

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made out by the Certified Measurer IN DUPLICATE. He must answer all questions in Sect. A, and fill in all dimensions called for. Then file both copies with Measurement Committee.
3. Sails are measured before sanctioned championships, at other times the Fleet is responsible for checking them. Certified Measurers, if authorized by a Fleet, can approve or reject sails.
4. Certified Measurers are entitled to a reasonable fee for measuring, but the Association is not responsible for its payment, and Certified Measurers are advised to collect their fee before filing this Form.
5. A Certified Measurer cannot measure a yacht in which he owns an interest except under duly appointed and authorized supervision.

SEC. D.

—CONDITIONS UNDER WHICH CERTIFICATE IS ISSUED—

1. This Certificate is not valid unless it bear the inspection stamp of the I. S. C. Y. R. A. and is signed by the Chairman of the International Measurement Committee. It shall be automatically revoked if any structural alterations are made or if not properly endorsed over to a new owner by former owner, or may be revoked at any time by order of the International Measurement Committee or the Governing Committee of the International Star Class Yacht Racing Association.
2. This Certificate shall be binding upon all members, Star Fleets, Clubs, or organizations conducting races for the Star Class as such. Sails excepted, the holder of this Certificate shall not be subject to protest on measurements unless an order to remeasure is obtained from the International Measurement or Governing Committee, after the protesting party has submitted evidence to show that there are reasonable grounds to suspect subsequent alterations or other justifiable cause.
3. Copies of this Certificate may be obtained from the International Measurement Committee for \$1.00. A new Certificate may be obtained after all renewal affidavits on Page 2 are exhausted without charge. A duplicate of every Certificate granted will be kept on file by the International Measurement Committee and a list of newly granted Certificates will be published from time to time.

NOTE—This space is reserved for International Measurement Committee use.

THIS SPACE
FOR
INSPECTION STAMP

The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht subject to the conditions above set forth for so long as the owner or owners of the said yacht are members of the International Star Class Yacht Racing Association.

Signed _____
Chairman International Measurement Committee.

2916.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A.

DESCRIPTION OF MEASURED YACHT

IMPORTANT — The following information must be supplied by the Certified Measurer who actually measured the yacht. The yacht's number, its only means of identification, must be cut or burned in a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 2916
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "Twin Star" 4. Year built? 1949
5. By whom built? Brown's Boat Yard, Miami, Fla.
6. Owner's name? Lockwood M. Pirie
7. Address Topsalo Farms, Spring Grove, Ill.
8. Fleet Wilmette Harbor 9. Remarks This is a special requested measurement for Measurement Committee. See extra drawing of contours and sections attached.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 26th day of November 1949 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed Dec. 26th, 1949. Signed [Signature]
Certified Star Measurer

NOTE—If there is anything about the yacht's construction or otherwise which you believe contrary to rules or not according to standard, report this in a letter attached to this form and describe in detail with sketch if needed.

WARNING

If structural alteration or repairs are made (Except to sails) the yacht must be remeasured. If in doubt, obtain ruling from International Measurement Committee. This Certificate becomes void unless each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

Sec. B.

RENEWAL OF AFFIDAVITS OF NO ALTERATIONS

SOLD OR TRANSFERRED TO _____ of _____

I hereby certify under oath that no alterations have been made to the said yacht since original date of measurement, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

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Date _____ Signed _____ former owner.

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Signed St. Whitney Stueck
Chairman International Measurement Committee.

6/19/49

2916

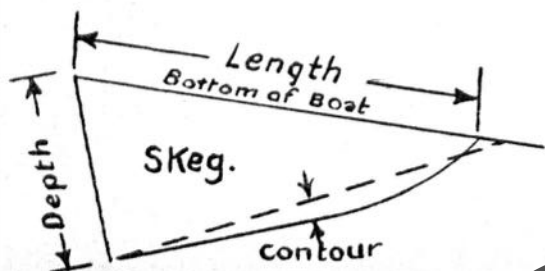
Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 $\frac{1}{8}$	13 $\frac{7}{8}$	9 $\frac{7}{16}$	6 $\frac{3}{16}$	3 $\frac{1}{16}$	3 $\frac{3}{8}$	3 $\frac{1}{8}$	7 $\frac{3}{16}$	11 $\frac{1}{8}$	15 $\frac{3}{8}$
Chine			11 $\frac{11}{16}$			8 $\frac{9}{16}$		11 $\frac{9}{16}$		17 $\frac{7}{8}$
Side			20 $\frac{3}{4}$			21 $\frac{1}{4}$		17 $\frac{3}{4}$		

Half Breadths				
Stations	3.	6.	8.	Stern
Deck	24 $\frac{1}{4}$	34 $\frac{1}{8}$	31	19 $\frac{1}{32}$
Chine	16 $\frac{1}{8}$	26 $\frac{1}{2}$	24 $\frac{1}{2}$	15 $\frac{3}{4}$

Rudder.
Width 18 $\frac{1}{2}$
Depth 32

Skeg
Length 33 $\frac{3}{8}$
Depth 16 $\frac{1}{2}$
Contour 1

Is construction as
per Rules? YES



I.S.C. ★ Y.R.A.

Yacht No. 2916

L.O.A. 22'-8 $\frac{3}{4}$ "

Mast from B 31'-9"

Boom Length 14'-7"

Jib Stay fr. B 22'-8 $\frac{1}{2}$ "

Dimension "A" 7'-11 $\frac{3}{4}$ "

"B" 47"

"C" 52"

"E" 7'- $\frac{3}{4}$ "

"G" 48 $\frac{1}{2}$ "

"K" 30 $\frac{5}{16}$ "

"M" 7"

"N" 8 $\frac{1}{4}$ "

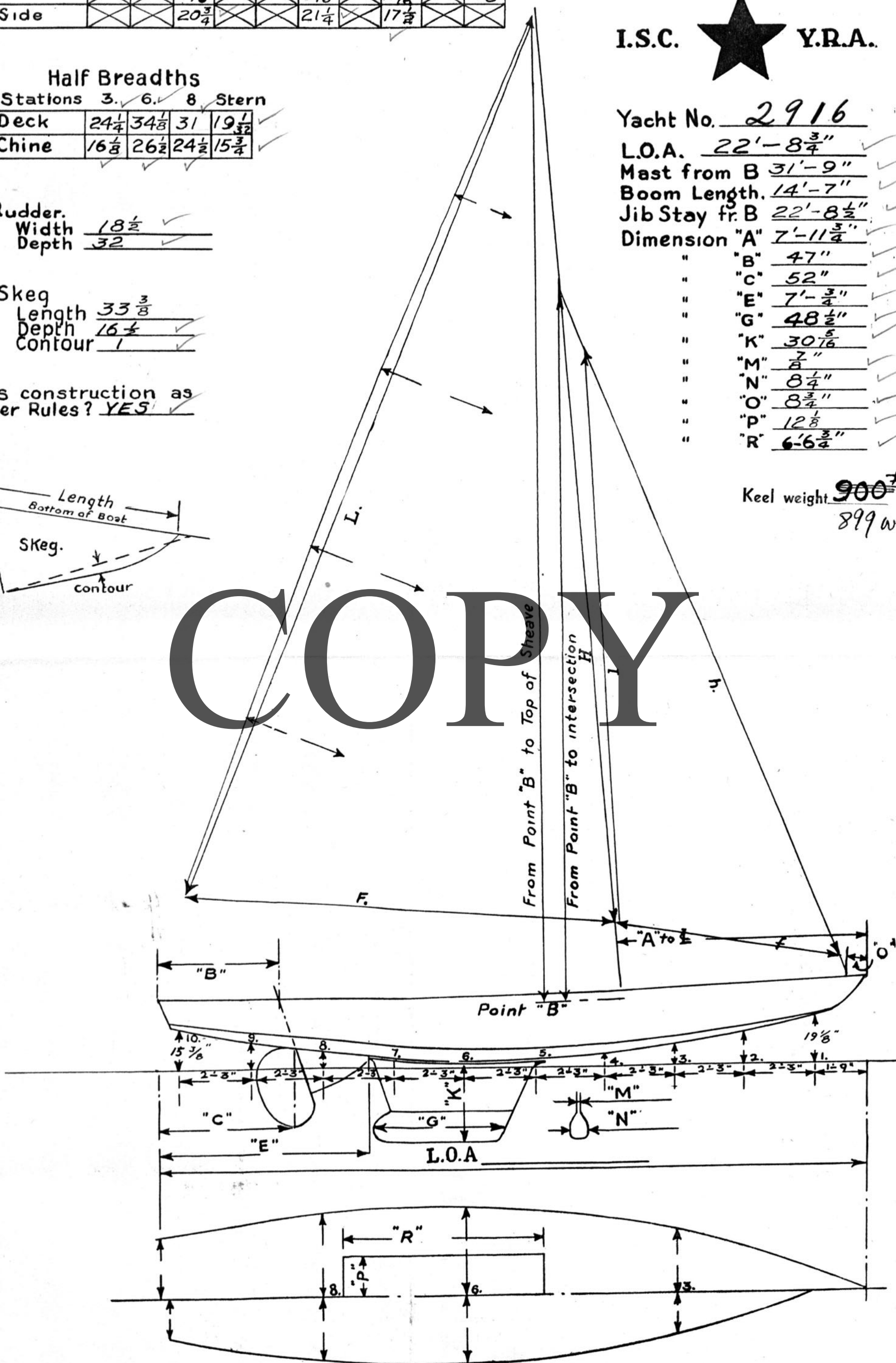
"O" 8 $\frac{3}{4}$ "

"P" 12 $\frac{1}{8}$ "

"R" 6'-6 $\frac{3}{4}$ "

Keel weight 900#
899 lbs

COPY



OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

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1. YACHT'S NUMBER? 2916
2. Was this number cut or burned into keelson as required above? NO
3. Yacht's name "TWIN STAR" 4. Year built? 1949
5. By whom built? BROWN'S BOAT YARD, MIAMI, FLA.
6. Owner's name? LOCKWOOD M. PIRIE
7. Address TOPSALO FARMS, SPRING GROVE, ILL.
8. Fleet WILMETTE HARBOR 9. Remarks FIN USED ON THIS BOAT WAS REMOVED FROM STAR #1961

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 11TH day of JUNE 1949 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed 6-16-49 Signed L. E. JOHNSON, JR.

Certified Star Measurer

NOTE—If there is anything about the yacht's construction or otherwise which you believe contrary to rules or not according to standard, report this in a letter attached to this form and describe in detail with sketch if needed.

WARNING

If structural alteration or repairs are made (Except to sails) the yacht must be remeasured. If in doubt, obtain ruling from International Measurement Committee. This Certificate becomes void unless each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

Sec. B.

RENEWAL OF AFFIDAVITS OF NO ALTERATIONS

SOLD OR TRANSFERRED TO _____ of _____
I hereby certify under oath that no alterations have been made to the said yacht since original date of measurement, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____
I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

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Date _____ Signed _____ former owner.

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Signed _____
Chairman International Measurement Committee.

