

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 at least 3" figures into upper side of keelson and checked against award of number royalty receipt (Form R-2), otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 4140
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "PRINCESS" 4. Year built 1959 (WINTER)
5. By whom built? Smollett, Duplin & Moran - Quincy, Mass.
6. Owner's Name GERALD DONOHUE
7. Address 22 Vine Ave Winthrop, Mass
8. Fleet BOSTON HARBOR 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 19th day of MARCH, 1962, 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 March 19, 1962 Signed Lawrence H. Richardson
Withheld by Thomas J. Tranter - Fleet Capt. 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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

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 International 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 International 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.

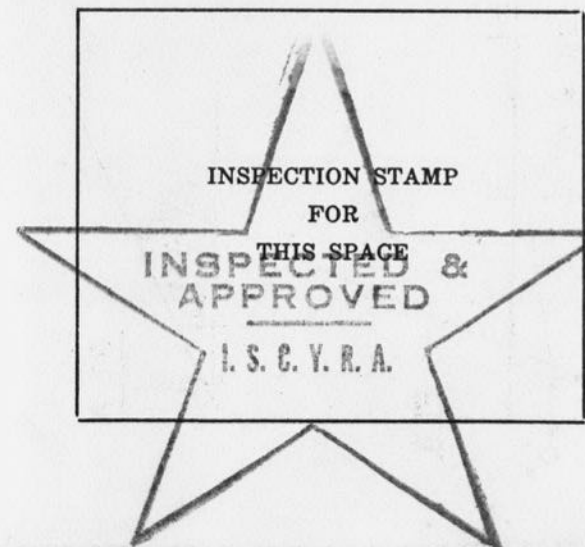
SEC. D. —CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

1. This Certificate is not valid unless it bears 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. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an integral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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



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 John S. Tully Jr.
Chairman International Measurement Committee.

Date April 2, 1962

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 3/16	9 1/2	6 1/4	4 3/8	4 1/16	5 7/16	8 3/16	11 9/16	15 3/8
CHINE			11 3/8			8 5/8		11 1/16		18 1/2
SIDE *	13 1/4		20 5/16			21 5/16		17 1/2		11 1/8

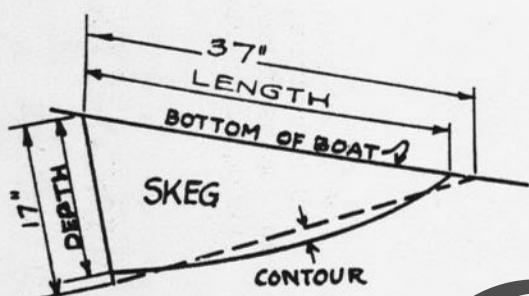
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS				
STATIONS	1	3	6	8	STERN
DECK	7 1/2	24 1/8	34 3/16	31 3/16	19 15/16
CHINE	3 1/4	16 1/8	26 1/16	24 1/4	16 3/8

RUDDER
 WIDTH 17 3/4
 DEPTH 31 7/8 TO ϕ OF POST

SKEG
 DEPTH 16 1/2
 CONTOUR 5/8
 LENGTH ALONG CURVE 34

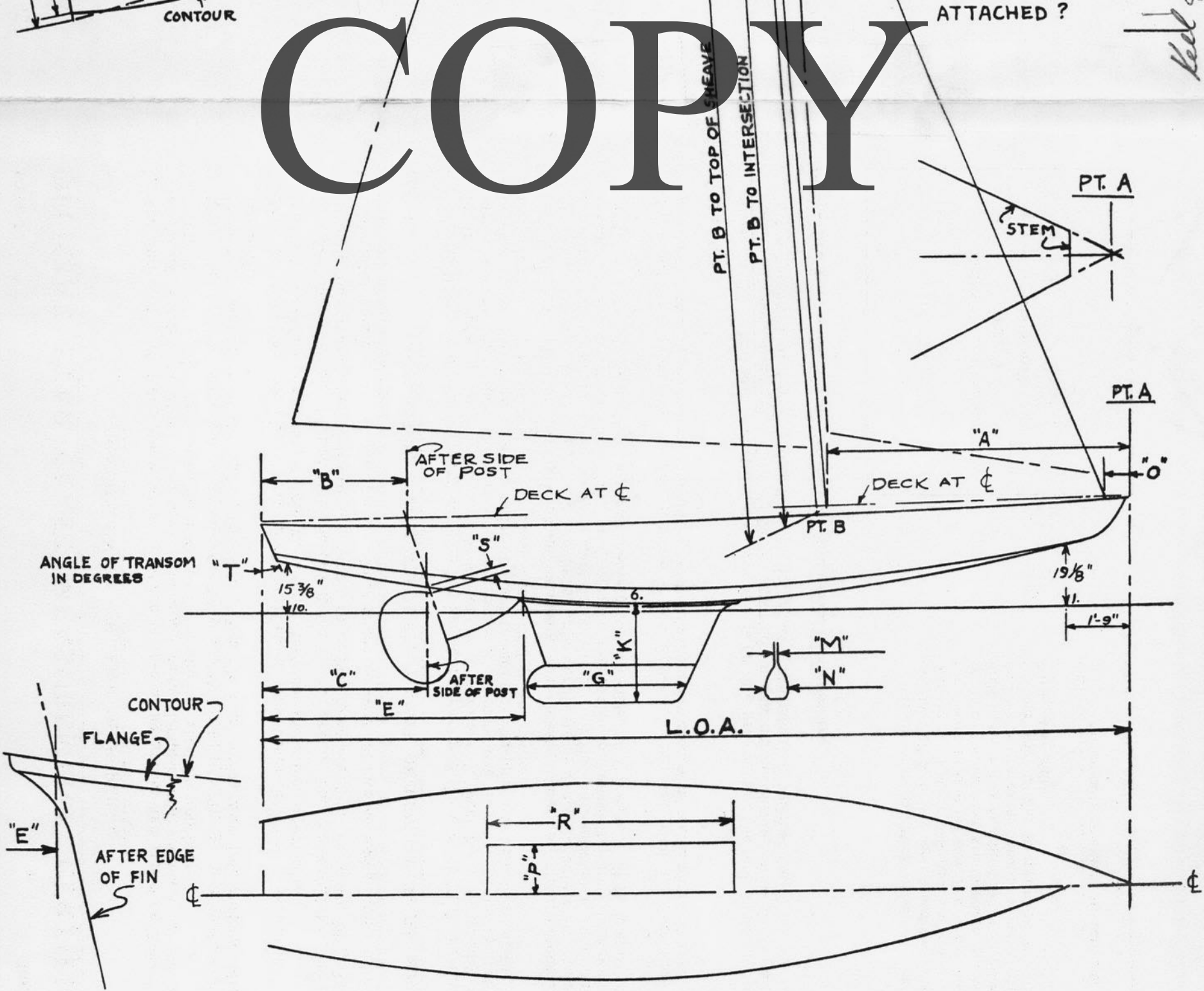
IS CONSTRUCTION AS PER RULES & PLAN? YES



