

# STARLIGHTS

I.S.C.

Y.R.A.

Originated 1911

Organized 1922

THE OFFICIAL MONTHLY PUBLICATION  
OF THE

## International Star Class Yacht Racing Association

"For a decade and a half the largest and most popular class of  
one design racing yacht in the world and increasing every year"

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27 ORGANIZED FLEETS 270 REGISTERED YACHTS

### TO OUR READERS

"Starlights," being now included in dues (see page 3, 1925 Dues), will henceforth be sent each month to every member in good standing. This issue is being sent to all 1924 members that they may know of the new system and pay their 1925 dues early this month, in order to receive our February number and subsequent ones without interruption.

Our regular readers may notice a few repetitions in this issue and the next. This is for the benefit of those who under the old optional subscription system did not take "Starlights" and have never seen a copy.

My aim is to make our little publication so interesting and entertaining that, even outside of its instructive value, it will be indispensable to all Star men, but in this I need your cooperation. Read notices and carry out instructions promptly in order that I may not be forced to sacrifice my limited space to reprinting lengthy and uninteresting explanations and duplicate notices and may devote all of it to live-wire news of our fleets, racing records, editorials and matters of interest.

"Starlights" wishes you a Happy New Year and may the best man win.

J. F. MILLER, Editor.

### OUR FIFTEENTH BIRTHDAY

This should indeed be a Happy New Year for all Star members. We have good reason to rejoice as the Star enters its fifteenth year as the largest, most popular, and best organized one design racing class in the world, having so far eclipsed all others that it has revolutionized the sport. We have established a world's standard class, opened international yacht racing to the man of average means, created public interest in the sport and have united yacht clubs and yachtsmen the world over by giving them an interest in common. Today we have an organization capable of conducting the affairs of the Star class regardless of number of countries into which it may spread or the number of organized fleets that may seek charters. This we have accomplished in our three years of existence as the I. S. C. Y. R. A. Have we a right to be proud of our little Association?

The keynote of our success has been the spirit of goodfellowship that has always prevailed among our members, the realization that ours is a 100% Star Class organization, that our rules are made by Star men for Star men, that our system of elimination is just and absolutely fair to all, and that we are working together not alone

for the Star Class, but for the general good of yachting as a sport. It is this spirit that has kept us united, that has kept us clear of the petty jealousies and club or local feeling that have wrecked so many other classes.

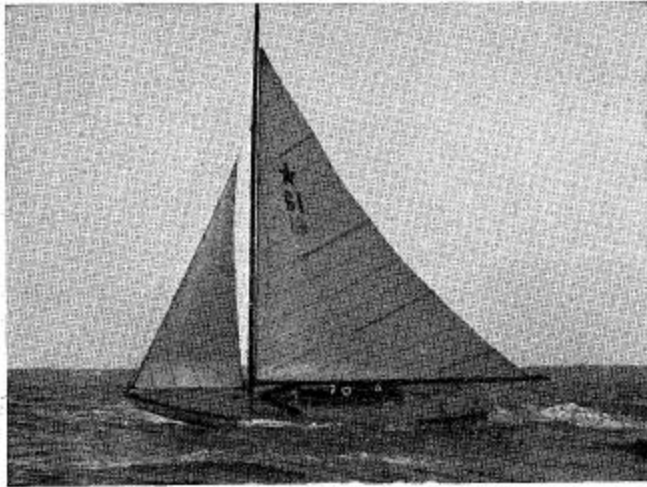
Already reports are pouring in of new Stars being built or ordered for spring delivery. On the Gulf a fleet of 18 or more are being built, all the Atlantic Coast fleets are adding to their numbers, some a few boats, others planning to double their size within the year. The Lake fleets also have decided to build again. On the Pacific a number of new Stars are under construction. Hawaii, Cuba, New Zealand—all are building. This movement is not restricted to existing fleets alone. Europe is catching the fever. Definite plans are already under way in England and Sweden. It is impossible to estimate even to what all this may lead, but there is one thing that is sure—the surface has only been scratched.

As we expand it will become more difficult to preserve this fraternal feeling that has made all this possible. It is the one danger to guard against, so let us start this New Year by indulging in and spreading among our new members this, our greatest asset.

"THE SPIRIT OF THE STAR CLASS."

## CHAMPIONS OF 1924

A brief summary of the past year's racing results would seem to be in order at this time. Detailed fleet news will be resumed on this page in February.



THE LITTLE BEAR

### STAR CLASS CHAMPION OF THE WORLD

"Little Bear," John R. Robinson, flying the colors of the Bay-side Yacht Club and with Arthur Knapp as crew, won the 1924 International Championship Series for the Western Long Island Sound fleet. This is the third time in succession that this fleet has successfully defended its title against all comers.

