

STARLIGHTS

November 1924

NEW FLEETS GRANTED CHARTERS

- SAN DIEGO BAY FLEET -

(Territory - San Diego Bay, Cal. and vicinity)

Fleet Cap't. E. L. Peterson

Fleet Secretary— J. E. Jessop.

Fleet now consists of three boats but more will be built this winter.

- NEW ORLEANS - GULF STAR FLEET -

Fleet Capt. J. H. Hayward Jr.

Fleet Secretary- P.E. Edrington Jr.

Fleet Lieut. W. A. Porteous Jr.

Fleet Treas.— Stranton Jahncke

Our first Gulf of Mexico Fleet starts with 12 boats. This is a real fleet and the way we like to see new fleets start off. It assures keen competition from the first and means success and the develop of the entire district.

The Association Now Has 27 Organized Fleets And 265 Registered Yachts.

LINKFIELD WINS SOUND CHAMPIONSHIP FOR THIRD TIME.

W.L.I.S.- By winning three successive sound championships (that of 1922 with "Maia" and those of 1923 and 1924 with "Maia II") Ben Linkfield has established a new record bettering that made by Corry and "Little Dipper" in the early years of the Class which has stood for ten years without even being threatened. It is true that the "Father of the Stars" has accumulated four of the highly valued bronze medals made by Tiffany but they do not bare consecutive dates. It must also be remembered that the competition today is far more keen than in the early teens. In fact it is our opinion that it is a more difficult series to win than even the Internationals. It is a season series of 22 races, 14 to qualify in the most populated of all Star districts, in a section fairly teeming with veteran skippers of championship caliber, not of one but of several fleets. In addition to this the races are open and when visitors are attending our international, race week etc, they too enter and must be raced against. 58 separate yachts entered this series this year, the largest entry in one race being 37. Ben Linkfield is to be highly complimented on his wonderful record of thrice winning such an event.

THE RECORDS FOLLOW OF ALL WHO QUALIFIED.

		Raced	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Percent
"Maja II"	B. L. Linkfield	15	3	3	2	.86
"Gemini"	C. S. Perie	16	5	0	2	.77
"Little Dipper"	G. A. Corry	17	1	2	2	.61
"Canie Minor"	S. L. Adler	14	1	0	3	.60
"Lyrea"	D. B. King	17	0	0	0	.48

PRIZE WINNERS WHO DID NOT QUALIFY.

	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>		1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>		1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
Irex	2	1	0	So.Cross	0	2	0	Ace	3	0	0
Little Bear	2	1	0	Altair	1	1	0	California	1	0	0
Vega	1	1	0	Themes	0	1	0	Stella Maris	0	1	0
Aquilla	0	1	0	So.Wind	0	1	0	Rhody	0	0	1
Cygni	0	1	1	El Cid	0	1	0	Mist	0	0	1

“WAIN” WINS EASTERN L. I. SEASON SERIES. - By error the elimination series of this fleet were printed as a season series last month. The season series follows: “Eain” Burlingham 61.8%, 2nd “Dark Star” Rogers 59.2%, 3rd “Arcturus” Brewer 55.2%, 4th “Tea Tray” 53%, 5th “Nali” 44%, 6th “Bluestar” 39%. 11 races.

LAKE ONTARIO AGAIN ACTIVE - “Vagabond” L. K. Stuart wins by 4 minutes over No. 106, Colin Reed and #97 G. R. Newell on Aug. 8th at L.O.Y.R.A. Regatta on Sodus Bay. Starting 5 min. after Class C. and 10 min. after the Victories, these old stars beat the former home over a 9 mile course and gained considerably over the Victories. This is the first race recorded on Ontario in years and our new secretary, Lyman K. Stuart is to be congratulated on bringing together the survivors and actually holding a Star race. They are now putting in Marconi Rigs and watch this fleet which we had almost given up as lost come back.

PARKMAN’S “SEA BIRD” WINS GHERARDI DAVIS TROPHY. - Our new historian who had much to do with the organization of this fleet by building his lone Star on the bay last year in the hopes that he might some day have a fleet in which to race it, has come in to his own by winning the seasons honors this year, not by sail over but against stiff competition in a fleet of 10 boats. The Gravesend Bay season’s series follows:

		1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Percent
“Sea Bird”	T. D. Parkman	2	3	1	.706
“Eumai”	Stem & Morse	2	1	3	.671
“Quainai”	F. Quail	-	2	2	.480
“Eleanor”	Lehrfelt	-	1	2	.344
“Starbright”	Hans & Brown	-	-	1	.278
“Saturn”	Cutter & Chalmers	-	-	-	.274

RACING RESULTS OF OTHER FLEETS WILL BE PUBLISHED IN DECEMBER.