I.S.C.  Y.R.A.

YACHT NO. 4140
 L.O.A. 22'-8 7/8"
 MAST FROM B 31'-9"
 BOOM LENGTH 14'-7"
 JIB STAY FR. B 22'-6"
 DIMENSION "A" 7'-6 3/4"
 "B" 3'-10 3/4"
 "C" 4'-3 1/8"
 "E" 6'-11 1/2"
 "G" 2'-5 3/4" 4'-1"
 "K" 2'-5 3/4"
 "M" 1"
 "N" 8 1/4"
 "O" 9 3/4"
 "P" 11 3/4"
 "R" 6'-8 1/4"
 "S" 1/4"
 "T" 18 1/2°

KEEL WEIGHT _____
 IS KEEL WEIGHT CERT. ATTACHED? YES



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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 41402. Was this number cut or burned into keelson as required above? Yes (cut)3. Yacht's name "STAR OF THE SEA II" 4. Year built 1959 (Winter)5. By whom built? SMOLLETT, DUPLIN & MORAN - Quincy, Mass.6. Owner's Name JOSEPH R. DUPLIN.7. Address 207 Court Road, Winthrop, Mass.8. Fleet Boston Harbor 9. Remarks See Letter, dated 28th April 1959, re: Keel Contour, Sked, etc.**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 6th day of May, 1959, 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 7th May, 1959 Signed Fred H. Goeller
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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

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 International 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 International 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.

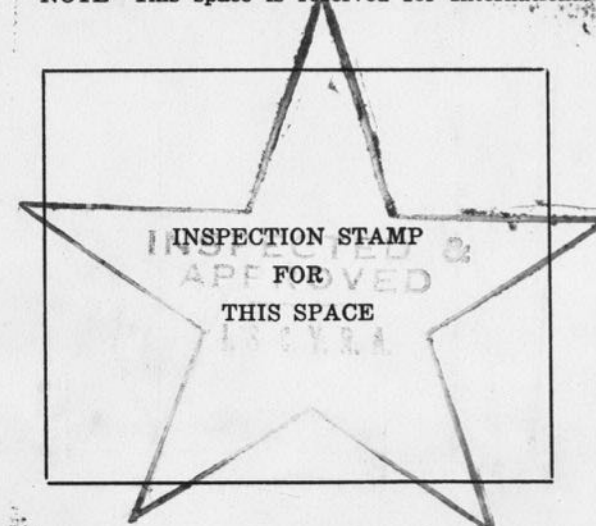
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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2. This Certificate shall be binding upon all members, Star Fleets, Clubs, or organizations conducting races for the Star Class as such. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an integral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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



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 John S. Petty
Chairman International Measurement Committee.

Date May 12, 1959

4140

* MEASURED ALONG SURFACE OF PLANKING

Y.R.A.

L.O.A. 22'-8 1/8"

MAST FROM B 31'-9"

BOOM LENGTH $\frac{14'-7''}{20'-0''}$

JIB STAY FR. B 22'-6"

DIMENSION "A" 7'-6 3/4

" "B" 3-103

" "C" 4-3 1/4

" "E" 6-11716

" "G" 4-1 1/4

" "K" 2-6³/₄

" "M" 1"

" "N" 8 1/2'

" "0" 9"