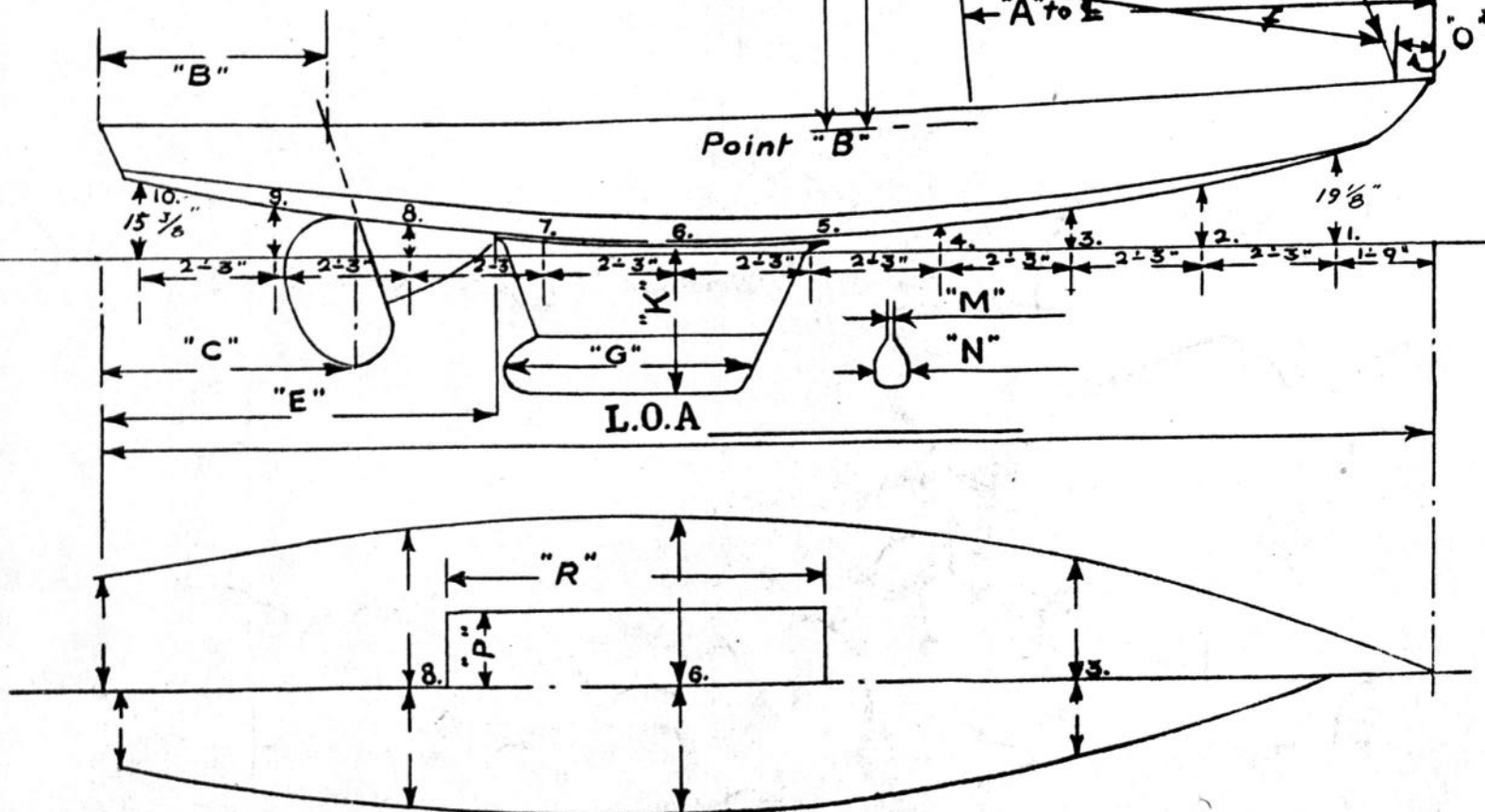
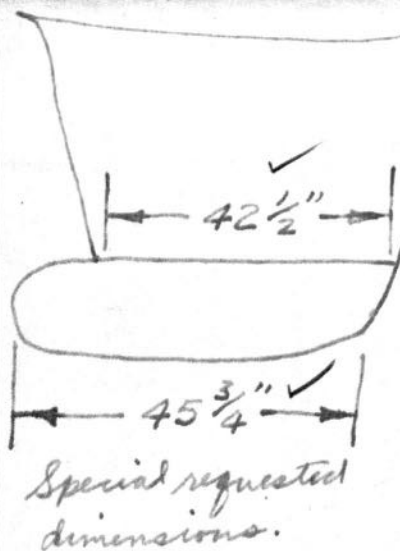
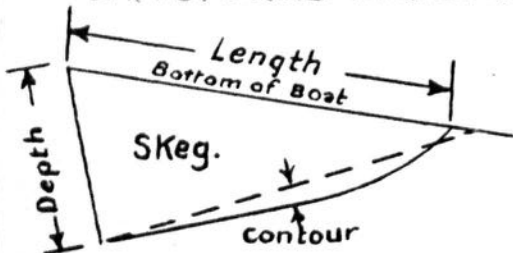
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/2"	14"	9 1/2"	6 1/2"	3 1/2"	5 1/8"	4 1/16"	7 3/8"	11 1/4"	15 3/8"
Chine			2 3/16"			6 7/16"		4 5/8"		2 7/16"
Side	14 1/2"		20 3/8"			21 3/8"		17 3/4"		11 1/2"

Half Breadths	Stations	3.	6.	8.	Stern
Deck		24 1/2"	34 3/8"	31"	17"
Chine		16 1/2"	26 1/16"	24 1/2"	15 1/8"

Rudder.
Width 18 1/2"
Depth 31 1/4"

Skeg
Length 21-3 3/8"
Depth 1'-4 3/8"
Contour 1"

Is construction as
per Rules? YES - AS FAR AS
MAY BE DETERMINED BY
VISUAL INSP. + SPOT
STRUCTURAL MEASUREMENTS.



I.S.C. ★ Y.R.A.

Yacht No. 2916

L.O.A. 22'-8 3/8"

Mast from B 31'-8 3/4"

Boom Length 14'-7"

Jib Stay fr. B 22'-5 1/2"

Dimension "A" 7'-11 1/4"

"B" 46 1/2"

"C" 51 1/8"

"E" 7'-3/8"

"G" 43 1/8"

"K" 21'-6 1/2"

"M" 7/8"

"N" 8 1/8"

"O" 9 1/2"

"P" 12 1/8"

"R" 6'-6 3/4"

Keel weight 900#

See comment in
letter re: keel.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A.

DESCRIPTION OF MEASURED YACHT

IMPORTANT — The following information must be supplied by the Certified Measurer who actually measured the yacht. The yacht's number, its only means of identification, must be cut or burned in a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

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6. Owner's name? Lockwood M. Pirie
7. Address Topsalo Farms, Spring Grove, Ill.
8. Fleet Wilmette Harbor 9. Remarks This is a special requested measurement for Measurement Committee. See extra drawing of contours and sections attached.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 26th day of November 1949, according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed December 26th, 1949. Signed _____ Certified Star Measurer

NOTE—If there is anything about the yacht's construction or otherwise which you believe contrary to rules or not according to standard, report this in a letter attached to this form and describe in detail with sketch if needed.

WARNING

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SOLD OR TRANSFERRED TO _____ of _____

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Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

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Date _____ Signed _____ former owner.

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Date _____ Signed _____ former owner.

NOTE—After last renewal space if filled, apply for new certificate.

December 19, 1950

STARS NO. 1420

1961

2874

1540

2125

2916

1663

2838

3002

COPY

One copy each of these certificates was delivered by hand to Charles Ulmer, 175 City Island Ave., City Island, N. Y.; for transmission to Portugal.

HENRY M. DEVEREUX

88 City Island Ave.
City Island
New York, 64, N. Y.
July 20, 1950

Mr. Harold H. Halsted, Pres.
I. S. C. Y. R. A.
51 East 42nd St.
New York, 17, N. Y.

Star No. 2916

Dear Mr. Halsted,

This is in reply to a question you asked me at the June Meeting of the Governing Committee.

In looking thru the correspondence on Star No. 2916, I can only state that it appears the iron keel was permanently installed at the time of the first measurement, which was made on June 11, 1949.

However, this iron keel was initially installed on Star No. 1961, and transferred from one boat to the other before this first measurement was made.

Very truly yours,

HENRY M. DEVEREUX



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

FOR THIRTY-NINE YEARS THE MOST POPULAR AND WIDELY DISTRIBUTED
CLASS OF ONE DESIGN RACING YACHTS IN THE WORLD.

May 2, 1950

Mr. Henry M. Devereux
88 City Island Avenue
City Island 64, New York

Dear Henry,

I have received a note from Whitney Stueck suggesting that I contact you regarding the original measurement certificate application you received for Pirie's Boat #2916. He believes that this came through without a keel attached and that eventually the certificate was issued for the boat in this condition. At your convenience I would appreciate your looking through your records to see if this was true as it will have considerable bearing in our discussion on May 18th.

I also am wondering if you have any information on Boat #1974 which was originally measured in 1940 or 1941 as a friend of mine showed me your letter which has to do with the measurements recently taken, but it seems to me that the builder made several changes at the Measurement Committee's request but shortly thereafter he was called into the service and never had an opportunity of having these changes checked again. Anything you can discover, will be much appreciated.

Sincerely yours,

HCH:MR

DISTRICT SECRETARIES

1st—ARTHUR M. DEACON
160 Maple Ave.
Mamaroneck, N. Y.
(Atlantic Coast of North America,
North of Manasquan Inlet, N. J.)

2nd—D. J. DUNIGAN, JR.
Tower Building
Washington 5, D. C.
(Atlantic Coast of America,
South of Manasquan Inlet, N. J.,
except Florida)

3rd—ELIZABETH M. ROBIN
1661 Octavia St.
New Orleans, La.
(Coast of the Gulf of Mexico,
North America, Central America,
Cuba, West Indies and Florida)

4th—DONALD J. BERGMAN
556 Earlston Rd.
Kenilworth, Ill.
(Great Lakes and inland waters,
West of Buffalo)

5th—FRANK WOSSER
P. O. Box 65
Belvedere, Calif.
(Pacific Coast of North America,
from Mexico to Oregon)

6th—SID MILLER
3328 West 1st Ave.
Vancouver, B. C.
Canada
(Gulf of Georgia and Pacific
Coast of North America, North
of Oregon)

7th—ROBERTO BUENO
294 R. Santa Clara
Rio de Janeiro, Brazil
(South America Atlantic Coast)

8th—H. W. B. WHITE
Hawaiian Trust Co.
Honolulu, T. H.
(Islands of Hawaii)

9th—JEAN PEYTEL
66 Rue de Lisbonne
Paris VIII, France
(France, Belgium, Holland)

10th—C. T. A. BEEVOR
3 South Quay
Great Yarmouth, Norfolk
England
(British Isles and Scandinavian
Countries, including Finland)

11th—B. HARVEY
Flat 6 "Avignon"
Selwyn Ave.
Elwood S. 3, Victoria, Australia
(Australasian Islands and the
Far East)

COMMODORE GEORGE W. ELDER (For Other Honorary Officers, see "Log".)

IMPORTANT

Always Communicate Direct With Officers in
Charge of Subject and Mark Letters
I. S. C. Y. R. A.

★ CENTRAL OFFICE ★

INTERNATIONAL STAR CLASS Y. R. A.

51 East 42nd Street
New York 17, N. Y., U. S. A.
Cable—ISCYRA New York
Telephone MUrray Hill 2-3243

CORRESPONDING SECRETARY

(Reports, Numbers, Number Tax, Forms, Dues,
Plans & Specifications—\$15.00 per set;
Sail Plan—\$3.00)

EDITH U. GLASS
(Central Office)

EXECUTIVE OFFICERS

PRESIDENT

(Executive Matters Only)
Appeals and Rulings,
Charters, and Sanctioning Events
HAROLD C. HALSTED
(Central Office)

VICE-PRESIDENT

L. REEVE BOWDEN
(Central Office)

INTERNATIONAL SECRETARY

ROBERT E. SMITH
(Central Office)

INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.
(Central Office)

DISTRICT SECRETARIES (continued)

12th—CEBERN L. LEE
Oaks Corners, N. Y.
(Inland Lakes of the
Northeastern States
and Eastern Canada)

13th—ISTVAN JANKOVICH
Lorantffy Zsuzsanna-ut 1
Budapest II, Hungary
Roumania, Hungary, Yugoslavia,
Czechoslovakia and Germany

14th—BEPPE CROCE
Via Assarotti 5
Genoa, Italy
(Italy and Greece)

15th—DUARTE BELLO
Casal Branco
Rua Melo e Sousa
Estoril, Portugal
(Water Spain and Portugal)

16th—SERGE H. N. TAY
93 Ave. Moinier
Casablanca, Morocco
(North Africa)

17th—H. GWALTER
Rapperswil, Switzerland
(Switzerland and Austria)

DEPARTMENT OFFICIALS

Measurement Certificates,
Certificate Transfer \$1.00
W. W. STUECK
Ivoryton, Conn.