Second—"Rhody," Comstock & Gidley, of Narragansett Bay.

Third—"California," Weston & Schauer, of Southern California.

### INTER-SECTIONAL EVENTS

Atlantic Coast—B. L. Linkfield, sailing "Maia II," won the championship of the Y. R. A. of L. I. S. for the third time against a field of 58 entries. Larchmont Race Week was won by Adrian Iselin's "Ace" with the remarkable record of 3 firsts and 2 thirds in six starts against a field of 35 average daily starters. "Rhody" swept Narragansett Bay but Race Week was won by "Ibex," Shelter Island Week by "Sayonara." The Championship of Cuba was won by "Corzo," sailed by A. de Lisser. "Themes" took the Captain's Island Race, so that it must be again raced in 1925 for the 11th time.

Great Lakes—The Inter Fleet Fresh Water Classic at Put-in-Bay was won by the "Little Dipper II," S. H. Lucas, of Cleveland, with "Neptune II," of Toledo, second.

Pacific Coast—The Pacific Coast Championship at San Diego was won by "Windward," J. E. Jessop, of the Home fleet, who swept the series with 3 firsts against entries from all points along the coast. Churchill's "Maia" won the Lipton Trophy at Santa Barbara. "Stella Maris" won the long distance race of the Royal Vancouver Y. C.

Australasian Islands—In Australia, New Zealand, China, etc., the season has just started and therefore no results can be published.

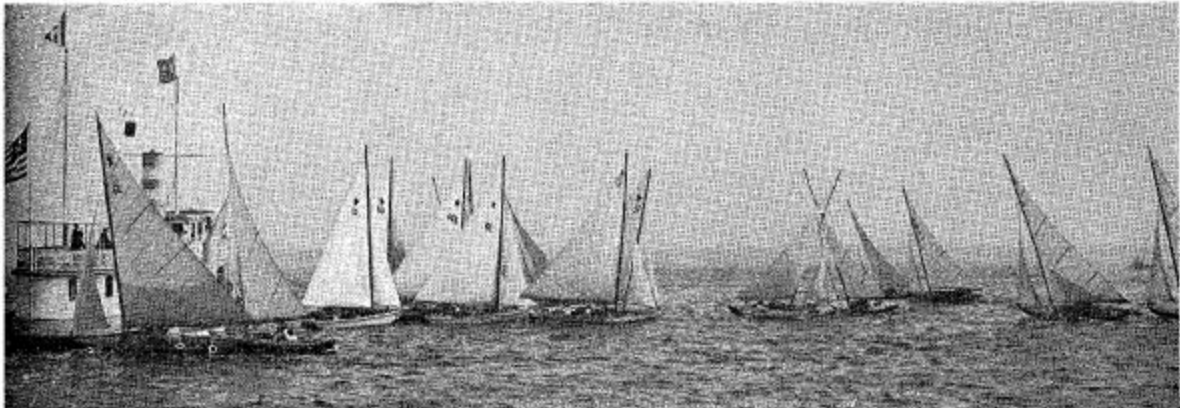
### FLEET CHAMPIONS

NOTE—The Fleet Championship is usually decided by a season's racing; therefore, the winners of elimination series to pick entries for the International Championships, held early in September, are not always the final champions of the fleet. They were the best at the time of the International Series but very often cannot qualify for the fleet season's honors because of entering the

big series, or sometimes they are beaten for these honors during the closing races of the year. Hence, both are given below when won by separate individuals.

Puget Sound, British Col. Isl., no report. Hawaiian Isl., Waitemata, Prince Edward Isl., New South Wales, New Orleans, newly organized; no races as yet.