" "P" 11/15/16

" "R" 6'-8 3/8

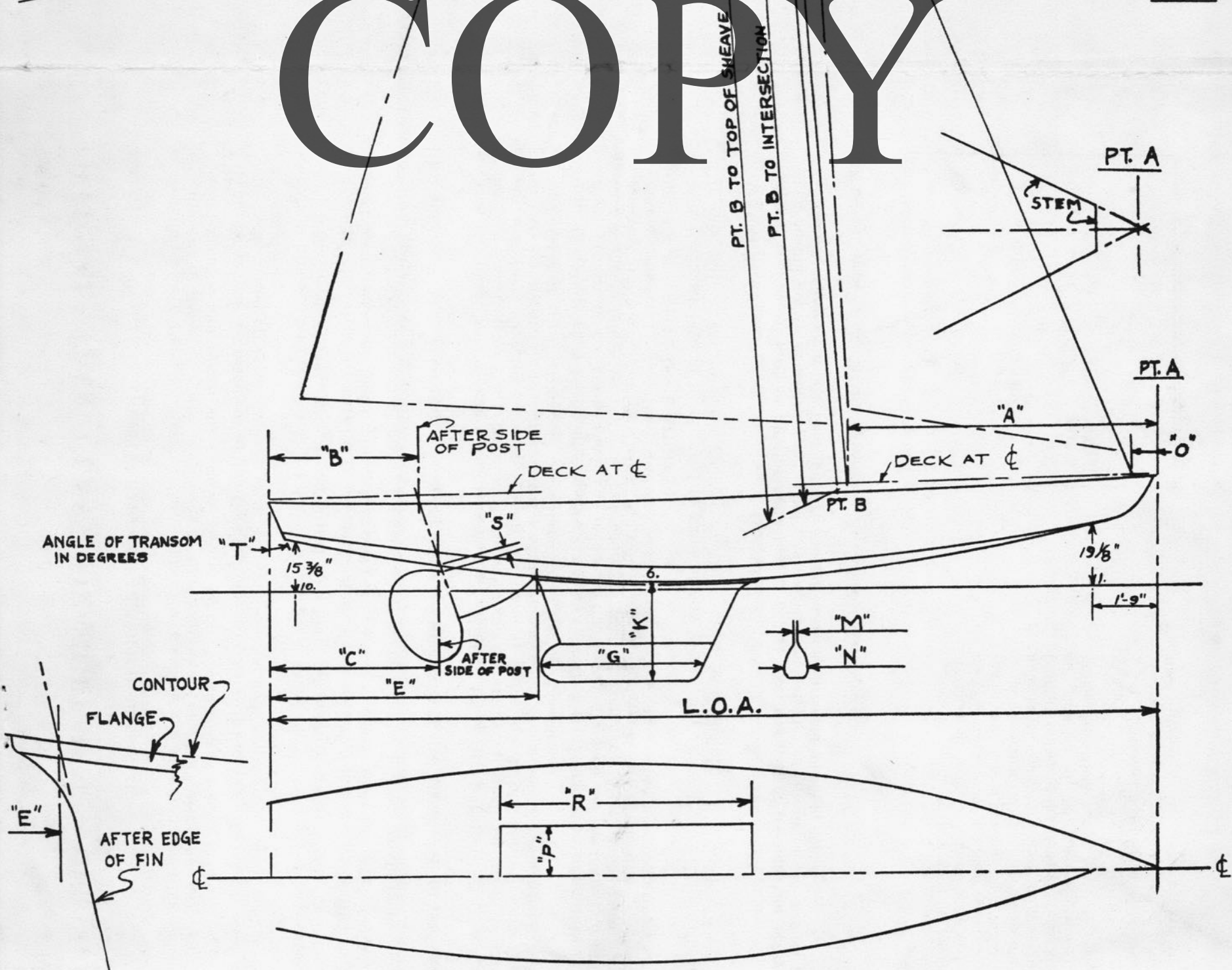
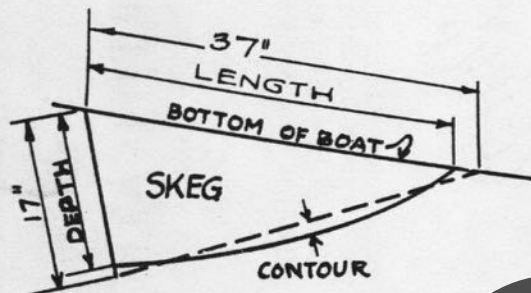
" "S" 1/4"

" "T" 18 1/2°

KEEL WEIGHT 890[#] Gal^u

15 KEEL WEIGHT CERT.

ATTACHED ? YES.



OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A. DESCRIPTION OF MEASURED YACHT

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- 1. YACHT'S NUMBER? 4140
- 2. Was this number cut or burned into keelson as required above? YES
- 3. Yacht's name "PRINCESS" 4. Year built 1959
- 5. By whom built? SMOLLETT, Duplin & Moran Quincy, Mass
- 6. Owner's Name GERALD DONOVAN
- 7. Address 22 VINE AVE. WINTHROP, MASS
- 8. Fleet BOSTON HARBOR 9. Remarks SEE LETTER ATTACHED

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 7th day of January, 1962, 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 January 8, 1962 Signed Lawrence L. Richards 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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AFFIDAVIT 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.

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Sec. C. -INSTRUCTION TO CERTIFIED MEASURERS-

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

INSPECTION STAMP
FOR
THIS SPACE

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.

Date _____

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	13 3/16	9 9/16	6 5/16	4 3/8	4 1/16	5 3/8	8 1/4	11 1/16	15 3/8
CHINE			11 7/16			9 1/16		11 3/4		18 7/16
SIDE *	13 3/8		20 5/16			21 5/16		17 3/8		11 1/8

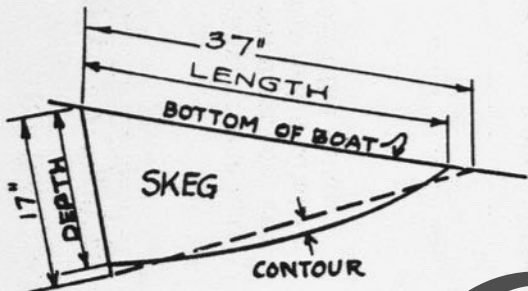
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	1	3	6	8	STERN
HALF BREADTHS					
DECK	7 1/2	24 1/16	34 3/16	31 3/16	19 5/16
CHINE	3 5/16	16 3/16	26 5/8	24 5/16	16 7/16