Editor of "Starlights" and "Log"—
Mailing Dept.—
C. STANLEY OGILVY
(Central Office)

Development Committee—
ANN D. FRANKLIN, Chairman
Box 245
Noroton, Conn.

Secretary for Isolated Members
CHARLES ULMER
66 Buckley St.
City Island 64, N. Y. C.

Insurance Officer—Standard Star Policy
D. M. WALKER
111 Westminster St.
Providence, R. I.

Motion Pictures—
WM. P. FARLEY, Jr.
268 Kimbark Road
Rochester 10, N. Y.

Publicity Committee—
A. F. WAKEFIELD
Vermilion, Ohio

FOR FLEET OFFICIALS CONSULT LOG

88 City Island Ave.
City Island
New York, 64, N. Y.
May 1, 1950

Mr. Lockwood M. Pirie
1530 West 23rd St.
Miami Beach, 40
Florida

Subject: Star No. 2916

Dear Woodie,

This is in reply to your letter of April 22, from Nassau.

I have heard your letter to the Governing Committee, concerning reimbursement, read at their last meeting. Action on this will come from the Committee.

Payment to Mr. Johnson for measuring services on the TWIN STAR, in the past, for special work, has been completed by the Governing Committee. Payment to him for the minor re-measuring I am now ordering will also be done by the Governing Committee, which agreed to this at their last meeting.

I am now requesting Mr. Johnson to re-measure a few items of the boat; those which were covered by W. Whitney Stueck's letter of January 14, 1950, as alterations ordered.

TWIN STAR stands approved on our records. If the alterations ordered by Stueck's letter have been done in conformity to requirements, the boat still stands approved.

A full re-measurement by Johnson will not be necessary. All I want to do, to keep the records clear in this very controversial case, is to have information on exactly what the boat is like. A copy of this letter is going to him, with the order for minor re-measurements.

I hope this will wind up the matter.

Wishing you good racing.

Copy to L.E.Johnson,Jr.

Sincerely,
HENRY M. DEVEREUX, Chrmn
International Measurement Comm.

88 City Island Ave.
City Island
New York, 64, N. Y.
May 1, 1950

Subject: Star No. 2916

Mr. L. E. Johnson, Jr.
c/o L. W. Ross & Co., Inc.
du Pont Bldg.
Miami
Florida

Dear Mr. Johnson:

Please refer to my letter of April 6, 1950; the portion covering Star No. 2916.

I have confirmation from Mr. Pirie that the boat has been altered in compliance with the letter from Mr. W. Whitney Stueck of January 14, 1950; the letter ordering certain alterations. Mr. Pirie is also agreeable to necessary measurements being taken at this time; the boat now being at the builder's yard at Miami.

This letter, then is your order to perform certain minor re-measurements. The Governing Committee has agreed to pay your bill for services in this case.

All that is wanted is to measure the boat sufficiently to be able to report that the alterations have been done as ordered. A full and complete re-measurement is not required, and would only serve to complicate matters at this time.

If you are able to do so, a simple letter stating that the alterations ordered by Stueck have been done in accordance with his letter, will be entirely satisfactory. Of course, if the alterations are not in accordance with the letter, then a more detailed report will be necessary.

Please render your bill to the I.S.C.Y.R.A., attention Measurement Committee, and mail it to me at the above address.

I hope this will wind up the affairs of Star No. 2916. I might add that if alterations can be reported in conformity with the letter of January 14, 1950, the boat still stands approved.

L. E. Johnson, Jr.

-2-

May 1, 1950

The boat is already approved, but this approval was by a decision of higher authority before the alterations were made. If alterations have been made as ordered, they will serve to bring the boat closer to the official plans than before.

So, will you do the measuring as soon as convenient. This is not a rush job, but I do want to clear up the matter before the racing season starts.

With best wishes.

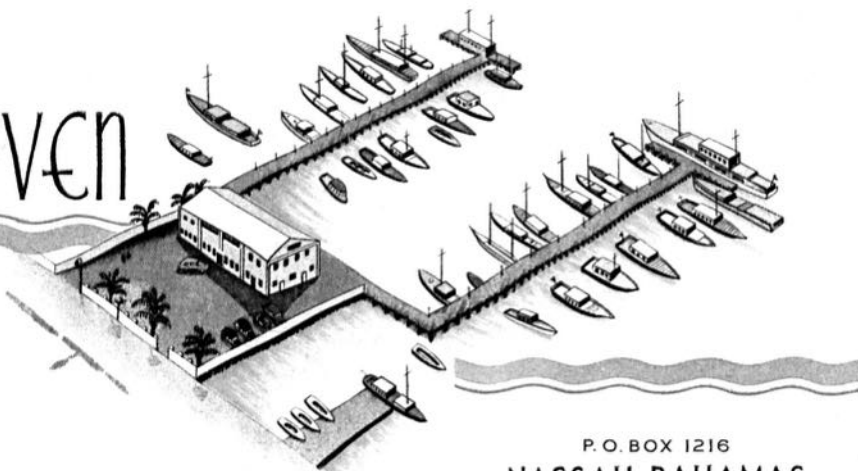
Sincerely,

COPY
HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Lockwood M. Pirie

NASSAU YACHT HAVEN

CABLE ADDRESS: "YACHTHAVEN"



P. O. BOX 1216
NASSAU, BAHAMAS

April 22, 1950

Mr. Henry M. Devereux, Chairman
International Measurement Committee
I. S. C. Y. R. A.
City Island
New York, 64, New York

Dear Henry:

Your letters of February 26th, March 3rd and April 6th have just come to me, as I have been cruising the Islands and have just put in for some much needed supplies, etc.

In regard to (b) of your letter of February 26th, I have requested the Governing Committee to reimburse me for my expenses in connection with the change made to Star No. 2916 and all of the various 'phone calls and telegrams in connection with it.

In regard to (c) I am afraid I cannot give you a definite reply without first ascertaining from Mr. Johnson whether or not he considers himself fully paid for his services. Since you have already written him direct, however, under date of March 3rd, you perhaps have a definite answer to this question.

In regard to the question brought up in your letter of April 6th, as to who the alteration was ordered by, will it suffice to have me tell you that it was done in accordance with Stueck's instructions, or will it be necessary to have boat re-measured by Mr. Johnson and a new certificate issued? The boat at the present time is at the builder's yard in Miami and Johnson can do anything that he would like to do, up to re-measuring her a fourth time if you would like to have him do so.

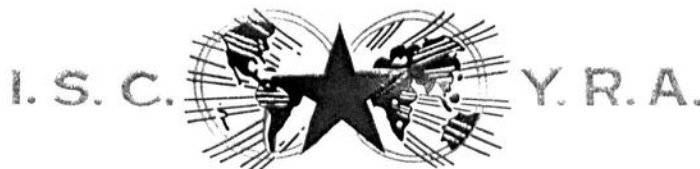
My present plan is to be back at my Miami Beach address not later than May 10th, where I can be reached for about a month. I expect to hear from you there.

Best regards.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lockwood M. Pirie".

Lockwood M. Pirie



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April 10, 1950

2916

Mr. Henry M. Devereux
88 City Island Avenue
City Island 64, New York

Dear Henry,

I wish to acknowledge receipt of your letter of April 6th with reference to Star Boat #2916 and after reading same several times, I am inclined to ask you to let the question of re-measurement be forgotten as I had a recent report from Skip Etchells, after his racing in Havana, that the questionable features on this boat had apparently been changed and the initial measurement could undoubtedly be used for the future. Would it not be possible to accept Skip Etchells' observation as he is a builder of Star boats, seeing them each day, and without doubt has a decided advantage over the average layman and in fact, over the measurers who only measure a boat now and then.

He advises that the objectionable fairing had been planed down or removed and that the depth of the keel was satisfactory. This work was done by Lockwood Pirie at the Governing Committee's request as unfortunately the Judiciary Committee had turned down the Governing Committee's complaint on boats that were using extra wide fairings on the keel flange - this decision appearing in the February issue of Starlights.

The Governing Committee I do not believe would care to have the situation stirred up again as they feel that the desired result has been obtained and in fact, the results of the races in Havana did more towards quieting down any questions than anything else that could have happened. Everyone now seems to be satisfied, the boat builders included, so I hope that you will file the initial measurement and consider this matter closed.

Sincerely yours,

HCH:MR

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88 City Island Ave.
City Island
New York, 64, N. Y.
April 20, 1950

Mr. Harold Halsted
I. S. C. Y. R. A.
51 East 42nd St.
New York, 17, N. Y.

Subject: Star No. 2916

Dear Mr. Halsted;

This letter is to confirm and amplify certain statements which I made during the meeting of the Governing Committee to-day.

Herewith is enclosed my file copy of the letter from Whitney Stueck, dated January 14, covering alterations to Star No. 2916. I have just red-marked the items which in my opinion did give a definite order for accomplishment of alterations. If I had received this letter, I would believe the Measurement Committee was officially ordering these alterations; and it is my belief that the letter was so intended.

On April 6, 1950 I wrote a letter to the Association, attention of yourself and the Governing Committee. In this letter the last paragraph (d) on page No. 1 also touches the same subject.

Please, at your convenience, return the file copy of Stueck's letter of January 14.

You will see that I still have the same opinion as expressed at the meeting of to-day.

Sincerely,

HENRY M. DEVEREUX

88 City Island Ave.
City Island
New York, 64, N. Y.
April 6, 1950

Mr. Lockwood M. Pirie
1530 West 23rd St.
Miami Beach, 40
Florida

Subject: Star No. 2916

Dear Woodie,

This letter is to trace down the last known items on the re-measurements and recently ordered alterations to your Star No. 2916.

As noted in my letter of March 3, 1950, Star No. 2916 stands as of that date officially approved. You probably have some official and earlier date when you received word from the Governing Committee about this. However, I do not have this date available.

I find that W. Whitney Stueck's letter of January 14, 1950, to you, ordered the last set of alterations. From your correspondence to me it is apparent that they have been accomplished. Whether they were necessary is not for me to say at this date, since it was part of a long controversy in which I came in at the last moment.

If the alterations ordered by Stueck's letter of January 14 have been done, I wish to have full confirmation of this, including the report of the measurer, Mr. L. E. Johnson, Jr.

So, will you please advise me specifically whether the above alterations have been done. If so, I shall order the measurer to report fully. If his report is favorable, Star No. 2916 still stands approved. It is my intention that you shall not have to bear the additional measurer's fee, if any, in this case, and I am so recommending to the Governing Committee.

Best wishes.

Sincerely,

Copy to
L.E. Johnson, Jr.

HENRY M. DEVEREUX, Chrmn. Interntl. Meas. Comm.

88 City Island Ave.
City Island
New York, 64, N. Y.
April 6, 1950

Mr. L. E. Johnson, Jr.
c/o L. W. Ross & Co., Inc.
duPont Bldg.
Miami
Florida

Subject: Star No. 2916,
& Rules for
Star Measuring

Dear Mr. Johnson;

This is in reply to your letter of March 14, 1950. Trying to piece together the story, thru the January stages still leaves me in some doubt.

Mr. W. Whitney Stueck's letter to Mr. Lockwood M. Pirie, copy to you, dated January 14, 1950, ordered certain alterations. This letter seems to have been timed almost with the decision to approve the boat. Since these alterations were officially ordered, and apparently completed, I want confirmation of this and a record of what has been done. Hence my letter to Mr. Pirie, your copy of which is herewith enclosed.

You are not to take any action on more measuring Star No. 2916 until I notify you. This will all depend on Mr. Pirie's reply.

There are several changes in various rules now in process of study. This includes "Measurement Procedure" and "Specifications and Tables of Limitations" for the Log.

Everything needed by measurers incident to changes in Measurement Procedure, will be sent around in advance on mimeographed sheets. This is actually interpretation by the Measurement Committee, within its powers. Also a new Measurement Certificate form is in preparation, to be sent around in advance of the new Log.

Mr. L. E. Johnson, Jr.

-2-

April 6, 1950

Matters concerning changes in Specifications and Tables of Limitations must await decision at the Annual Meeting. Hence advance distribution of proposals would only confuse matters, and might lead to actions which would be overruled at the Annual Meeting.