FLEET	YACHT	OWNER
Western Long Island Sound (Fleet)	"THEMIS"	Pingry & Van Winkle
Western Long Island Sound (Elim.)	"LITTLE BEAR"	J. R. Robinson
Narragansett Bay	"RHODY"	Comstock & Gidley
Gravesend Bay (Fleet)	"SEA BIRD"	T. D. Parkman
Gravesend Bay (Elim.)	"SONNY"	Inslee & See
Southern California	"MOVIE STAR"	R. Schauer
Central Long Island Sound	"SOUTH WIND"	W. J. McHugh
Central Lake Erie (Elim.)	"AUDREY"	H. S. Watterson
Central Lake Erie Fleet	"ZETE"	L. Herold
Peconic Bays	"SAYONARA"	L. M. Bainbridge
English Bays (Fleet)	"CARONA"	T. Pattison
English Bays (Elim.)	"STELLA MARIS"	R. W. Purvis
Chesapeake Bay Series 1	"MINNOW"	J. R. Miller
Chesapeake Bay Series 2	"PORPOISE"	N. S. Kenney
Eastern Long Island Sound (Fleet)	"WAIN"	C. Burlingham
Eastern Long Island Sound (Elim.)	"DOT"	G. H. Gilman
Buzzards Bay	"AURIGA II"	B. Crane
Detroit River	"EROS"	E. Buysse
Hampton Roads	"TOM BOY"	J. G. Miller
Floto De La Habana	"CORZO"	A. de Lisser
Western Lake Erie	"TWINKLE II"	A. F. Wakefield
Lake Ontario	"VAGABOND"	L. K. Stuart
San Francisco Bay	"FRISCO STAR"	C. A. Smith
Lake Michigan	"HAI SAM"	Elliot & Goss
San Diego Bay	"WINDWARD"	J. E. Jessop
Massachusetts Coast	"SARDINE"	L. Bacon



**LONG ISLAND STARS SMASHING THROUGH THE LARCHMONT LINE**

No, this is not a form of aquatic football. It is merely a portion of the world's record fleet of 38 stars trying to cross the line to windward during Larchmont Race Week of 1924. "Smashing Through," however, is correct; it was the only way to get across the starting line. As one spectator put it: "A regatta committee is of no use to that class; they need a squad of New York traffic cops to handle their start!"

This record of 38 starters is apt to stand for a long time, as it is generally agreed that such a class cannot start over any ordinary line in one division. It is also most unfair from the

point of view of prizes. Six yachts race for three prizes; on this basis 38 should race for 19 prizes. Of course, that is but gentle humor, but certainly such a group should be split into two or even three divisions. The total points in each division could be the same and they could race thus for four days. On the last two days let the first third of each division be put in a new division. Do the same with the middle and last third. In this way only one yacht would win the series. Even the poorer skippers on the last two days would have this chance, because they would all be in the same division. This is merely a suggestion, but it would solve the problem.

**1925 DUES INCREASED IN NAME ONLY**

Without doubt the best thing that was ever done for this Association was done at the annual meeting, when by a unanimous vote of the delegates of the 21 fleets present, the optional pur-

For Active Members (owners)..... \$5.00  
 For Associate Members (non owners) \$2.50

This includes "Starlights" each month and the 1925 "Log." The "Log" contains the complete revised constitution and by-laws, specifications, class rules and a summary of rules of right-of-way. This has nothing to do, however, with any fleet dues, which are added by some fleets.

It will be seen that while dues are increased the actual annual cost of belonging to the Association is not, in fact, it is less than before, when, to

chasing of necessary class rules and literature was done away with and these essentials were all included in the following scale of Association dues:

obtain these articles which a member had to have, cost almost \$7.00. Of course, all did not buy rules, etc., but that was because of the bother of buying these things separately, not because of the cost. Under the old \$1.00 a year dues we were only fooling ourselves. Now everyone gets everything, all are equal, everyone does his share; no fuss or bother, no delays, less work all around, and an Association that is sound financially is the net result.

**GREAT OPPORTUNITY FOR ASSOCIATE MEMBERS**

Associate members make active members for the future. Make your crew join. A great number of associate members are expected to join in 1925. Membership is a "wonderful buy" for them. It is no longer an empty honor; they now get

something for their dues. "Starlights" and the "Log" are no longer for sale to outsiders, but if they were they would cost more than \$2.50 and the associate gets all this for his dues. He will also be a better crew for he will know the rules of the class and right-of-way.

**TWINKLINGS**

A member of our Eastern L. I. Sound Fleet, who had had the care of his small son (aged five) thrust upon him for the afternoon, took the little fellow down to the shore, where for a long time they sat quietly watching the Stars race. Then the silence was broken.

Little Son (evidently greatly impressed): "Daddy, where did all des mens learn to sail the little boats?"

Daddy (who had witnessed three International Series): "Good Lord, son! has that been worrying you, too?"

Our President (all excited before the first race): "Marker yachts, ahoy! Hurry Curry, marker yachts, ahoy marker yachts!"

Stranger (seeing his first race): "Gee, ain't it awful these days, even out here you can't get

away from them foreigners!"

The new world's champ., aglow with the fires of victory (and near-beer), had his eye on one of the sweet young things that whirled by on the dance floor, when an elderly lady, who had been admiring the "Boucher Trophy," approached to pay her respects.

Elderly Lady: "I suppose you are thinking of taking that pretty little model home with you tonight."

Jack: "Oh, my gosh, no; landlady, s-s-she'd never stand fer it."