RUDDER
 WIDTH 17 3/4
 DEPTH 31 7/8 TO ϕ OF POST

SKEG
 DEPTH 16 3/8
 CONTOUR 3/4
 LENGTH ALONG CURVE 34

IS CONSTRUCTION AS PER RULES & PLAN? YES

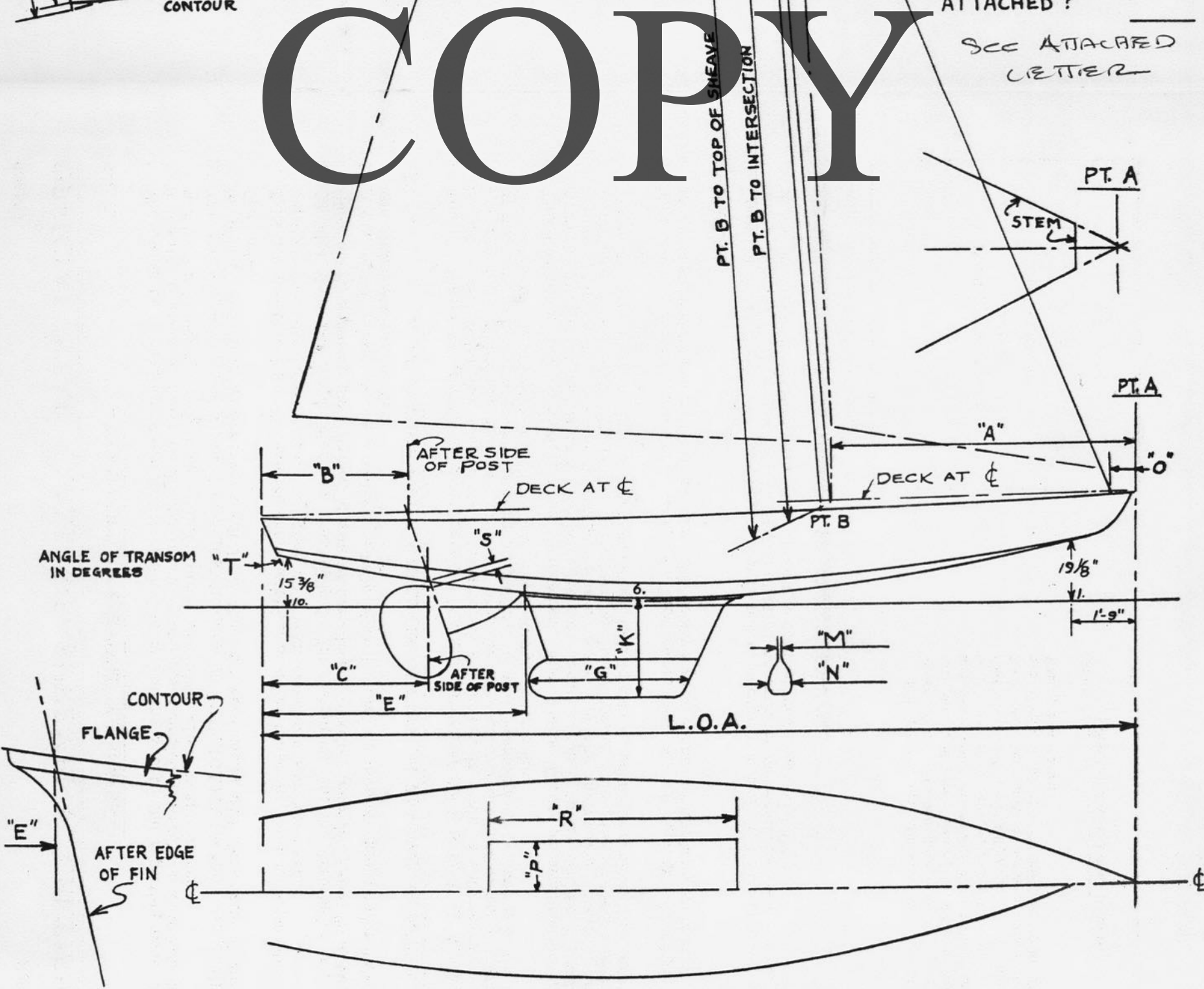


I.S.C.  Y.R.A.

YACHT NO. 4140
 L.O.A. 22'-8 3/4"
 MAST FROM B 31'-9"
 BOOM LENGTH 14'-7"
 JIB STAY FR. B 22'-6"
 DIMENSION "A" 7'-6 13/16"
 "B" 3'-10 5/8"
 "C" 4'-3 3/4"
 "E" 7'-2 3/8"
 "G" 4'-0 1/8"
 "K" 2'-7 1/8"
 "M" 1"
 "N" 7 7/8"
 "O" 9"
 "P" 11 3/4"
 "R" 80 1/2"
 "S" 1/4"
 "T" 18 1/2°

KEEL WEIGHT _____
 IS KEEL WEIGHT CERT. ATTACHED? _____

SEE ATTACHED LETTER



OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A. DESCRIPTION OF MEASURED YACHT

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- 5. By whom built? SMOLLETT, Duplin & MORAN - Quincy, MASS
- 6. Owner's Name GERALD DONOVAN
- 7. Address 22 VINE AVE WINTHROP, MASS
- 8. Fleet BOSTON HARBOR 9. Remarks SEE LETTER ATTACHED

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 7TH day of JANUARY, 1962, 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 January 8th 1962 Signed Lawrence L. Richardson 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.

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INSPECTION STAMP
FOR
THIS SPACE

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Signed _____
Chairman International Measurement Committee.

Date _____

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
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CHINE			11 7/16			9 1/16		11 3/4		18 7/16
SIDE *	13 3/8		20 5/16			21 5/16		17 3/8		11 1/8

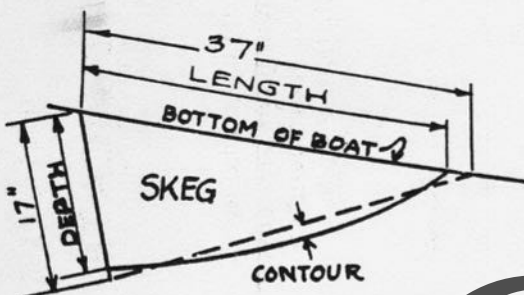
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS	STATIONS	1	3	6	8	STERN
DECK		7 1/2	24 1/16	34 3/16	31 3/16	19 5/16
CHINE		3 5/16	16 3/16	26 5/8	24 5/16	16 7/16

RUDDER
WIDTH 17 3/4
DEPTH 31 7/8 TO ϕ OF POST

SKEG
DEPTH 16 3/8
CONTOUR 3/4
LENGTH ALONG CURVE 34

IS CONSTRUCTION AS PER
RULES & PLAN? Yes



I.S.C.



Y.R.A.