Meanwhile, I assume you have a copy of the necessary official plans, mimeographed instructions for measurers, and specifications, and measurement forms.

Your cooperation is much appreciated. I wish you all success in your measuring work.

Sincerely,

HENRY M. DEVERENX

Chairman
International Measurement Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
April 6, 1950

International Star Class
Yacht Racing Association
51 East 42nd St.
New York, 17, N. Y.

Subject: Star No. 2916

Attention:
Mr. Halsted &
Governing Committee

Dear Sirs;

This letter is further discussion on the controversial matter of Lockwood M. Pirie's Star No. 2916. I made brief and inconclusive reference to this matter in my other letter of April 6, 1950.

You brought some additional items to my attention, thru Mr. Halsted's letter of March 8, 1950.

To the best of my knowledge, the history of this matter is as follows; prior to my taking office:

(a) After initial approval, the boat was ordered remeasured. This re-measurement was done in November of 1949.

(b) There was considerable correspondence on both initial measurement and re-measurement.

(c) The Governing Committee approved this boat, in such a manner as to make the initial Certificate still the approved one. I have this information from W. Whitney Stueck, but have no copy of the official letter. The nearest thing I can find is Mr. Halsted's letter of January 20, 1950, indicating this matter was going to the Judiciary Committee.

(d) On January 14, 1950, W. Whitney Stueck wrote to Lockwood M. Pirie, ordering certain alterations, all having to do with the keel, keel plank, and adjacent fairing.

April 6, 1950

Therefore it seems to me that alterations have been ordered, almost about the date of the final decision on approval of the boat. I am informed, rather informally, by Lockwood M. Pirie that these alterations have been completed.

It is now my thought to determine whether these alterations have been completed as ordered, even though they do not seem to have been considered in approval of the boat. I have written to Pirie, asking for a firm statement. If he replies, indicating they have been done, I feel I have no choice but to order the measurer to report on them to me. Such a report is properly a part of our official file of records.

Since the re-measurement, prior to ordering of alterations, was paid for by the I.S.C.Y.R.A., I feel that the Association should also bear the expense of measurer's fee, if any, to check up on subsequently ordered alterations.

It is my intention to not try to upset the Governing Committee by bringing this "approval decision" up for reconsideration. My reason is that, if the ordered alterations are completed accurately, they will bring the boat more nearly to conformity with the official plans than was the case at the time of approval.

Sincerely,

HENRY M. DEVEREUX



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March 8, 1950

Mr. Henry M. Devereux
88 City Island Avenue
City Island 64, New York

Dear Henry,

Enclosed please find the proposed changes in the Specifications and Measurement Procedure as suggested by Whitney Stueck and hope that you will go over these carefully and suggest and criticize wherever you see fit.

OK
We are anxious to get these settled quickly so that we can have them appear in this year's log and as we run off the small booklet of Specifications at that time, we wish these also to be up-to-date. It has been suggested that we move the measurement procedure which appears on Page 137 to the rear end of the specifications after the list of measurers and make it a part of the specifications. This procedure, of course, is being revised as there is no sense of duplicating advice both in the specifications and again in the procedure, so let us hear from you at your convenience if you have any suggestions.

Follow up on Pirie
I finally was able to get in touch with George Elder regarding the sketch of Pirie's Boat #2916 that you asked to have returned in one of your recent letters, but was advised that as the bottom of his boat has since been changed, it is not a true sketch and it should remain in the appeal file of the Class as it has been attached for that purpose. Naturally it can be brought forth and gone over at any time if you wish to review the subject, but I have personally seen a letter sent to George Elder by Skip Etchells who examined the boat quite thoroughly in Havana and stated that both the keel and the fairing had been changed.

I might add further, however, that under the circumstances these changes do call for a new set of figures so possibly you had better follow this up at your convenience.

from Pirie

Sincerely yours,

Harold Hanna

Reply 4/5 & 6/50
HCH:MR
Encl.

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FOR FLEET OFFICIALS CONSULT LOG

I.S.C.  Y.R.A.*Biscayne Bay Fleet*

MIAMI, FLORIDA

"YEAR 'ROUND SAILING"

March 14, 1950

Mr. Henry M. Devereux, Chairman
International Measurement Committee
I. S. C. Y. R. A.
88 City Island Avenue
City Island
New York 64, New York

Dear Mr. Devereux:

I appreciated receiving your letter of March 3rd regarding Star No. 2916. Until receiving your letter I had had no official information as to the outcome of the remeasurement of this boat other than what was published in Star Lights. I did receive my check in payment of the services, which was appreciated.

Mr. Stueck certainly had himself a merry-go-round to finish up his term in office, and I don't blame you for trying to proceed cautiously. A wise man pokes at a hornet's nest with a long stick.

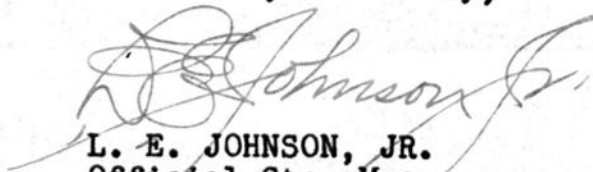
I would appreciate knowing what specific changes were required in the boat so that for future reference I may know how to handle new boats which I am measuring. We have two new boats being built here now which should be measured soon.

As I am fairly new in measuring Stars, I do not know what past procedure has been, but it does seem that it would be most advantageous for the measurers' to have any changes or modifications of the rules forwarded to them in the form of a mimeographed letter or something of that nature to cover them until the new Log can be issued each year.

GILBERT BOND
25% COTTON FIBRE
- 2 -

Be assured that I will work with you to the best of my ability and give you any cooperation from my end that I possibly can and extend best wishes to you for your new office.

Yours very sincerely,


L. E. JOHNSON, JR.
Official Star Measurer

LEJjr:fpr

COPY



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Ivoryton, Conn.
March 1, 1950

Mr. Henry Devereux
88 City Island Ave.
City Island, N.Y., N.Y.

Dear Henry,

I enjoyed our Sunday session very much and thank you again for the excellent dinner.

I believe we forgot to revise the sketch of the skeg on the new certificate to show length as well as the 37" dimension. I am bringing my prints up to date on this.

The conditional approvals which I am checking are as follows: 2782, 2749, 2541, 2321, 2927. I have the file copies of these certificates, so you can write me if anything comes up concerning them.

Sincerely,

W. Whitney Stueck
W. Whitney Stueck.

WWS:ps

P.S. Re your letter on Pine - since the boat measured in, the old certificate is valid and the re-measurement should be kept for record with the rest of the file.

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INTERNATIONAL TREASURER

ROBERT E. SMITH
(Central Office)

DISTRICT SECRETARIES (continued)

- 12th—CEBERN L. LEE
Oaks Corners, N. Y.
(Inland Lakes of the
Northeastern States
and Eastern Canada)
- 13th—ISTVAN JANKOVICH
Lorantffy Zsuzsanna-ut 1
Budapest II, Hungary
(Central and
Southeastern Europe)
- 14th—BEPPE CROCE
Via Assarotti 5
Genoa, Italy
(Italy and Greece)
- 15th—DUARTE BELLO
Casal Branco
Rua Melo e Sousa
Estoril, Portugal
(Water Spain and Portugal)
- 16th—SERGE H. N. TAY
93 Ave. Moinier
Casablanca, Morocco
(North Africa)

DEPARTMENT OFFICIALS

Measurement Certificates,
Certificate Transfer \$1.00
W. W. STUECK
Ivoryton, Conn.

Editor of "Starlights" and "Log"—
Mailing Dept.—

C. STANLEY OGILVY
59 Locust Ave.
New Rochelle, N. Y.

Development Committee—
ANN D. FRANKLIN, Chairman
Box 245
Noroton, Conn.

Secretary for Isolated Members
CHARLES ULMER
66 Buckley St.
City Island 64, N. Y. C.

Insurance Officer—Standard Star Policy
D. M. WALKER
111 Westminster St.
Providence, R. I.

Motion Pictures—
WM. P. FARLEY, Jr.
268 Kimbark Road
Rochester 10, N. Y.

Publicity Committee—
A. F. WAKEFIELD, Chairman

FOR FLEET OFFICIALS CONSULT LOG

88 City Island Ave.
City Island
New York, 64, N. Y.
March 3, 1950

Mr. Lockwood M. Pirie
1530 West 23rd St.
Miami Beach, 40
Florida

Subject: Star No. 2916

Dear Woodie,

Since writing you on February 26, 1950, I have reviewed with Whit Stueck the apparent remaining problems of your Star No. 2916. One has just been clarified by a letter received this morning.

The question (a) which I asked you has been settled, as above indicated. My information is as follows, which I shall consider final and binding.

" The boat measured in, and the old original certificate is valid; measurement of June 11, 1949. The remeasurement certificate, which I have in duplicate, for remeasurement of November 26, 1949, will be kept with the boat's papers for permanent record."

I hope this settles finally your measuring problems. The only remaining items I feel might be outstanding are the financial ones which I mentioned.

Best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee
I. S. C. Y. R. A.

Copy to:
Governing Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
March 3, 1950

The Governing Committee
International Star Class
Yacht Racing Association
51 East 42nd St.
New York, 17, N. Y.

Subject: Star No.2916

Dear Sirs;

Herewith is enclosed your copy of my letter of to-day to Mr. Lockwood M. Pirie, concerning the measurements of Star No. 2916.

Normally, I would not send you copies of such letters, but there has been so much controversy on this one boat that I wish to proceed cautiously in handling her during the initial stages of my work for the I.S.C.Y.R.A.

I plan to be with you at the meeting of March 16, when we can go into such further details as you might wish.

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee
I. S. C. Y. R. A.

88 City Island Ave.
City Island
New York, 64, N. Y.
March 3, 1950

Mr. Lawrence Johnson, Jr.
648 Mokena Drive
Miami Springs
Florida

Subject: Star No. 2916

Dear Mr. Johnson;

On February 26, 1950, I had a long conference with Whitney Stueck, during which we completed the transfer of papers for my new duties as Chairman of the International Measurement Committee. In this I came in just at the end of the controversies on Lockwood Pirie's Star No. 2916.

This letter may cover an item with which you are already familiar, but I am anxious to proceed cautiously on Star No. 2916, in the initial stages of my new work. At the first study of the case of this boat, I was puzzled by the two sets of measurements. I have now been informed that the original measurement of June 11, 1949, made by you, still stands as the official approved certificate; and that the duplicate forms from the remeasurement of November 26, 1949, should be kept in my files for permanent records.

To keep the record clear, I have to-day written to Mr. Pirie, informing him of the above.

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee
I. S. C. Y. R. A.

Copy to: Lockwood M. Pirie

88 City Island Ave.
City Island
New York, 64, N. Y.
February 28, 1950

Mr. Whitney Stueck
Ivoryton
Conn.

Dear Whit,

Since our conference this past Sunday, I have been puzzled by one remaining office problem on Woodie Pirie's Star.

I find in my papers, received from you, two copies of the forms for her apparently last re-measurement of November 26, 1949. Neither is stamped or signed. However I understood from you that either the Governing or Judiciary Committee has decided she now measures in.

What am I to do next on this? Should I sign the form and return stamped to Pirie, or await word from one of the Committees?

In study of this matter I have written Pirie, asking him if he has a signed certificate, which he probably does not. To date I have not heard from him.

Best wishes, come again.

Sincerely,

HENRY M. DEVEREUX

88 City Island Ave.
City Island
New York, 64, N. Y.
February 26, 1950

Mr. Lockwood M. Pirie
1530 West 23rd St.
Miami Beach, 40
Florida

Dear Woodie,

This is to supplement my letter of February 24, concerning your Star No. 2916; following a long conference with Whitney Stueck at my home.

I have not attempted to read all the correspondence on your measurement troubles, but Whit told me the story which seems generally complete. Since there is certainly something still apparently unsettled, I would like to have your answers on the following questions:

(a) While it now seems that Star No. 2916 is finally approved, do you now have a properly signed and approved certificate from the re-measurement of L. E. Johnson, Jr. on November 26, 1949 ?