**AT THE GET-TOGETHER DINNER**

W. L. I. S. Member: "Have you read 'Lloyd's' this year?"

C. L. E. Member: "No; we've 'Red' Carey same as last year."

# IMPORTANT NOTICE

## Officers and Members—Read Everything on This Page

### NEW SYSTEM APPLIES TO ALL

During the past year this Association developed to such an extent that it was no longer possible for our officers to cope with the work under old methods, and therefore it was necessary to adopt a new system at the annual meeting. This new system is now in force. It reduces and distributes the detail work and makes it possible to conduct the business of the Association almost automatically, regardless of its future growth.

The new system is simple, but in it each member plays a part and must, therefore, understand it to avoid getting into trouble. It consists chiefly of transacting all business on standard printed forms supplied by the Association and in giving all information and all official notices and instructions in "Starlights." If you read the last page of every number of "Starlights" and if you read forms sent you and follow instructions you cannot make a mistake.

This system will do away with hundreds of unnecessary letters each year; in fact, once a fleet is organized there will be no need for any personal communications between it and the Association beyond its regular reports on printed forms and in the case of members only when a protest is appealed need they write to the Association. The new office of district secretary has been created to relieve the Association of all individual attention which must at times be given to fleets

and members. These district secretaries are all officers or past officers of the Association and they are thoroughly posted on all rules, procedures etc. It is to your district secretary and not the Association that you must address your inquiries on general matters.

Fleet officers, and members, too, will be reminded of all duties in ample time by notices and instructions in "Starlights." Everything will be made very clear and easy, all forms will explain themselves; but there will be no other form of reminder, no personal letter coaxing neglectful officers to do their work, or urging careless members to record their boats and pay dues. The former must be replaced by an efficient officer and the latter must be left behind to catch up as best he can, if he can, which may not always be possible.

Everything must be done properly and on scheduled time. No one has the time to do the other fellow's work. The man who cannot do his bit towards providing his own pleasure, which is all this Association is for, will have to suffer accordingly, for we have reached the point where the work cannot be interrupted or delayed for anyone. It must run on smoothly according to schedule and system. That is the only way this Association can be run now and the cooperation of every member is asked for in making the new system a success.

### JANUARY BUSINESS

(From Office of Secretary-in-Chief)

#### THIS MONTH—1925 DUES PAYABLE—ANNUAL REPORT OF FLEETS

**Fleet Secretaries**—If your annual meeting has not been held, call one at once; that is your job. Forms have been sent to you; if you are no longer secretary, turn them over at once to your successor.

The forms sent are A, B and C. A and B are the only ones to worry over now. A is a bill for dues. Fill it out and mail now to every Star owner in your fleet's territory. B is your annual report. Fill it out now in triplicate. Read carefully instructions on same. File the white and blue copies with Secretary-in-Chief before end of January. **Warning**—Failure will result in fleet's suspension.

**Members**—You will receive Form A (bill for dues). Pay dues and fill out form properly and in full and return to your fleet secretary before January 20th. Read carefully instructions or form and penalty for not complying.

If you have not received Form A; if there has not been an annual meeting, find out why at once. You are responsible for electing efficient fleet officers, who will look after your interests—not the Association. If you do not attend meetings see to it that meetings are held, and that you are recorded as having paid dues, etc. It will be your own fault if you are suspended and posted in "Starlights." Start the year right.

#### CONSULT FOLLOWING BEFORE WRITING ON ANY SUBJECT

SECRETARY-IN-CHIEF, G. W. ELDER, (New Fleets Forming, Official Numbers, Appeals, Asst. Secy., B. L. LINKFIELD, Bayside, L. I., N. Y.	105 WEST 55th ST., NEW YORK, N. Y. Fleet Reports, Official Business Only
(Plans, Specifications, Questions on Construction)	Historian, T. D. PARKMAN, 38 Park Row, New York, N. Y. (All Business Pertaining to "Log of Star Class")

#### DISTRICT SECRETARIES

Will Supply General Information to Members and Fleet Officers

W. C. WOOD, 661 Westminster St., Providence, R. I.	Atlantic Coast of North America All Fleets North of Point Judith
J. R. ROBINSON, 110 West 34th St., New York, N. Y.	Atlantic Coast of North America South of Above; also Gulf and Cuba
H. S. WATTERSON, 4500 Euclid Ave., Cleveland, Ohio.	Great Lakes Region, North America
B. P. WESTON, 2219 Seventh Ave., Los Angeles, Cal.	Pacific Coast, North America and Hawaiian Islands
E. WALKER CHATHAM, George St., Manley, N. S. W., Australia	Australia, New Zealand, China

(On Strictly Local Matters, Write to Your Fleet Secretary)