YACHT NO. 4140

L.O.A. 22'-8 3/4"

MAST FROM B 31'-9"

BOOM LENGTH 14'-7"

JIB STAY FR. B 22'-6"

DIMENSION "A" 7'-6 3/16"

"B" 3'-10 5/8"

"C" 4'-3 3/4"

"E" 7'-2 3/8"

"G" 4'-0 7/8"

"K" 2'-7 1/8"

"M" 1"

"N" 7 1/8"

"O" 9"

"P" 11 3/4"

"R" 80 1/2"

"S" 1/4"

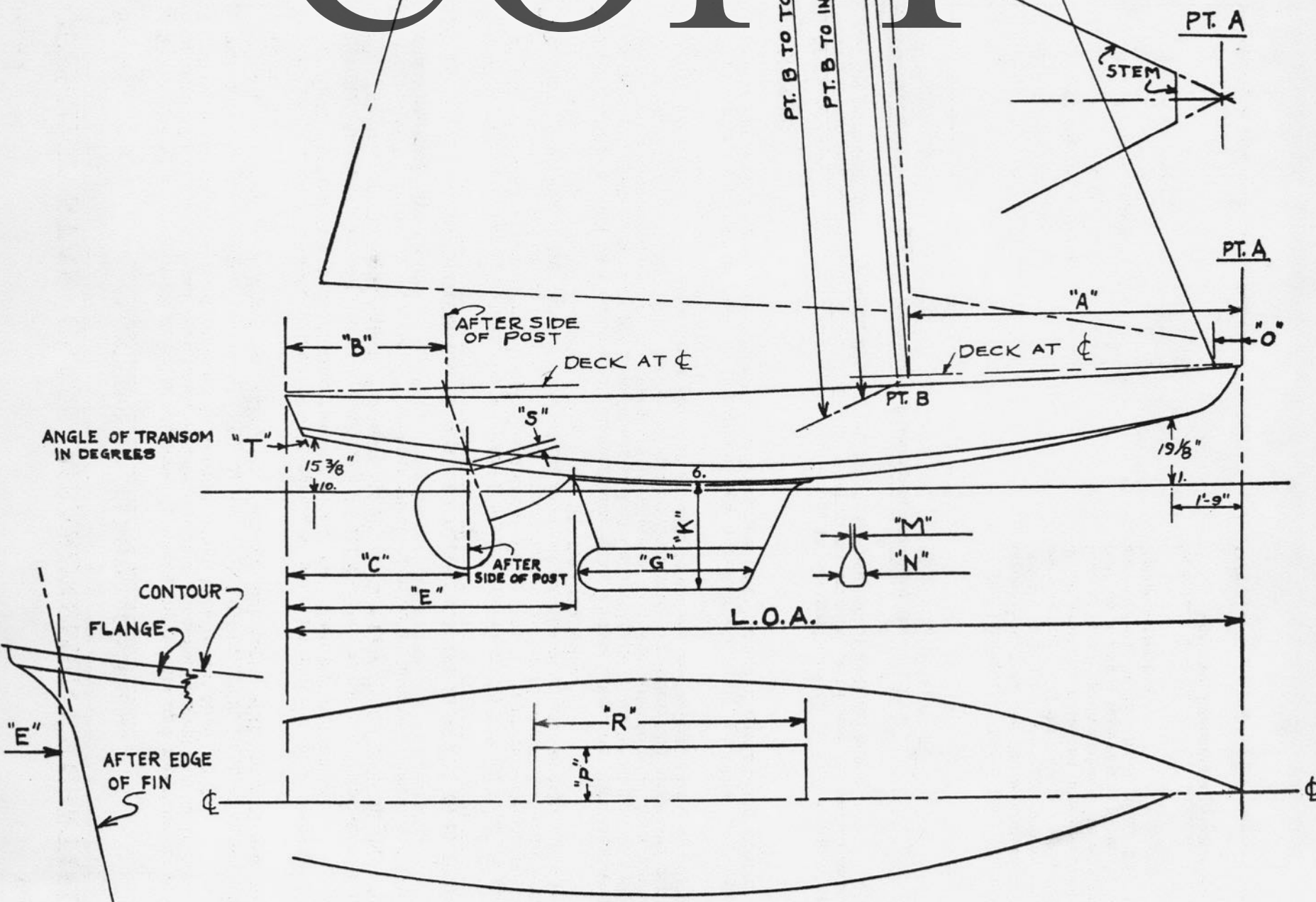
"T" 18 1/2°

KEEL WEIGHT

IS KEEL WEIGHT CERT.
ATTACHED?

SEE ATTACHED
LETTER

COPY



WATSON

THE WATSON MACHINE COMPANY

ESTABLISHED 1845

ENGINEERS - FOUNDERS - MACHINISTS

MANUFACTURERS OF

**CORDAGE, ELECTRICAL WIRE AND CABLE
AND WIRE ROPE MACHINERY**

PATERSON, N.J., U.S.A.

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

CABLE ADDRESS
WATSON PATERSON

May 27, 1958

KEEL WEIGHT CERTIFICATE

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS AND OTHER DELAYS BEYOND OUR CONTROL
OUR LIABILITY ON ORDERS EXECUTED, COVERS ONLY THE REPLACEMENT OF PARTS PROVING DEFECTIVE WITHIN ONE YEAR OF DELIVERY
CANCELLATION OF ORDERS PLACED WITH AND ACCEPTED BY US CAN BE MADE ONLY WITH OUR CONSENT

COPY

SOLD TO - OLD GREENWICH BOAT COMPANY

DATE SHIPPED May 27, 1958

SHIPPING MEMO NO. 5915

CERTIFIED DELIVERY WEIGHT 880 lbs

THE WATSON MACHINE COMPANY

Galv. - 890#
EWE.

James J. O'Byrne

Note: For Hull No. 4140
Fred W. Goeller
Measurer.

JAN 18 1962



Windward Boats

BUILT AT THE QUINCY ADAMS YACHT YARD — HOME OF YANKEE SHIPS

Mr. John S. Titterington
International Star Class
51 East 42nd St.
New York 17, New York

Dear Sir:

I measured Star Boat 4140 on January 7th, 1962 and enclosed you will find the measurement certificates. As I understand this boat was declared illegal in 1959 until it was either remeasured or rebuilt to measure in.