(b) Are you looking for a refund or reimbursement for expenditures made by you ?

(c) Is there any remaining question about the cost of your re-measurement?

Whit Stueck showed me the correspondence indicating that the measurer's fees for the re-measurement were to be at no cost to you. The bill for this has already been rendered, and forwarded to headquarters. This should be at no cost to you.

Lockwood M. Pirie

-2-

February 26, 1950

Now that I have had a look at your keel weight it is very gratifying. Your keel hit the maximum weight on the nose, just like the one at the Long Island Foundry. Two independent pattern makers and two independent foundries getting the same final result is rather pleasing to see. This, even now, is quite a recompense for my work in re-calculating keel volumes and weights for two different cast iron mixes.

I am sorry our correspondence must string out for a few more letters. However, since this is my first controversy, I want to be very sure of my ground.

Best wishes.

Sincerely,

HENRY M. DEVEREUX

COPY

February 24, 1950

Mr. Lockwood M. Pirie
1530 West 23rd St.
Miami Beach, 40
Florida

Dear Woodie,

Very happy to receive your letter. To-day it is too early for a firm official reply to all your questions, but perhaps this will enlighten you somewhat.

The explanation given to me by Reeve Bowden, when I accepted the post, is that I am to be called "Chairman of Measurements", and to function normally as a one-man authority in passing or rejecting Star boats on the merits of their measurement certificate forms. Looks like a one-man committee to me.

Sunday, February 26, Whitney Stueck is to come here and bring his files and figures for me to use from now on. There will be many questions, and perhaps I can find out what has been troubling you. Frankly I do not know at this moment. It sounds as if you have done something which at the time was possibly ambiguous or not noted at all in the rules.

If, after consulting Whit Stueck, I still cannot figure out what your problem was, I shall have to trouble for a write-up of the problem. If you did something which was authorized and then rejected within a short period, I shall have a touchy problem. The hint in your letter of a refund of money being in order will bear my careful study. So much for this, until I have made further investigation.

Whit Stueck wanted to give up his post, and I am his official successor.

Your story of the keel is interesting. Originally a "West Coast Keel" was presented to me for measurement, while installed on a Star whose name and number I do not remember. in Purdy's Shop at Port Washington. I made the plans for the Committee, and the first casting was poured after I had approved the pattern.

Lockwood M. Pirie

- 2 -

February 24, 1950

The first keel casting was too light weight to pass the test. Then I investigated and found the weight of the iron mix used by the Long Island Foundry was lighter than the data in my foundry handbook. Next I refigured and gave new offsets for the bulb, which eventually produced the keel you are now probably using. As I recall, this keel model would easily pass the measurements required to be reported, but the proportions of bulb and fin were different from the original William Gardner plans. Interesting matter, the keels !

Well, this is all for to-day. Probably I'll have a lot more to say after the conference with Whit Stueck on Sunday.

Best wishes.

Sincerely,

COPY

HENRY M. DEVEREUX

January 20, 1950

Mr. Lockwood M. Pirie
1530 West 23rd Street
Miami Beach 40, Florida

stan # 2916

Dear Woodie,

I wish to confirm my conversations with you over the telephone as well as the various telegrams sent and received and regret advising that the final answers given by you when conveyed to the members of the Governing Committee did not seem to set well with them as they thought that you would see their point and change the fairing around the keel flange as requested. Possibly you have changed your mind and will actually do it before going to Havana.

Considerable discussion has taken place since then with the result that a motion has been made and seconded, and passed by the Governing Committee that I find out through the Judiciary Committee what is considered a fairing strip and what is considered double planking and when this information is received, to see that all boats pass and, in the future, be made to meet these specifications as we claim that these wide fairing strips were not the intent of the specifications. If by chance they were not observed by the measurers when measuring the boats, then as soon as they are discovered we can insist that they be reduced to the proper width.

We have been promised an immediate decision on this point and will advise you if you have not corrected same as requested, what you must do to bring your boat back into the Class.

Sincerely yours,

HCH:MR

L. W. ROSS & COMPANY, INC.

MANAGEMENT

duPont Building
Miami, Florida

January 13, 1950

Cable - Rosscom
Phone - 82-5693

Mr. W. Whitney Stueck
P. O. Box 165
Ivoryton, Connecticut

Dear Mr. Stueck:

This is to acknowledge your letter of January 10th and confirm our telephone conversation last evening regarding Star boat #2916 owned by Mr. Lockwood Pirie.

Because of the fact there seems to be considerable lack of clarity regarding the contour height and chine at Station 6 by the method which I previously measured, I went back and set up the base line to recheck this measurement in the manner set forth in the instructions. I drilled a hole through the boat at a point $3 \frac{9}{16}$ outboard of the center line of the boat $1 \frac{1}{2}$ " aft of Station 6 on the port side of the boat. From the inside surface of the bottom plank to the outside of the hull measured $1 \frac{3}{8}$ ". From the bottom of the hull to the base line measured 3". Subtracting $1 \frac{1}{8}$ " allowance for contour and $\frac{3}{4}$ " for standard plank thickness gave me a distance of $3 \frac{1}{2}$ " from the base line to the true bottom of the boat.

I then placed a straight edge under the keel and measured K dimension by measuring up to the base line and adding $3 \frac{1}{2}$ " which gave me a K dimension of $30 \frac{5}{8}$ ". To jib stay from B is $22' 5 \frac{1}{2}"$, there being a fitting and an angularity for which I did not allow in the dimension given on the remeasurement certificate.

The chine heights as remeasured last evening are Station 3 - $11 \frac{11}{16}"$, Station 6 - $8 \frac{3}{4}"$, Station 8 - $11 \frac{7}{16}"$. The chine half breadths may be considered correct as you now have them assuming you have changed Station 6 to read $26 \frac{7}{16}"$. My remeasurement of Station K as shown on the certificate was made in error to the outside of the flange and the reason why I said $\frac{3}{4}$ should be added was because that appeared to be the correct amount based upon the blueprint which you sent me of the keel; however, the $30 \frac{5}{8}"$ dimension herein mentioned is definitely an accurate dimension and measured as intended in the instructions.

With your permission I mentioned your comment regarding the fairing of the boat to Mr. Pirie, whereupon he thought it best to send you a night letter regarding others he has seen and knows about identical to his own boat in this feature. He did not do this with any idea of influencing your judgment, as I was there at the time, but merely wished to point out that if his boat was in error by having the type of fairing which he has that many many boats all over the country are likewise wrong. I know that at least three or four of the local boats would certainly be wrong and others that I have seen elsewhere.

Perhaps some fixed distance should be established to determine how far fairing may be extended outboard from the keel flange, as present rules do not in any way tie this point down.

Be assured that although Mr. Brown and Mr. Pirie are both good friends of mine, in this matter and in the others that pertain to measurements of Star boats, I will be as impartial and arbitrary to uphold the rules and measurements as I can possibly be, for I know that upon what I do you must pass your judgment and decision.

Should there be any further questions, I will be most happy to run them down for you and get your reply back as quickly as possible.

Trusting the foregoing information is clear, I am enclosing a small sketch to add to possible clarity, I remain

Yours very truly,


L. E. JOHNSON, JR.

LEJjr:fpr

Encl.

P. S. I wish to call your attention that on the sectional drawing submitted with original remeasurement certificate the thickness between the inside bottom and outside bottom at bolt is $1 \frac{3}{4}$ ", while dimension taken last evening, as per enclosed sketches, is $1 \frac{3}{8}$ ". In both cases, measurements are actual physical measurements which I believe to be accurate within $1/16$ " or less.

L. W. ROSS & COMPANY, INC.

YACHT #2916

1-12-50 MIAMI, FLA.

R. Johnson Jr.
Official measurer

← STA. 6

← CE BOAT

$3\frac{2}{8}"$

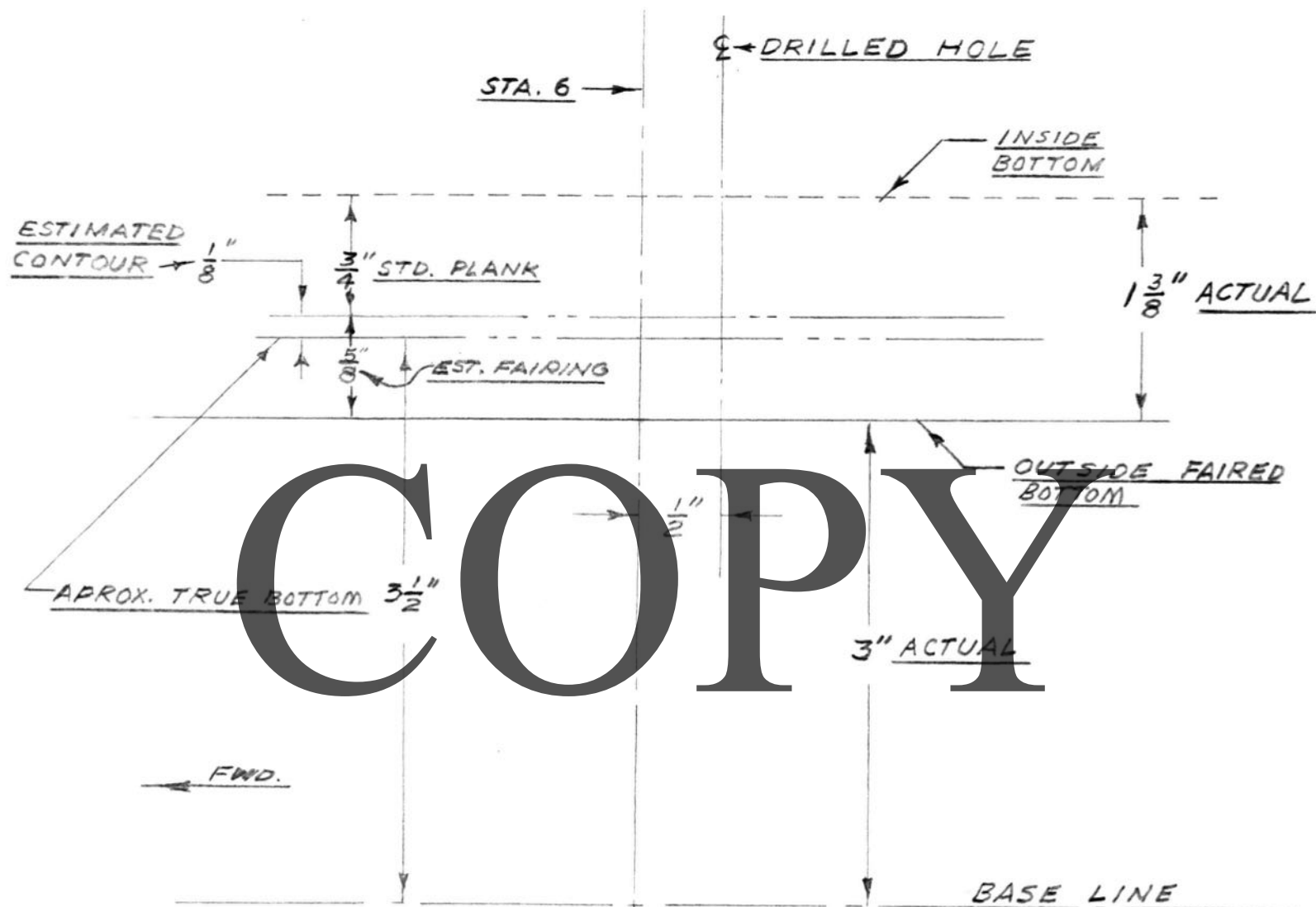
OUTER EDGE OF
KEEL FLANGE

$\frac{5}{8}"$

← FWD
PORT

← $\frac{1}{2}"$ →

PLAN VIEW
FULL SCALE



ELEVATION
FULL SCALE

YACHT #2916
1-12-50 MIAMI, FLA

Johnson Jr.
Official measurer

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND ST.,
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Ivoryton, Conn.
January 10, 1950

Mr. L. E. Johnson, Jr.
L. W. Ross & Co., Inc.
du Pont Bldg., Miami,
Florida.

