be sailed the required number of times around and cannot be shortened.

START AND FINISH—

Between a white flag on the Committee Boat and the mast or upright of the Mark of the start and finish line.

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 $10\frac{1}{4}$ N. Miles
Marks rounded as
signal indicates

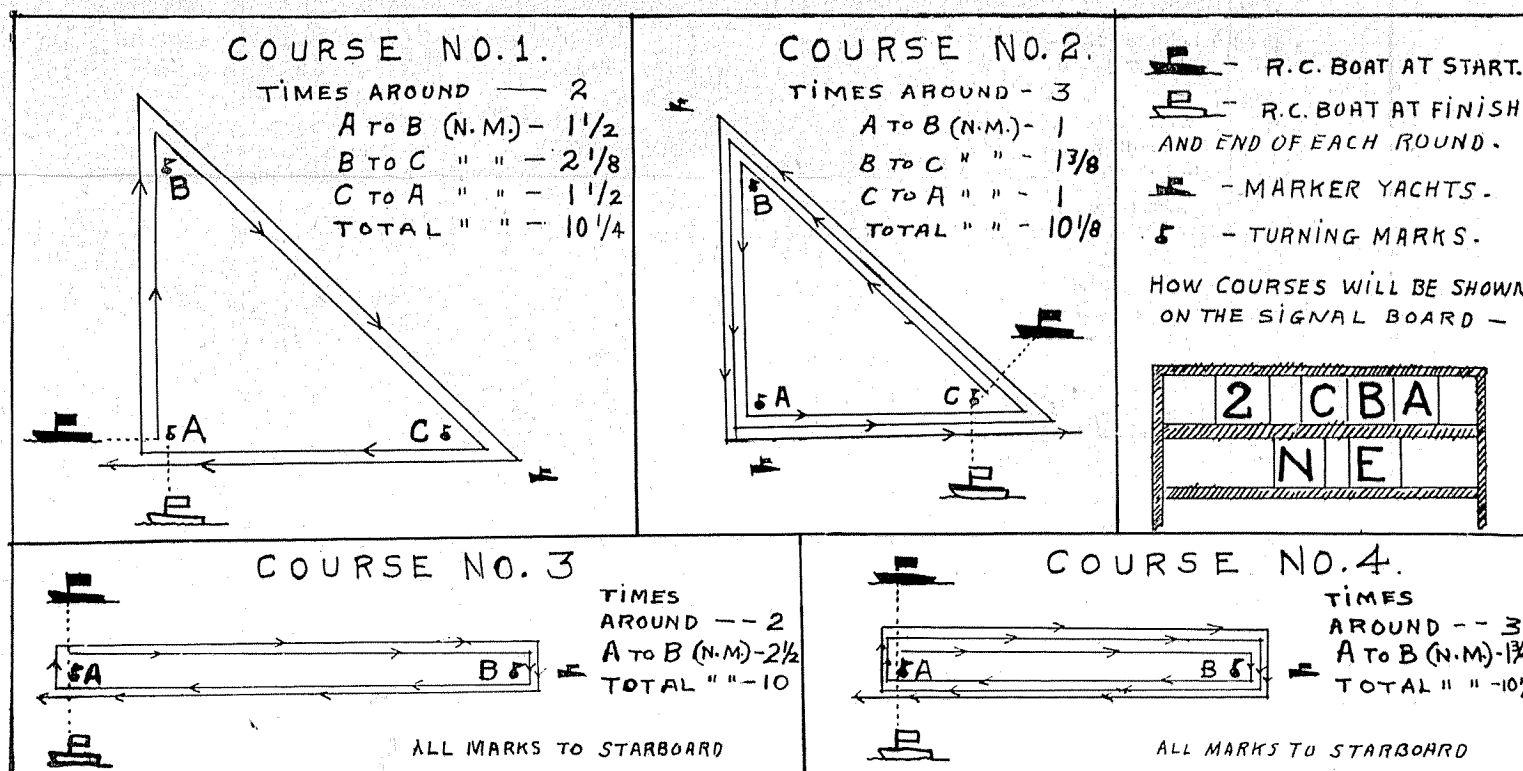
COURSE NO. 2
TRIANGULAR
THREE TIMES AROUND
Total $10\frac{1}{4}$ N. Miles
Marks rounded as
signal indicates

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

COURSE NO. 4
WINDWARD & LEEWARD
THREE TIMES AROUND
Total $10\frac{1}{4}$ 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 Rochester Yacht Club, Rochester, N. Y., U. S. A.