When I measured the boat at Gerald Donovan's house the following items obviously had been reworked.

The transom has been cut down, in other words, the half breadth dimensions at the sheer were altered to bring it within tolerance. The sheer line has been straightened at the deck forward of the cockpit and now appears as a straight line in profile view.

All the side frames have been thickened to meet tolerances as required. I understand they were too small in thickness. They now measure from $1\frac{1}{4}$ " to $1\frac{1}{2}$ " in thickness.

Two bottom frames have been replaced to meet requirements for frames in way of keel bolts. These frames now measure from $1\frac{1}{2}$ " to $1\frac{3}{4}$ ".

Also regarding the keel. This keel on Star Boat 4140 was the keel on Star Boat 528 which I owned and which now has been demolished. I do not have a weight certificate for said keel but undoubtedly you have at the office. I sold this keel to Gerry and he has installed it on 4140.

Please advise if any other questions need answering.

Lawrence L. Richardson, Jr.

Lawrence L. Richardson Jr.

I don't see any keel
weight ctf. with
the very old 528 ctf.
N.L.

OK
PROBABLY
NOT REQ'D THEN.

109 Robertsm St
W. Quincy Mass.
37 PALMER ST., QUINCY, MASS.
TELEPHONE GRANITE 1-1133

March 21, 1960

Mr. Joseph R. Duplin
20 Cottage Park Road
Winthrop, Mass.

Dear Joe:

Thank you for your letter of March 15th. Both of us know that slight variations in hull form probably make much less difference in racing than one bad tactic per race. However, it is a policy of the Measurement Committee to allow no tolerance over those already allowed and set forth in the Specifications. In all the years that I have been on the Measurement Committee and Chairman of it, there have been no exceptions to the rule. The Committee has even seen fit to throw out a boat that deviates 1/64" even if this can't be measured.

It is nice to think when you go out racing in a large Fleet that all those boats measure in and no one has been friendly or has paid or in any way been able to get around the Officers of your Association. Possibly this is why the STAR is the yacht it is.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman;
Int. Measurement Committee

CC - P.H. SMART, President
I.S.C.Y.R.A.
CC - Peter De Sanctis, Secy.
Boston Harbor Fleet

Mr. Joseph R. Duplin
20 Cottage Park Road
Winthrop, Massachusetts
March 15, 1960

John S. Titterington, Chariman
I. S. C. Y. R. A.
51 East 42nd Street
New York 17, New York

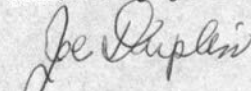
Dear John:

I am writing you concerning the eligibility of my Star Boat numbered 4140. I have found some deviations from the allowed tolerances. The two measurements that I am concerned about are at Halfbreadth chine at stern on 4140 is $16 \frac{19}{32}$ ". I realize, however, the maximum is $16 \frac{3}{8}$ ". John, I think that the $\frac{7}{32}$ " that I am off could very possibly be the fiberglass resin, cloth, trowel cement, and 10 coats of enamel. I would appreciate if you would please give me assistance in trying to solve the problem at this particular station.

The second and most important factor is the halfbreadth at deck and stern, 4140 measures at $20 \frac{1}{2}$ ". I realize the maximum is 20", that means $\frac{1}{2}$ " must be removed from each side. The maximum thickness of the planking at the transom is over $\frac{3}{4}$ " with the fiberglass resin and cloth, trowel cement and 10 coats of enamel has definitely shown this measurement oversize. Even with all of the added material on the planking, I do not think that it totals $\frac{1}{2}$ " on each side; but I do think that this has added $\frac{1}{4}$ " on each side. Now the problem is, will you allow me to deviate slightly from the maximum tolerance of $\frac{3}{4}$ " planking to bring this measurement to 20". I am aware John, that the log states that I must have $\frac{3}{4}$ " planking, but at this particular point of the extremis of the transom, it is not the most critical area structural wise or performance wise. I would like a ruling on this before I go ahead with my own re-measuring, correcting and measuring again with a certified measurer that you recommend within the Massachusetts Rhode Island area. One of the reasons why I am so concerned is because it would be completely impossible to reconstruct the whole transom, deck, side, and bottom because of the hard glueing and general methods of construction. If you can not give me a favorable ruling on these two stations, I will have to abandoned the hull; this will be a great loss to me not only in money, time, effort, and in building my first Star Boat. If it is necessary to do this it will take me some time to get back into the Star Class.

John, I am asking you as a friend and star class measurer for your advice and help to solve this problem that I am confronted with. Please reply immediately.

Cordially yours,



Joe Duplin



Cable — ISCYRA New York
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York 17, N. Y., U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

October 15, 1959

Mr. Joseph Duplin
207 Court Road
Winthrop, Massachusetts

Dear Joe:

On September 21, we wrote you requesting your cooperation with us in remeasuring your boat #4140 "Star of the Sea."

We have not heard from you since this letter and are obliged to disqualify your boat from any further racing in the STAR CLASS until it has been remeasured and approved. If we do not hear from you in two weeks, we will have this notice posted in STARLIGHTS and your Fleet Secretary advised.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman
Int. Measurement Committee

JST/eg

Handwritten notes and signatures:
 we }
 wrong }
 rebuild
 present
 plan
 mean 2
 rebuild
 Duplin
 rebuild
 plan
 throw
 or

September 21, 1959

Mr. Joseph Duplin
207 Court Rd.
Winthrop, Mass.

Re: #4140 "Star of the Sea"

Dear Joe:

During the Governing Committee Meeting of September 17, 1959, your boat was discussed. The Governing Committee has ordered me to have your boat remeasured to stop all discussions as to its eligibility.

We would like it to be convenient for you and would like to know whether you can transport the boat out of your area or how available it will be to us for remeasurement. Please let us know as soon as possible in order that we may make arrangements with a Measurer.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman,
Int. Measurement Committee

JST/eg

M^cCANN-ERICKSON INCORPORATED

Advertising

Home Office: 485 LEXINGTON AVENUE, NEW YORK 17, N. Y.

