

“STARLIGHTS”

September 1924

INTERNATIONAL SERIES ISSUE

Note - This issue will be devoted entirely to the International Series. Fleet News etc. will be held over for the October issue.

The 1924 Series was the most closely contested and greatest of all that have been held so far. Ten fleets were represented, Cuba and Prince Edwards Island withdrawing at last moment.

There was a grand reunion at the Knickerbocker Yacht Club on Saturday night, a clam bake and vaudeville show and everyone was entertained royally. Sunday was given over to business and to measuring.

THE FIRST RACE - With a light S.S.W. wind blowing the boats were sent over a windward and leeward course of five miles, twice around total distance ten miles. All went over on Starboard tack, Rhody leading. The wind shifted to northeast making second leg also a beat. “South Wind” was first home with “California” 2nd. “Sonny” sailed by Inslee was caught by “Rhody” at the turn, then some moments later Robinson sailing the defender forced Cleveland’s entry “Audrey” and went into 5th place. At next mark “California” was first, then the wind dropped altogether and the old sun beat down on the bunch, it was 96 in the shade. A little air came back out of the south west and “Bill” was there to get it and won. “Rhody” was right on his stern and “South Wind” and “California” drifted in in that order. Watterson hit a mark and withdrew.

THE SECOND RACE - The Knickerbocker Yacht Club selected a triangular course, 10 ¼ N.M. a reach; run and beat, wind fresh S.W., no sea, clear and ideal sailing. “California” won the reach. “Stella Maris” picked up a board and was a bad last. On the run “Rhody” moved into 1st place. On the wind the defender took a long inshore hitch and worked into the lead and was never headed. On the last leg “Sonny” overtook “Little Bear” but though Inslee got the windward berth, Robinson shot over two second to the good.

THE THIRD RACE - The Bayside Yacht Club selected another windward and back course, wind E, very strong and high seas. “Porpoise” of Baltimore took an early lead but failed to cover Robinson who was reefed and the defender rounded first by small margin. “Stella Maris” was next and then “California”. “Rhody” caught “Sonny” on the run. On the wind again “South Wind” took a long port tack and worked into 2nd place. Inslee sneaked into third, “California” 4th. Baltimore had shot her bolt and was way back. Robinson shook out and won easily. “Sonny” overhauled “South Wind” and would have passed her but McHugh luffed him far off his course. “California” took advantage of this and went into 2nd place and McHugh slipped over 3rd 3 seconds over “Sonny”.

THE FOURTH RACE - The Port Washington race Thursday was a drift at 6:30 PM. with “Little Bear” leading by 7 minutes. It was called off due to time limit and sails off on Friday A.M.

At 11:30 they started over a triangle of 10 ¼ miles. Purvis could not bear away fast enough to give Robinson room and fouled him. “Rhody” was recalled for starting too

soon and lost 5 minutes getting back. Wind was very strong S.W. and quite a sea running. From 4th "Little Bear" won first on the wind with "Sonny" second. On 2nd round it increased its lead. "Rhody" despite her late start caught and passed "Sonny" for 2nd at the line.

THE LAST RACE - Manhasset Bay Yacht Club waited one hour and then sent them off over a leeward and windward course of 10 miles. It was then blowing a gale and rain off to see or hear signals. Four boats went over on time, "California", "Little Bear", "Rhody" and "Stella Maris" and all reefed. Three minutes late "Porpoise" under full sail came boiling over with "Sayonara" 7 minutes late, the latter soon withdrew. One white squall after another swept the sound during the race. It was the most severe test Stars have been put to. Sailing a wonderful race "Rhody" won. Just as she crossed the wind hesitated for another breath and "Little Bear" took eight minutes more to cross. This favored "Porpoise" with her full sail and she got 3rd over "California". As "Stella Maris" crossed the wind broke with increased violence out of the northwest and the temperature fell to 46 degrees but the 1924 series was then history.

1924 INTERNATIONAL SERIES

No.	Yacht	Skipper	Crew	Fleet	Points
61	"Little Bear"	J. R. Robinson	A. Knapp	Western L.I. Sound	44
143	"Rhody"	B. W. Comstock	W. H. Gidley	Narragansett Bay	42
161	"California"	B. P. Weston	R. Shauer	So. California	35
190	"Sonny"	W. L. Inslee	C.V. Byrm	Gravesend Bay	34
40	"South Wind"	W. J. McHugh	F. T. Bedford	Central L.I. Sound	29
179	"Porpoise"	N. S. Kenney	J. R. Miller	Chesapeake Bay	22
205	"Sayonara"	L. Bainbridge	G. W. Gibb	Peconic Bays	20
120	"Stella Mans"	R. W. Purvis	R. P. McLennan	English Bay	19
125	"Audrey"	H. S. Watterson	L. Carey	Central Lake Erie	9
233	"Dot"	H. M. Waite	F. W. Lord	Eastern L.I. Sound	3

FIRST RACE Start 9:30 A.M.

SECOND RACE Start 1:30 P.M.

THIRD RACE Start 2:00 P.M.