Dear Mr. Johnson:

I have your letter of January 5. I am afraid we cannot substitute the dimensions taken on your original certificate for those on the later one, as this defeats the purpose of remeasurement. I did not expect that the remeasurement would coincide exactly with the first one, and referred to the latter only as a check where dimensions on the new certificate were in doubt. Therefore, let us forget the original measurement of 6/16/49 for the purpose of our discussion.

✓ I assume that the chine heights were taken above the keel contour instead of the base. It also appears that Chine Height at Sta. 6 is in error by an even inch. The figure should be 5 5/16 instead of 6 5/16. This checks with your midship section, but I want assurance from you that my deductions are correct.

Please refer to your notes and give me an actual measurement, at Sta. 6, from the base line to some visible point inside the boat, such as inside of keel plank, or top of keelson. You must have taken such a dimension in determining the contour height. I want to show it on the drawing.

Before adding anything to Dimension K, I want to be sure you measured from outside of flange. Do you remember definitely how you took this dimension? Why do you say that 3/4" should be added? I did not say the dimension was wrong, but only wished to be sure it was measured as intended in the instructions.

I am correcting half breadth at Sta. 6 to agree with the drawing, but am assuming the others are correct as stated.

I find that the height of jib stay above point B is a little unusual. Please check this point in your notes and see if 22'-0" is correct.

(please turn to page. 2)

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND ST.,
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

-2-

I would appreciate your taking the time to study the above carefully and give me the most accurate and final answers possible. When the decision is made, there must be no room for question or oversight, regardless of whether we find that the boat measures in or not. Either way the decision is made, there will be criticism, and we must be very sure of our facts.

Sincerely,

W. Whitney Stueck.

COPY

WWS:ps

L. W. ROSS & COMPANY, INC.

MANAGEMENT

duPont Building
Miami, Florida

January 5, 1950

Cable - Rosscom
Phone - 82-5693

Mr. W. Whitney Stueck
P. O. Box 165
Ivoryton, Connecticut

Dear Mr. Stueck:

This acknowledges your letter of January 2nd received this morning regarding data on #2916. Despite the fact that I have tried to give you concise and accurate information, I find that most of your questions involved my errors.

Paragraph two of your letter questions the chine heights. As originally measured, they are acceptable.

In paragraph three I do not follow the $4 \frac{1}{8}$ " dimension which you mentioned; however, in checking I find that the $7 \frac{7}{16}$ " dimension is an error which I made by adding $3 \frac{1}{8}$ " (distance from base line to bottom contour at station six) to $4 \frac{5}{16}$ " dimension shown from inside of keelson to outside of keel flange at center line of screw as shown on drawing. All contour dimensions given are based upon the true bottom of the boat as near as I could calculate with the fairing and keel in place.

Paragraph four asks about the fairing around the keel flange which in my previous letter said extended perhaps 15". Mr. Brown pointed out to me roughly by hand where the line of the fairing extended to. This line seems to vary anywhere from 8" along the side of the keel to perhaps 12 or 15" at the leading edge of the keel flange. It is impossible to determine exactly where this line is and I can only say it makes a beautiful looking job, though it may be contrary to regulations with which I am not familiar. Please add $\frac{3}{4}$ " to dimension K to correct for my error.

In paragraph five half breadths of chine at 3 and 6 upon rechecking are so close to the original figures that I am willing to accept them

as originally indicated. The dimensions which you calculated from my drawing may be considered as correct, 26 7/16".

Enclosed you will find my invoice for \$25.00 made against the international organization.

I might mention that the actual position of the base line shown on my drawing is not in exact true position to the rest of the small sectional sketch, so that actual physical dimensions should not be taken from that line but rather the dimensions written on the drawing.

I hope this will cover all the necessary information you require and please accept my apologies for the errors which has involved this extra delay. I will try to do a better job in the future, and I feel I am learning the fine points much better.

Because I must leave my office before this letter may be typed, I have authorized my secretary, Mrs. Reid, to sign this letter for me.

Trusting you will accept this, I remain

Yours very truly,

L. E. Johnson, Jr

L. E. JOHNSON, JR. *by fpr*
Official Star Measurer

LEJjr:fpr

Encl.

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND ST.,
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Ivoryton, Conn.
January 2, 1950.

Mr. L. E. Johnson, Jr.
c/o L. W. Ross & Co., Inc.
duPont Building
Miami, Florida.

Dear Mr. Johnson:

Thank you for the data on #2916. The drawing is exactly what we want.

I have a few questions concerning the certificate. The chine heights appear to have been taken above the keel instead of above the base. They were taken correctly above the base on the first certificate. Please check your notes and see if I can obtain chine height above base by adding your chine height to keel height. All heights should be measured above base except side heights.

Your drawing shows $4 \frac{1}{8}$ " from base to outside of $\frac{3}{4}$ " keel plank. Your certificates show $3 \frac{1}{8}$ ". Checking this against the drawing shows you must have measured keel heights to the keel flange instead of the bottom. Careful study of the instructions will show that all keel contour heights are taken to the outside of the $\frac{3}{4}$ " keel plank. This is the reason for drilling in the case of faired keel flanges. Please let me know if you agree that the keel height at Sta. 6 should be $4 \frac{1}{8}$ " instead of $3 \frac{1}{8}$ ".

You state that the fairing extends 15" out from the edge of the keel flange in most places. This is very unusual and I want to be sure it is not a typographical error. Dimension K is measured from the keel contour at Sta. 6, not from lower surface of keel flange. This would be equal to the distance from inside of planking at Sta. 6 to bottom of keel, less $\frac{3}{4}$ " for plank thickness. Is this the measurement given on the certificate?

I find that half breadths of chine at 3 and 6 are different from those previously taken and are over and under the limits respectively. Please check your original notes on these points. I assume that the radius at chine was taken into consideration. Your Sta. 6 section shows H.B. of chine to be $26 \frac{7}{16}$, while the certificate shows $26 \frac{3}{16}$.

\$25 seems a fair amount for your services and I suggest you send me a memorandum invoice which I can forward to the Central Office for

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND ST.,
NEW YORK 17, N. Y.,
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

-2-

payment.

Thanks again, and please let me hear from you right away concerning the above questions.

Very truly yours,

W. Whitney Stueck.

WWS:ps

COPY

L. W. ROSS & COMPANY, INC.

MANAGEMENT

duPont Building
Miami, Florida

December 28, 1949

Cable - Rosscom
Phone - 82-5693

Mr. W. W. Stueck
P. O. Box 165
Ivoryton, Connecticut

Dear Mr. Stueck:

Enclosed please find in duplicate Measurement Certificates completed on Star #2916. Drawing of contours and sections are forwarded under separate cover.

I wish to apologize for what may seem like an undue delay in completing this work, however, in addition to what you already know from my previous correspondence, I was sick in bed for a week and naturally my regular "bread and butter earning" work piled up on me.

The drawing which is mentioned above is a black line print which I personally checked against the carb-board template and tracing and the lines conform closer than I have certified on the print. One thing comes to my mind about this measurement is the fact that the fairing around the keel had not been put on at the time it was first measured, which may cause certain differences in figures. This fairing extends some 15" out from the keel flange in most places and at certain angles causes the appearance of a slight reverse curve particularly between station #4 and #5. I believe, however, this to be so slight as to be of little consequence, and I do know the contours appeared good in that area when first measured. (I have noted certain of our other boats have a similar condition.) The special side dimensions and keel dimensions have been added to the Certificate. Drawing will, I believe, give you all the information you need for station #6. Mr. Pirie states the weight certificate for his keel was filed with your office in 1940 and that it has not been changed since. I did not re-weigh it.

Needless to say, Mr. Pirie is most anxious to know the decision of your committee, as he wants to leave here January 9th for the Havana races and wants to correct any error before that time, if possible; therefore, any speed you may lend I am sure he will appreciate.

- 2 -

As for my charge, the time and effort expended were worth \$25.00 to me; however, if I'm too high, or cheating myself either one, I will leave it up to you.

Trusting everything is in order, and assuring you I will be glad to furnish any other assistance or answers necessary with this job, I remain

Yours for good sailing,



L. E. JOHNSON, JR.

LEJjr:fpr

Encls.

COPY

Ivoryton, Conn.
December 6, 1949

Mr. L. W. Johnson, Jr.
L. W. Ross & Company, Inc.
duPont Building
Miami, Florida.

Dear Mr. Johnson:

Thanks for your very interesting letter of Dec. 2. I am going to write direct to Brown for his statement on fastenings, but will not mention your report.

I am a little concerned by your troubles in measuring keel contour heights. Be sure that you measure Sta. 6 from inside of planking, as on page 4 of your instructions, drilling a small hole next to the keel if necessary, and correcting for the hole being off center. This should give you an accurate dimension at this point, which is the most important. On this particular boat, the chief complaint concerns the keel height at Sta. 6 and K dimension as noted in Par. 5 (f.) of my letter of Nov. 1.

Level fore and aft should be to the final base line as you set it up. This may involve some trial and error. A line-level may be used hanging on the center of the base line wire. Usually, the water line and bottom of keel are approximately parallel to this. If you get it within $\frac{1}{2}$ " of level in the base length, I would consider it good. Athwartship level may be gaged by placing a straight plank across the cockpit and wedging or blocking under it until distances from plank ends to chine and deck are equal both sides. A carpenter's level on this plank will tell you when she is level. You can also check by sighting past your forward plumb bob to the fin keel, if the keel is put on straight.

I appreciate your suggestions concerning checking boats annually, etc. However, with boats all over the world, and many languages and techniques involved, it is a tough job to get even an original certificate that is reliable. The annual partial check at the World's Championship is about the best we can do, and, if conscientiously handled, is very effective. Your present problem is the result of the one at Chicago.

Sincerely,

W. Whitney Stueck.

WWS:ps

Ivoryton, Conn.
December 6, 1940

Mr. Worth Brown
Brown's Boatyard
2143 N. W. Thirty Second Ave.
Miami, Florida.

Dear Mr. Brown:

In connection with the remeasurement of No. 2916, we would appreciate a report from you on the fastenings used on the boat. The information required is as follows:

1. The approximate size, type and number of metal fastenings used in bottom and side planking to hold it to frames.
2. The same information concerning fastening of sides to bottom at chine.
3. Ditto, decking to frames.
4. Ditto, side frames to bottom frames and deck beams.

We are sorry to bother you for this information, but I'm sure you will understand the need for it. We hope that the remeasurement job will settle permanently all questions concerning the boat.

Very truly yours,

W. Whitney Stueck.

WWS:ps

L. W. ROSS & COMPANY, INC.

MANAGEMENT

duPont Building
Miami, Florida

December 2, 1949

Cable - Rosscom
Phone - 82-5693

Mr. W. W. Stueck
P. O. Box 165
Ivoryton, Connecticut

Dear Mr. Stueck:

This acknowledges your letter of November 21st regarding the metal fasteners required on Stars. You may or may not have wondered why I asked this question. The reason for it was that it is rumored Star No. 2916 which you requested re-inspection on has been built with wooden dowls. Some rumor has it that it is all dowed, other has it that it is partially dowl, partially metal fasteners.

Unfortunately, at the time of construction, I did not see the planking after it was placed on the hull before the normal plugs were put in, which dividual inspection would appear the same as dowls.

I find myself in an embarrassing position in this particular case, as I discussed the matter with Woodie Pirie in the process of checking his boat this past week, and his statement was that as far as he knew the boat would not be built other than legal by Mr. Brown. I asked Mr. Brown regarding it, and his statement was "there are metal fasteners along the chine, but I won't say how many." At that time, knowing Mr. Brown as well as I do and Mr. Pirie (who spent a major part of his time at the boat yard while the boat was being built), I told him that if he was willing to accept the fact that the boat might be questioned by someone else at a later date due to this rumor, I would just leave it at that. However, as I have thought the matter over and considered the reply from the builder, Mr. Brown, I feel that some comment should be made on the matter. I understand this rumor spread as far as Nassau and Chicago, and I have been told that the boat was checked in Chicago and found as specifications.