August 31, 1959

Mr. John Titterington
c/o I.S.C.Y.R.A.
51 East 42nd Street
New York, New York

Dear John:

These are the facts regarding the measurement protest entered at Rockport against Joe Duplin's boat. I posted a \$50.00 bond with the Race Committee and asked for a remeasurement of his boat on the basis that the side frames were smaller in width than the 7/8th inch minimum specified in the log. Beyond this I feel that the boat is illegal in other respects such as the transom being too wide, but the protest was specifically registered against the boat because of the illegal side frames.

Duplin then said he would not sail his own boat and bought another star which he sailed in the series.

Although I realized this purchase was highly questionable, the reason for the protest was not to stop him from sailing in the series, but only to stop him from sailing that particular boat, which we felt to be illegal. To have had him get a boat from Quincy, his home fleet, would have meant delaying the series one day, which we did not want to do.

Therefore, I have to take the responsibility for allowing Duplin to acquire the boat which he finally did sail, but I felt it was in the best interest of the Star Class to do it the way I did.

Whether he sailed the right boat or the wrong boat is water over the dam at this point, but it is something that will have to be discussed at the next G.C. meeting. What I am primarily concerned about is a remeasuring of Duplin's boat 4140. When Duplin said he would race another boat in the series, the Race Committee returned the \$50.00 bond and the protest. I didn't press the situation because I knew there was no other measurer to measure the boat even if I had. The name listed as a Star Class measurer in Lexington has not lived there in some time, and incidently by a copy of this letter I am asking George Smith to send you his recommendation for a replacement.



New York, Boston, Cleveland, Atlanta, Houston, Chicago, Detroit, San Francisco, Los Angeles, Portland (Ore.), Toronto, Montreal, Vancouver, Windsor, Buenos Aires, Rio de Janeiro, São Paulo, Curitiba, Porto Alegre, Belo Horizonte, Montevideo, Santiago de Chile, Valparaiso, Lima, Bogotá, Cali, Caracas, San Juan (P. R.), Havana, Mexico City, Monterrey, London, Paris, Brussels, Frankfurt a/M, Hamburg, Cologne, Düsseldorf. (Service in other world markets through associated agencies.)

Mr. John Titterington

-2-

August 31, 1959

My question to you, John, is do you want me to write another official protest against the boat, or do you, as chief measurer of the class want to order the boat remeasured, or should the direction come for Governing Committee.

Best regards,

Bel
Bill Lynn

WHL:db

cc: Paul Smart
George Smith

COPY

DESIGNED BY

FRED W. GOELLER
NAVAL ARCHITECT
QUINCY, MASS.
THE MARK OF DISTINCTION

August 15, 1959.

International Measurement Committee,
I. S. C. Y. R. A.
51 East 42nd Street,
New York 17, N. Y.

Subject: Protest of STAR No. 4140, Star of the Sea II
Joseph R. Duplin, Owner.

Gentlemen:

Re: the above subject, I was not only shocked but felt a personal question of my ability as measurer in this district was raised by this action.

In my letter of May 7th, 1959, I replied to, and made the necessary corrections of the measurements that were questioned, furnishing, in addition, a 1 1/2" scale drawing of the profile and chine and deck widths of this boat.

After Mr. Duplin had won every race in this vicinity and also the Quincy Challenge Cup, at Rockport It was indeed a shock to read in the papers that No. 4140 was protested, on her measurement, in the Atlantic Coast Championship races at Rockport.

It was my belief that after a STAR boats measurement had been approved no measurement would be required unless a major change had been made. However, I was told yesterday that if the protestants put up a deposit of \$50.00 they could demand a remeasurement.

It may be rightfully be claimed that this is none of my business but, in this particular instance, and under the circumstances which follow, I still feel a personal question of my ability is involved.

In the first place I have no feelings about an impartial measurer doing this job, but I would like to suggest that this be done by someone not in this district, for the following reason:

The co-builder, James Smollett, of Quincy, told a Quincy Yacht Club member that the boat would not measure in, and this in spite of the fact that he was the acknowledged mathematical member of the firm.

DESIGNED BY

FRED W. GOELLER
NAVAL ARCHITECT
QUINCY, MASS.

THE MARK OF DISTINCTION

August 15, 1959.

Subject: Star No. 4140 - Page Two.

That my personal feelings are involved I do not deny and if you will bear with me for a few minutes I should like to review my qualification;

I started in the designing field in 1907, with the late Charles D. Mower. This was after I had finished school. In 1909 I became head draftsman for Henry J. Gielow and later worked for Clinton Crane. In 1911 I became Design Editor of the RUDDER and remained until March 1917 when I was drawn into the Navy, as Asst. Naval Constructor, and remained until the end of the war.

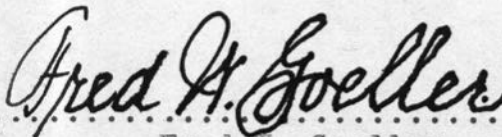
During the foregoing period my brothers and I built several sailing skiffs and I can never forget the compliments that the late "Pop" Corey gave us when we used to sail into Cow Bay (now known as Manhasset)

After a spell as Marine Superintendent for the late Clifford D. Mallory I came to New England in charge of the drawing room at Lawley's at the instigation of Walter McInnis, of Eldredge & McInnis.

The foregoing may not have any bearing on my qualifications as a STAR Class Measurer but having done business with the finest boat builders ever produced in this country including Frank Wood of City Island and John Harvey, of Lawley's I do feel qualified to do an accurate job.

This whole business has been one of the most despicable experiences I have ever had and, if, for any reason, the STAR OF THE SEA II is barred from further racing I would like to suggest that the name of James W. SMOLLETT be stricken from the list of Star Boat builders and that my resignation as Measurer be accepted at the same time.

Very truly yours,


.....
Fred W. Goeller.

cc to Joseph R. Duplin,
207 Court Road,
Winthrop, Mass.