TERRIBLE DISASTER NEAR PUGET SOUND - The first and only serious accident that has ever occurred in a “Star” has been reported by our Puget Sound Secretary. It would appear that a party of six consisting of three men and three women went for a daysail in “All Star” No. 157 on Lake Washington, which joins Puget Sound. As they were returning the wind freshened and kicked up quite sea. The boat was running free directly before it and as is the case in a following sea the boat at times shoot ahead faster than the seas sticking her nose in them. Overloaded, with little free board left she began to trip and the water ran back over the bow and into the cock pit. Instead of luffing and letting her recover by taking the seas abeam the skipper kept driving her dead before the wind. The cockpit filled, the bulkheads were carried away and the boat sank. Two of the women with the only life belts on hoard were saved. The other four went down with the

boat and were drowned. The report fails to mention names and we do not know whether any members were lost.

### EDITORIAL SECTION

STARS NOT A FERRY BOAT - Inaccurate rumors of the Puget Sound tragedy are apt to spread and injure our class and we therefore want all members knowing the facts to at once contradict any such rumors if they reflect upon the safety of the Star. Puget Sound has always been a weak fleet. They had just decided to add to it this winter because of the P.C.Y.A. Championships were scheduled for Seattle in 1925. Already there is some local feeling against the Star due to this accident. This is absurd. No sane man could possibly blame the boat. That would be like condemning a make of automobile because some fool hardy driver tried to beat a train to a crossing in one and lost.

We are very sorry for those who were lost but even our sympathy for the skipper does not help us in finding any excuse for him. From what we hear there was no bad storm nor was the boat swamped by one sea but the sinking was gradual, due to the boat being driven under one sea after another. If this is true the skipper had time to think, if he had even let go of his helm the boat would have recovered herself, for we all know that on such a course a star tries to luff and in fact it is hard to hold her before it. Had the skipper done anything except what he did he would probably have saved everyone but it is not the panic-stricken actions of a man who was evidently not an inborn sailor that we criticize so much but his action in originally overloading the boat. To crowd six persons and women among them into a Star that is intended for two only and not even providing life belts, is an inexcusable act. Never have we seen or heard of any one attempting such a crazy thing. It is hard to understand where six could find room to get on board, much less spend the day on a Star and what could even a landsman be thinking of to go on board a boat which any one must have seen was overcrowded and dangerous. A boy of ten can handle a Star in a storm but this boat was never even given a fighting chance.

ELECTING OFFICERS - You will soon be called upon to elect your 1925 officers. The best way to judge of whether your present officers are the right men for their jobs is to consider whether your fleet was properly represented in "Starlights" this year. That's the acid test, also whether you receive notices, have meetings and have made any attempt at entering the international series. IF NOT you can bet that a change is needed, because even the smallest of fleets, if in proper hands can be a live unit of this organization. Do not make the error of putting your best organizer in as fleet Capt. Make him your secretary. Let your best skipper be captain if you wish but remember that good skippers do not always make good officers of a fleet. The Dub is often a better officer.

FROM DISTANT SHORES - In the "October" number of "Tell Rors", a Swedish yachting monthly, is a fine two-page write up on the Star entitled "Star, Amerikas Populära Entypsklass" all of which we can guess at but what "Segerrik" Star under a picture of "Maia" may mean has us stopped. Linkfield is not quite sure whether to be pleased or mad over it.

From Merry Old England comes great news. Lt. Co. J. C. F. Moore-Brabazon, an old friend of Lord Egerton of Tatton (better known here as Egy) has taken the helm and asked for an application. This is the best news yet. We have two stars over there now as a starter.

There is every prospect of a Cape Breton Fleet. We have also heard from Montreal and Toronto again. It sure is the open season for fleets and all hands are busy.

New Orleans Gulf Fleet makes our organization of North America 100% complete. It's a wonderful record, coast to coast, north, south, east, west and lakes, all organized in less than three years.

### NOTICE TO FLEET SECRETARIES

Fleets must hold their annual meetings in December and elect their 1925 officers. Telephone your fleet captain, agree on a date and send out notices. **DO IT NOW**, this is **YOUR** job.

Many fleets have failed to report their 1924 racing results. This must be attended to at once if your active season is over.

NOTE - We want to get the 1925 log out early next year. You will be the first to kick if kept waiting until mid-summer for it but it takes time. The historian could be working on it now if you would only send in results now and report officers promptly January 1st. Delays are not due to the historian but to fleet secretaries who delay their reports and hold up the works. Get in your racing results **NOW**.

**DISTRICT SECRETARIES-** The following fleets are not reporting. Get after those in your district:

Buzzards Bay  
Peconic Bays  
Hampton Roads  
Central & Western Erie

Massachusetts Coast  
Central L. I. Sound  
Lake Michigan  
British Col. Islands.