No.	Time	No.	Time	No.	Time
190	12:46:59	61	3:17:30	61	4:04:58
143	12:47:15	190	3:17:42	161	4:05:11
40	12:48:00	143	3:19:03	40	4:06:27
161	12:50:36	161	3:19:43	190	4:06:30
205	12:56:59	40	3:19:47	143	4:07:35
61	12:57:37	120	3:20:03	205	4:08:40
120	12:58:43	179	3:22:04	179	4:08:45
179	12:59:43	205	3:24:35	120	4:08:57
233	1:05:31	125	3:25:44	125	4:26:28
125	Withdrew	233	3:41:52	233	Did Not Start

FOURTH RACE

Start 2:00 P.M.

FOURTH RACE

Start 11:30 A.M.

FIFTH RACE

Start 2:35 P.M.

	No.	Time	No.	Time
Called off at 6:30. Time limit	61	1:32:51	143	4:32:55
With 61 leading, 190 second	143	1:35:42	61	4:41:00
And 179 third.	190	1:36:12	179	4:49:13
Resailed the following day.	40	1:37:07	161	4:49:45
	205	1:40:55	205	Withdrew
	125	1:44:26	190	Did Not Start
	179	1:46:00	40	Did Not Start
	120	Disqualified	125	Did Not Start
	233	Did Not Start	233	Did Not Start

EDITORIAL SECTION

Our New Champion - "Jack" Robinson is the new Worlds Champion of the Star Class. He sailed a wonderful series and has proved himself worthy of his crown. He won an uphill fight with the odds against him. Not only did he have to overcome a 6 point lead as a result of tie fluky race of the first day but also a moral handicap, for even his own fleet mates were doubtful as to his ability in a crucial series. "Jack" has always sailed for pleasure rather than for blood like the rest of us. For this reason his real ability has never before been revealed, but when it was no longer an individual matter and the traditions and honor of his fleet were at stake, it was a different "Jack" that sailed the "Little Bear". He crossed swords with the best small boat skippers of the country and beat them at every angle of the game, in light air and in heavy weather. After that first race he came back with three firsts and second and moved into first place at the end of the 4th race.

THE LAST RACE - Several versions have been given of the unfortunate incident that marred the last race, when despite an hour's interval a couple of yachts were unable to make the line. It has been intimated that while the morning race was unnecessarily postponed the afternoon one was rushed off without proper interval or due notice. This seems a most unjust criticism of both committees who acted according to their best judgment and were composed of men that have been running big Regattas for years. It is hard to imagine how any one could have expected more than an hour between races on such a day and how about the majority, the poor devil's who were ready, who sat there drenched to the skin, their teeth chattering from the cold, who had nothing to eat, was it right to keep them waiting more than an hour while a few changed clothes, had a hot bath and a course dinner. There are 360 days per year in which to eat and be comfortable and 5 in which to race the international series and be awake. It would seem advisable to print the official statement of facts made by our Representative on Board the Committee boat that day.

EXECUTIVE COMMITTEE REPRESENTATIVE'S STATEMENT The previous night an announcement was made at the P.W.Y.C, smoker while all contestants were present and still able to understand. It was stated that that day's race which had been called off on account of the time limit would be resailed the following morning. No fixed starting time but to be ready at 9 A.M. and as soon as arrangements could be made to tow the boats out and establish the course they would be started. That the afternoon race would start at the

regular hour of 1:30 or as soon after a possible. On such notice it was impossible to set the machinery in motion and start the first race any earlier than was planned which brought its finish about the time the 2nd race was scheduled to start.

The M.B.Y.C. announced a half hour interval to all contestants and power boats coming within hail and it never occurred to them or to me that anyone had neglected to post himself on such an important point, knowing the 2nd race was already overdue. No. 40 stated that a possible 5th was not worth racing for in such weather, withdrew and went home. The R.C. decided that 205 and 125 still further down the list had done likewise. It was already the announced time for starting and 205 was not in sight and 125 a mile away was making no move. The interval was extended however to one hour. Then course signals were set. At this point 179 was mixed up on line but said not to wait that they would be ready. 190 was the only boat that had waited to last minute to bend her sails. To give Inslee time the RC. skipped the next signal which accounts for the 2:35 start instead of 2:30 More time would have been given if asked for but sails were on spars and "Sonny's" crew were standing by to cast off at the next 5 minutes and appeared as ready as the rest (no one intended hoisting sail until they had to.) So the warning was given, then the preparatory and start. That "Sonny" wanted to reef (all were not reefed) the committee could not guess.

No one regrets this more than I but had 2 hrs. been given the result would have been the seine for those who were waiting for the signals to start getting ready, I feel that the committee did exactly what any other committee would have done and showed more consideration than many others would have Shown"

G. W. Elder

ANNUAL MEETING - Will be fully reported in October issue.

Morris Rosenfeld, 116 Nassau St., New York City took some wonderful pictures of the races. They may be had for \$2.00 each or \$1.50 in quantities. Write him to send on approval giving number of boat you are interested in.

Many feet of wonderful movies were taken and will be loaned to our Fleets. G. A. Corry, Port Washington, is in charge. You must guarantee their return, otherwise no charge, first booked first served. Note they go to California first where they will be cut and captions added, available after Nov. 1st.

On opening day temperature was 96 degrees, on closing day 46 degrees. We certainly gave 'em every sort of weather.