August 31, 1959

My. The. Miltonington
c/o I.S.C.Y.R.A.
51 East 42nd Street
New York, New York

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Mr. John Titterington

-2-

August 31, 1959

My question to you, John, is do you want me to write another official protest against the boat, or do you, as chief measurer of the class want to order the boat remeasured, or should the direction come for Governing Committee.

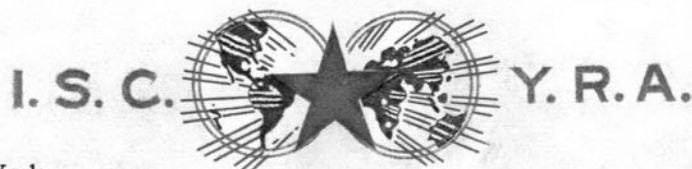
Best regards,

Bill Lynn

WHL:db

cc: Paul Smart
George Smith

COPY



Cable — ISCYRA NewYork
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York 17, N. Y., U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

August 18, 1959

Mr. Paul Smart
I.S.C.Y.R.A.
51 East 42nd Street
New York 17, N. Y.

Dear Paul:

While in Rockport for the Atlantic Coast Championships, it was brought out that the listed star class measurer, Commander Miller, who formerly lived in Lexington, Massachusetts, has moved to Charleston, S. Carolina. Our mutual friend, George Smith, recommended an ex Navy Officer who lived in Rockport and whom I thought would qualify and be interested in the job.

I thought the Rockport people did a grand job on the A.C's. from start to finish. As you have probably heard, we had a little excitement on Joe Duplin's new boat. It was protested. Joe withdrew the boat as we could not measure it in time. The local fleet graciously loaned him a new O.G. and from then on, big Joe was too smart and too fast. He did a terrific job. Hoping you had fun out west and are well,

Sincerely

Hartwell Moore
1st District Secretary

HM:a1

P. S. If that boat measures in, I'LL buy you a double scotch and John Titterington too.

I. S. C. Y. R. A.

Report from International Measurement Committee

Star No. 4140 Owner Downum
Builder Smollett, Sigsbee & Munn Measurer Richardson

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

"K" LISTED $2'7\frac{1}{8}"$ - MAXIMUM
 $30\frac{3}{4}"$

HALF BREADTH LISTED $16\frac{3}{16}$ at

CHINE STATION (3)
MAXIMUM $16\frac{1}{8}$

WHO DID THE RE-BUILDING?

The following action is suggested as indicated by check marks:

- ☒ The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- ☐ OR ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- ☐ The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.

Date 1/23/62

[Signature] Chairman
International Measurement Committee

*File with 4140
Replied by
Phone*

January 31, 1962

Mr. John Titterington
14 Bailey Road
Babylon, New York

Dear Mr. Titterington:

I am taking the liberty of writing directly to you because I feel that the unusual circumstances warrant it.

I received your letter yesterday regarding the disposition of my application for a measurement certificate. I realize that the notoriety which #4140 has received puts me in an unique situation and since I wish to avoid any future repercussions regarding the legality of the boat, I feel that you should be brought up to date on the situation.

I am sure that you are acquainted with the history of this boat and the fact that Joe Duplin sold it to Mr. Lawrence Richardson. Mr. Richardson has since rebuilt #4140. Last fall I bought the boat from Mr. Richardson in hopes of having it measured this winter and racing it next season.

Please notify me as soon as it is convenient regarding the following questions:

1. Since Mr. Richardson is the one who rebuilt the boat, is it all right for him to do the measuring?
2. Should I bring the boat to someone else to have it measured and if so, whom?
3. Would it be possible to settle the legality question once and for all so that the problem would not arise if I were to enter any future events?

I anxiously await your decision.

Very truly yours,

Gerald A. Donovan

Gerald A. Donovan
22 Vine Avenue
Winthrop 52, Mass.

GAD/gsb

FEB 8 1962

American Mutual Liability Insurance Co.

"THE FIRST AMERICAN LIABILITY INSURANCE COMPANY"

TELEPHONE 245-5111
BOSTON (AREA CODE 617)

CHARLES E. HODGES, President

WAKEFIELD, MASSACHUSETTS

January 30, 1962

Mr. John Titterington
c/o I.S.C.Y.R.A.
41 E. 51st Street
New York, New York

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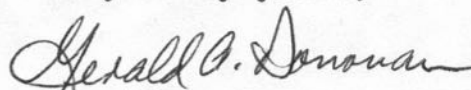
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I anxiously await your decision.

Very truly yours,



Gerald A. Donovan
22 Vine Avenue
Winthrop 52, Mass.



Windward Boats

BUILT AT THE QUINCY ADAMS YACHT YARD — HOME OF YANKEE SHIPS

MAR 26 1962

22 March 1962

John Titterington
International Star Class
51 East 42nd Street
New York 17, New York

Dear Mr. Titterington:

Enclosed are the measurement certificates for Star Boat #4140. The boat was measured on the 19th of March with Tom Tranfaglia and Alan McKay present and checking the measurements.

The keel that is on #4140 originally was from #528 which I owned but which has since been destroyed.

Yours very truly

Lawrence L. Richardson, Jr.
Class Measurer

#4140

1/18/62

John:

How do you like all those goodies
I sent you yesterday?

Enclosed is letter from Lawrence
Richardson (undated) with ctf. in dup.
on 4140.

Thinking you may like to have it,
I'm also enclosing the "REVOKED" file
on previous 4140 ctf.

Helen JAN 26 1962

COPY

Helen - do we have
Kul let let. of

528

or the weight
or anything - ?

Have we #528
united as destroyed?

3/20/12 New I have!
Hence the original
M. Cf. for 528 - no
R. W. Cf. or mention
of weight
H.L.

JOHN -

Lawrence Richardson, 69 Bay State Rd., North Quincy, Mass. bought #4140 "Star of the Sea" and wants to know what he has to do to boat to get her legal. Give details as to exactly what is necessary. Keel was taken off #4140 (Duplin kept) and keel from #528 was put on 4140. Richardson also wants to know can he use round deck frames.

COPY