I am rather at a loss to know what to do in this particular situation, as I do not feel it my place to state that there is an illegality in the boat through this condition of fasteners, and I do not feel that I should force the issue. I would appreciate your advice on the matter, and if you require any action, it would help me if your letter were so worded that the complaint came from somewhere else besides Miami. Mr. Pirie and Mr. Brown both have a good reputation in the yachting world, and it is not my intention or wish in any way to tear it down.

In remeasuring No. 2916, the only time which I had, unfortunately, was a cold blustering day for Miami, and I had to do the work out in the open. It was most difficult to establish an accurate base line; and because of this fact, I am not thoroughly satisfied with the longitudinal contour figures. That is, those dimensions dropped from the hull to the base line along the center of the boat fore and aft. It seems to me that only approximate accuracy may be obtained at best in the area that is occupied by the fin and skeg. As the thickness of the fin itself, plus the radius of it, plus fairing of the keel flange makes it almost impossible to gain accurate dimensions through stations five, six and seven, at least. I am satisfied with the dimensions which I got in all other places.

While I feel Mr. Pirie will be somewhat provoked at me, I plan to set up the base line again and once more check the longitudinal dimensions. The wind blowing the plumb bobs around is not conducive to good accuracy. Unfortunately, I am only able to do this work on a Saturday or Sunday when the boat is usually in use. Likewise, my time for drawing up your special half breadths have caused me some delay; however, they will be forthcoming promptly.

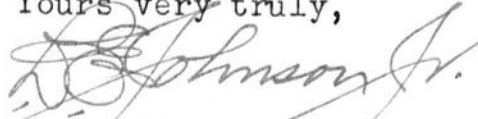
COPY
The writer freely acknowledges that he is relatively new at the game of measuring boats and that the procedures which your instructions set forth have been worked out by men who are much more versed with this type of work than I am; however, it seems that in addition to requirements on Star boats that would be a major assistance in keeping the entire fleet standard would be some form of a through-deck inspection hole at approximately station six, located mid-way between the center line of the boat and the chine on each side of the bottom for accurately determining the thickness of your planking. Boats over a period of time are worked, sanded, or planed until the bottoms become much thinner than is standard. However, without a major operation, it is rather difficult to check this, however a plug about one to one and one-half inches in diameter with a back plate on it which would secure on the inside of the boat so that it might be flush on the outside would facilitate such a check. (See enclosed sketch) It also seems that an annual spot check of all boats by an impartial measurer would be highly in order. I suppose these thoughts have all been brought out long before my time; however, I will be interested in how they sound to you.

A point which is not clear in the instructions says that the boat must be set approximately level. Should this be to the deck line fore and aft or to the water line fore and aft, which I understand is the way the boat is ordinarily built?

- 3 -

Trusting I have not bored you with this lengthy letter and that you will reply at your earliest convenience, I remain

Yours very truly,



L. E. JOHNSON, JR.

LEJjr:fpr

Encl.

COPY

L. W. ROSS & COMPANY, INC.

China N.Y.

3

11 $\frac{1}{6}$

✓

6

97 $\frac{1}{6}$

5 $\frac{1}{6}$
over

8

12

✓

10

17 $\frac{13}{16}$

✓

COPY

W. WHITNEY STUECK
NAVAL ARCHITECT — YACHT BUILDER

MAIL ADDRESS:
21 WINDSOR ROAD
GREAT NECK, N. Y.

COPY



$$\begin{array}{r} 695 \\ 28 \\ \hline 723 \end{array}$$

$$\begin{array}{r} 643 \\ 28 \\ \hline 671 \end{array} \quad \begin{array}{r} 700 \\ 28 \\ \hline 728 \\ 27 \end{array}$$

$$\cos 78\frac{2}{3}^\circ = .196 = \frac{13\frac{1}{2}}{r}$$

$$r = \frac{13.5}{.196} = \underline{\underline{69'' \text{ Radius}}}$$

$$\tan \theta = \frac{26\frac{7}{16}}{5\frac{8}{16}} = 4.97$$

$$\theta = 78\frac{2}{3}^\circ$$

$$\begin{array}{r} 643 \\ 28 \\ \hline 725 \\ 27 \end{array}$$

$$\cos 78\frac{2}{3}^\circ = \frac{13\frac{1}{2}}{R}$$

$$R = \frac{13\frac{1}{2}}{.196} = 69'' \text{ Radius.}$$

W. WHITNEY STUECK
NAVAL ARCHITECT — YACHT BUILDER

MAIL ADDRESS:
21 WINDSOR ROAD
GREAT NECK, N. Y.

COPY

<u>sta</u>	<u>width</u>
1	32
2	54
3	72
4	88
5	96
6	96
7	94
8	84
9	70
10	56

742
2

COPY

3 | 1484 " frame width
495 screws spaced 3"

144
3
432
495
63

chine 44' x 12
12
88
44

144 | 1528
3 5/8 spacing in chine
4" spacing in sheave

~~432~~ 432 | 1484
3 1/2" spacing in planking

W. WHITNEY STUECK
NAVAL ARCHITECT — YACHT BUILDER

MAIL ADDRESS:
21 WINDSOR ROAD
GREAT NECK, N. Y.

GARMAN BOND
COPY

Ivoryton, Conn.
November 21, 1949

Mr. L. E. Johnson, Jr.
c/o L. W. Ross & Co., Inc.
duPont Building
Miami, Florida.

Dear Mr. Johnson:

Instructions and Specifications are on
the way.

The specifications leave the type of
fastening optional, but you will note that
they must be metal.

Very truly yours,

W. Whitney Stueck.

WWS:ps

EATON'S
CORRASABLE
BOND
U.S.A.
BERKELEY
116

Ivoryton, Conn.
November 1, 1949

Mr. Lockwood Pirie
1530 West 23rd. St.
Miami Beach, Florida.

Dear Woodie;

Thanks for your letter and your very kind cooperation, which helps a lot. I have been laid up two weeks with an eye injury, or I would have answered sooner.

The only measurer in Florida is Lawrence Johnson, Jr. who did the job originally. This is unfortunate, especially since he is new at the job. However, I am sending him specific instructions on what we want, and hope for the best.

Apparently the keel flange fairing on your boat is unusual and gives the impression of deviation from the true circular cross section. We will, therefore, ask for a particularly careful determination of the keel height at Station 6 and probably a half-section template at this point. There have also been some rumblings about the shape of the fin keel, so we would like a few additional measurements there also.

As you no doubt realize, there are several points in the specifications that need interpretation, definition, clarification, or what have you. We are trying to settle such things before assumptions are made which might cause serious trouble for owners, builders and the Measurement Committee.

Of course you are perfectly free to check any measurements you wish with Worth Brown. However, an independent measuring job is the only solution to the present situation, so the best we can do is let Johnson take his data carefully with no outside help, then we can give an official answer to anyone who questions the boat.

Thanks again - I hope the remeasurement will quiet the objectors and cause you no trouble.

Sincerely,

W. Whitney Stueck.

1530 W. 23rd St.
MIAMI BEACH.TELEPHONE: APOPKA 11020
TELEGRAPH: APOPKA, FLA.WENALDEN COMPANY
PLYMOUTH, FLA.

18 Oct. '29

Dear Whit -

Just a note to say yours of 10/16
forwarded to me here and I would be
only too glad to have [#]2916 measured.
Brought here down with me this m.
I imagine Adair Hess will be out. Who
would you like to do the job?

Itchells and Dr. Roman seemed to
be the ones stirring up all the commotion
this neither one of them said one
word to me personally. Fannie Raymond
was head measurer so I asked him
about it before the series started and he
said it was some depth measurement
that was objected to but to fail any-
way - which we did. Since my arrival
here I talked to both Roman about
it and as you know he used to be

measurer here but felt it not right
to be measuring his own built boat
so resigned - He seems to feel there is
nothing wrong with the boat - and
knowing how careful he is I'm sure
his right but I want to know for
certain and will do anything you
suggest - Could I check some measure-
ment with him - He never measured a
boat so that might not do too well.

Looking thru some of my old files

I found some letters you & I exchanged
way back when - It was fun going
thru them again - They'd been in
storage since the war and wanted to
clear out the pile.

Let me know soon as you can.
I'm planning on refinishing whole paint
job before sailing anyway - The sooner
we know the better - all the back really
got me down - since no-one mentioned
it directly to me - and I still don't know
just what it was all about your Woodie

Ivoryton, Conn.
October 6, 1949

Mr. Lockwood M. Pirie
Topsalo Farms
Spring Grove, Illinois.

Dear Woodie:

There have been a number of questions and comments on No. 2916 since the World's Championship. I wonder if you would grant permission to have her remeasured. I would like to have Adair Hess do the job, especially since she was measured the first time by a new man. There would be no cost to you.

Best regards.

Sincerely,

W. Whitney Stueck.

WWS:ps

RECEIVED
BUREAU OF THE
NAVY
FORD

Brown's Boatyard

2143 N. W. THIRTY SECOND AVENUE, MIAMI, FLORIDA

TELEPHONE 88-2697

December 9, 1949

Mr. W. Whitney Stueck
Ivoryton, Conn.

Dear Mr. Stueck:

In reply to yours of the 6th, concerning fastenings used in the construction of a Star hull that we built for Mr. Lockwood Pirie, I find that six gross of flat head Everdur screws were charged to his account. It would be impossible for anyone to state exactly how many screws were used in any one part of the hull. Below is an approximation which I believe to be reasonably correct.

Planking	--	3 gross	1 1/2"
Chine	---	1 "	1 3/4"
Decking	--	1 "	1"
Sheer	---	1 "	1 1/4"

Frames - COpper Rivetted

Hoping that the above contains the information
desired I remain

Very truly yours,

Worth Brown
Worth Brown

WB:mmm

L. W. ROSS & COMPANY, INC.

MANAGEMENT

duPont Building
Miami, Florida

November 16, 1949

Cable - Rosscom
Phone - 82-5693

Mr. W. W. Stueck
International Star Class Y.R.A.
Ivoryton, Connecticut

Dear Mr. Stueck:

This acknowledges your letter of November 1st requesting remeasurement of Lockwood Piries' boat No. 2916. Your letter was delayed in the mail due to my recent change of address, causing my seeming tardiness in acknowledging it.

At the time this boat was measured, I had not received the standard measurer's instructions from your committee; and since this was the first boat I had ever measured in our class, I relied upon assistance and what instruction sheets our former measurer had in his possession, which I assumed to be adequate at that time.

The instruction sheets which I ultimately received have seemed to become misplaced in the course of moving, and I would appreciate the latest copy by return airmail. Be assured I will use utmost care and accuracy that I can in this recheck without any outside influence whatsoever on the job.

Under Article 12 of the Official Specifications it mentions that planks may be fastened with galvanized clinch nails, etc. Also, keel plank frame and keelson fasteners, etc. There has been some discussion that this is not a definite requirement and that possibly wooden dowls may be used in place of these metal fasteners. I would appreciate your opinion upon this matter.

Assuring you again of my sincere desire to give you the best possible information to your inquiries in your letter, I remain

Yours very truly,

L. E. Johnson, Jr.
L. E. JOHNSON, JR.
Official Star Measurer
Florida District

LEJjr:fpr

over

Mr. L. E. Johnson, Jr.
c/o L. W. Ross & Co., Inc.
duPont Bldg.
Miami, Florida.

Dear Mr. Johnson:

Instructions and Specifications are on
the way.

The specifications leave the type of
fastening optional, but you will note that
they must be metal.

COPY

Ivoryton, Conn.
November 1, 1949

Mr. Lawrence Johnson, Jr.
648 Mokena Drive
Miami Springs, Florida.

Dear Mr. Johnson:

It has been requested by the Governing Committee that Lockwood Pirie's boat, No. 2918, be remeasured. Since the boat is in Florida, you are the logical measurer, even though you did the job before.