P. O. ADDRESS—Mail or telegrams for prompt delivery, must be addressed, marked Star Class, Rochester Yacht Club, Charlotte Station, Rochester, N. Y., Telephone Charlotte 358.

ANCHORAGE AND HAULOUT—Moorings will be designated in Basin and shore boat service furnished. Competing yachts must remain in anchorage or haulout when not being sailed. No charge for haulouts.

SHIPMENT BY RAIL—Consign yachts to owner c/o Philip G. Hoffman, Rochester Y. C., N. Y. Central R. R., Charlotte Station, Rochester, N. Y.

SHIPMENT BY STEAMER—Port of New York, Consign to owner c/o Sampson Smith, 51 East 42nd St., New York, N. Y., U. S. A. and trailer service to Rochester, also boats may be shipped via the Fjell Great-Lakes Europe Service (Agent Messrs. Hanno & Co., Rotterdam) from Hamburg, Rotterdam, Antwerp and London direct to Charlotte Station, Rochester, a few yards from the Yacht Club. Steamers two or three times per month.

ACCOMMODATIONS—For skippers and crews (of dormitory character) can be obtained in cottages near club at reasonable rates. Rooms with private baths at the Seneca Hotel, Rochester, N. Y.—Write for rates and reservations.

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

ENTERTAINMENTS—Guest tickets will be issued to officers and contestants for all formal functions. Other members and their friends are urged to attend but for them there will be a moderate charge.

TOWS—Will be arranged when and if necessary.

CONDITIONS

ALL NOTICES—CONSULT BULLETIN BOARD AT HEADQUARTERS, 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 afternoon of race and decisions rendered that evening, subject to order of the I. R. C.

ENTRIES—Fleets must challenge by July 20th and name entry by August 20th on forms provided by Association. Forms D and E (challenge and entry) must be filed in duplicate—1 copy to T. D. Parkman.

MEASURING—All sails, skegs, and rudders, must be measured on August 31st and Sept. 1st and all yachts must be available for inspection or remeasurement on those dates.

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.

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

RULE BOOKS—Read 1936 Rule Book (The "Log") of the Star Class, also 1936 Rules of Right-of-Way, published by the N. A. 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 1937 Series.

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

Daily—1st, 2nd and 3rd prize, for skipper and crew, presented each day by club sponsoring race.

Special—"Distance Fleet," "Invaders," and "First Challenge" trophies are for highest score made by Fleets outside of the 4th and 12th Districts, outside the U. S. A. proper, and challenging for first time respectively. No two special prizes can be won by some entry or by a series prize winner.

Awards—Gold International honor devices for the sail and sleeve of winners are fully described in the 1936 Log.

— P A S T C H A M P I O N S —

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, Constitution Art. XV., Sec. 3. The books will be closed for new memberships, etc., from Aug. 25th to Sept. 8th, 1936. 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 —

LOCAL INFORMATION AND HOUSING Philip G. Hoffman, 230 East Ave., Rochester, N. Y. (Phone—Stone 52)
 MEASUREMENTS Harold Halstead, 64 Pearl St., New York, N. Y.
 OFFICIAL RULINGS G. W. Elder, 105 West 55th St., New York City, N. Y.
 BOAT TRANSPORTATION AND GENERAL INFORMATION Sampson Smith, 51 East 42nd St., New York, N. Y.
 ANCHORAGE AND HAULOUTS V. E. Lacy, Rochester Y. C.
 ENTRIES AND DELEGATES T. D. Parkman, 160 Broadway, New York City, N. Y.