Since this is a remeasuring job, it carries special instructions and requires the most accurate and careful work possible. It is of utmost importance that we have a set of data that is beyond question as a basis for a decision on objections that have come to our attention. We would like you to measure the boat in the usual manner, as prescribed in your instructions with special attention to the following points and additional data:

1. Be sure that the boat is approximately level fore and aft and athwartships and that there is no stress on the hull from shores, blocking or rigging which would tend to distort it.
2. Measure the keel height at Sta. 6 by boring a hole as described in the first paragraph on page 4 of your instructions. Determine this point very carefully, allowing for arc correction due to the hole being off center. Note any unusual construction details you find in this area.
3. Prepare a half breadth template at Station 6 which will conform to the athwartship contour of the bottom. The chine point should be shown on it. The template should extend at least 12" down along the keel flange to establish vertical center line, and should be shaped to the keel flange and any fairwaters around or outboard of it. Make the template of heavy paper, cardboard or other material which will not change shape easily but may be rolled up for shipment.
4. Measure side heights at Sta. 1 and 10 in the same manner as at 3, 6 and 9.

-2-

5. Take the following measurements of the fin keel:
- Length of bulb along the bottom from intersection of bottom and leading edge projected, to a perpendicular at extreme after tip.
 - Dimension G along center line of bulb.
 - Length of fin or web where it meets the bulb.
 - Accurate thickness of web or fin at Sta. 6.
 - Prepare half template of cross section of bulb at Sta. 6.
 - Accurately determine Dimension K from your keel height at Sta. 6 to bottom of bulb, regardless of position of flange or fairing around it.

We realize that this is more work than the usual measuring job. Send the bill for your services to me. The settlement of a lot of controversy depends on the accuracy of your job, and on your following the regular and special instructions without outside influence.

Woodie Pirie has willingly granted his permission for remeasurement and you can contact him at 1530 West. 23rd. St., Miami Beach, to arrange a time and place.

A Construction plan and Keel plan are enclosed for your reference. Please note any unusual construction features you find on this or any other Stars you measure.

Of course this particular job is urgent, and we hope you can give it your immediate attention. Please let me know at once if you cannot or if there are any questions.

Very truly yours,

W. Whitney Stueck.

WS:ps
nclosures.

Established 1886

THE CHARLES C. LEWIS COMPANY



697 Oakwood Avenue
WEST HARTFORD, CONN.

Phone 7-7121

DEPENDABLE STEEL WAREHOUSE SERVICE

*are unless carried fully
to chine.*

Woody.

COPY

63 YEARS OF DEPENDABLE SERVICE

Established 1886

THE CHARLES C. LEWIS COMPANY



697 Oakwood Avenue
WEST HARTFORD, CONN.

Phone 7-7121

DEPENDABLE STEEL WAREHOUSE SERVICE

h

*Johnson report fairing
in question which we
believe strictly in
accordance with existing
regulations and similar
to Gen, Wahiini, Bolt
and others too numerous
to mention. Purdy can
verify Bolt fairing which
I saw being set in
bottom myself. Any
fairing breaks true*

63 YEARS OF DEPENDABLE SERVICE

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697 Oakwood Avenue
WEST HARTFORD, CONN.

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DEPENDABLE STEEL WAREHOUSE SERVICE



Established 1886

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WEST HARTFORD, CONN.

Phone 7-7121

DEPENDABLE STEEL WAREHOUSE SERVICE



differ from them.
May I suggest such
boats as Ace, Rascal,
Bolt, Gem, Wahine,
Gusty, No. 2112 all
taken similarly
to that taken on
mine. Fail to
understand why
~~cooperation~~
cooperation of

63 YEARS OF DEPENDABLE SERVICE

your wife. Rec'd. Before
ordering my boat
fairing & bottom
contour changed may
I request and exact
photo of other boats
bottom and and
fairing super
imposed on mine to
show how much
and where I

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Established 1886

THE CHARLES C. LEWIS COMPANY



697 Oakwood Avenue
WEST HARTFORD, CONN.

Phone 7-7121

DEPENDABLE STEEL WAREHOUSE SERVICE

*measurement as originally
taken and with certificate
issued does not
adequately meet
requirements.*

Woodie.

COPY

63 YEARS OF DEPENDABLE SERVICE

2916

TELEPHONE LINCOLN 1371

ALL ORDERS SUBJECT TO STRIKES, ACCIDENTS OR
CAUSES BEYOND OUR CONTROL

SHEFFIELD FOUNDRY CO.

2070 CLYBOURN AVE.

(Clybourn Ave. and St. Paul Tracks)

CHICAGO June 5, 1940 193

SOLD TO Karas Boat Yard

ORDER NO. 2455

TERMS: 1% 10 DAYS; NET CASH 30 DAYS

L. S. P. 190

One Starboat Keel for "Twin Star"
T. M. Pirie

WEIGHT

PRICE

899#

*Keel Transferred from 1961 to
2916 in June 1949
W.W. Throck*

COPY

NOTE: This copy is used for issuing
copies on request. However,
each copy bears the note for
extreme caution in duplicating
anything.

HENRY M. DEVEREUX
Dec. 19, 1950

COPY

to file - money
necessary. (Must) 3/15/50

From the desk of—
L. M. PIRIE

Wossan

3/7/50

Dear Henry—

Yours rec'd - and sure
glad you are in the
harness again—

My kink was not
really to you but against
the Gov. Com. who ordered
my boat to conform to
the new fishing limits
which cost me plenty +
then after it was done
I found I did not have
to have it done—
Regards— Wossan

1130 W 23rd
Union Beach Co
2.22.50

Dear Henry -

Sure glad to hear from you again and to know the Star class is going in for better men!

They have been giving me a fit about a new boat I had built here last spring - and after a lot of planning - wiring etc. they have said it was still a Star boat which made me very happy -

The whole thing has cost me a lot of money to say nothing of time and trouble and I wonder if I can hope to get any of it back ever. Their first letter stated it was to be at no expense to me - and it was their idea, not mine - Could you give me any help?

Is this a new measurement Cove?
If so I am very glad - The old one questioned your keel which I have been sailing with since 1940 - Regards - Woodie

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN
UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

BA019 AA025

1950 JAN 13 AM 8 27

A.MZB094 NL PD=TDMZ MIAMIBEACH FLO 12=

W WHITNEY STUECK=

PHONE ESSEX 7-1158 IVORYTON CONN=

JOHNSON REPORTS FARRING IN QUESTION WHICH WE BELIEVE IS
STRICTLY IN ACCORDANCE WITH EXISTING REGULATIONS AND
SIMILAR TO GEM WAHINI BOLT AND OTHERS TOO NUMEROUS TO
MENTION. PURDY CAN VERIFY BOLTS FARRING WHICH I SAW BEING
SET IN THE BOTTOM MYSELF. ANY FARRING BREAKS TRUE ARC
UNLESS CARRIED FULLY TO CHINE=

WOODIE=...

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

COPY

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1220

SYMBOLS

DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

BA067

B. MZA145 ONG DL PD=TDMZ MIAMIBEACH FLO 13 340P=

W WHITNEY STUEZK=

AN ANS DATE IVORYTON CONN=

1950 JAN 13 PM 4 25

YOUR WIRE RECEIVED BEFORE ORDERING MY BOATS FAIRING
AND BOTTOM CONTOUR CHANGED MAY I REQUEST AN EXACT PLOT OF
OTHER BOATS BOTTOM ARCS AND FAIRINGS SUPERIMPOSED ON MINE
TO SHOW HOW MUCH AND WHERE I DIFER FROM THEM. MAY I SUGGEST
SUCH BOATS WAS ACE, RASCAL, BOLT, GEN, WAHINI, GUSTY
#2112 ALL TAKEN SIMILARLY TO THAT TAKEN ON MINE. FAIL
TO UNDERSTAND WHY CORROBORATION OF MEASUREMENTS AS
ORIGINALLY TAKEN AND WITH CERTIFICATE ISSUED DOES NOT
ADEQUATELY MEET REQUIREMENTS=

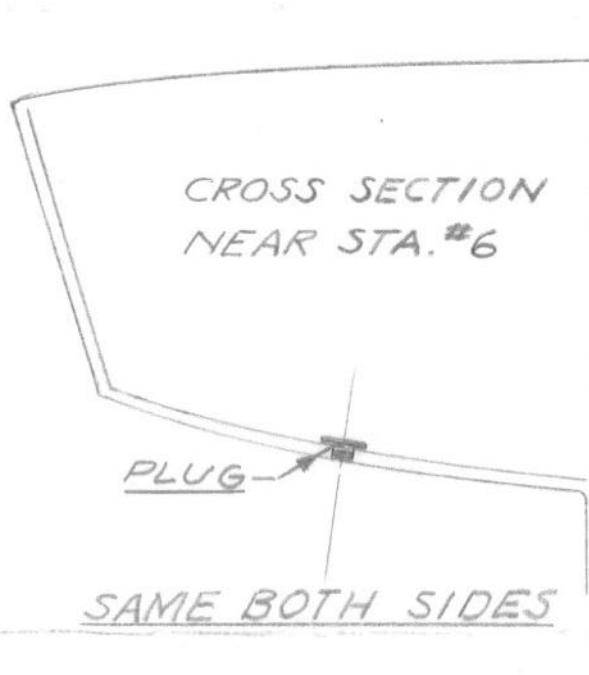
WOODY=

COPY

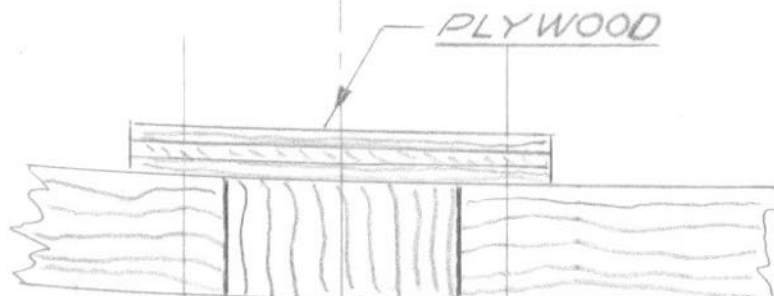
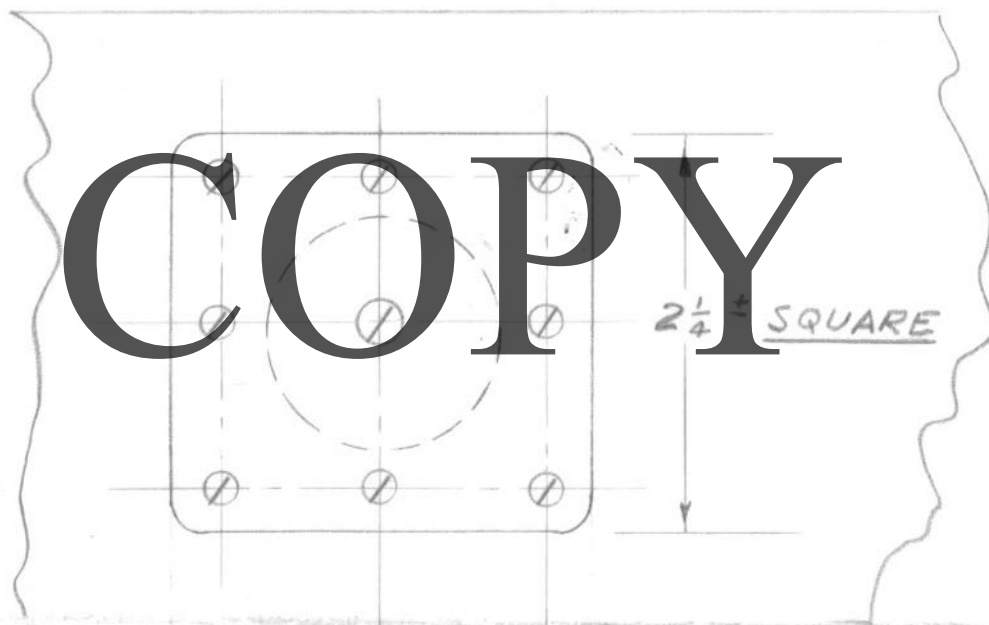
TELEPHONE No.
TELEPHONED TO
TIME 4:44P
S
A
DC

by 4:30p

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE



12/2/07



APROX. TO SCALE

SUGGESTED INSPECTION PLUG

L. E. JOHNSON, JR.
12-2-49