

P. O. Box 242  
Mystic, Connecticut

September 23, 1953

Commodore Roderick Stephens, Jr.  
79 Madison Avenue  
New York, New York

Dear Rod:

Considering the size of our group, it seems to me that it is expecting too much not to have trouble once in a while with someone. In fact, I really think we're lucky not to have more trouble. Unfortunately, I know nothing about Meyer, and I heretofore knew none of the details about Doak except that I learned through the scuttlebutt that someone had been personally escorted from the club grounds by the police, I think it was Friday evening.

During the time I was secretary, we had two somewhat similar incidents. I wrote each of the offenders a relatively strong letter, and received most apologetic replies. To the best of my knowledge and belief, we had no further trouble with either. Therefore, unless Doak is a bum, I would suspicion that a letter of this nature, sent him by either you or someone else in authority, might tend to get him straightened away.

The question of suitable courses is of course all-important to all race participants. I have no immediate particular thoughts in this connection, except that I think consideration should be given to those participants who sail with all-family crews, including a number of women and children. Too many turning marks might well make it difficult for them to really compete. As far as I personally am concerned, I would have no objection whatsoever to more turning marks, as I like to see my crew work. I think it is good for them.

Sincerely,

GWBW:sm

c. c. Board of Governors

OFF SOUNDINGS CLUB

Office of the  
Commodore  
79 Madison Ave.  
New York 16, NY

21 September 1955

TO: Board of Governors

SUBJ: Problem with Jim Doak, Ferry Rd., Bristol, R. I.  
Crew member of MORNING STAR, A. Rubin Meyer

Gentlemen:

As some of you perhaps know, some of us had a rather unpleasant time with Doak Friday night at Shelter Island. He caused a considerable amount of inconvenience to a good many of our members, also to some of the staff at the Shelter Island Y. C. and to the local constabulary. Finally he was delivered on board his vessel by the police with instructions to stay aboard for the balance of the weekend, or at least until the Morning Star left Shelter Island.

His skipper, Meyer, rowed over to the flagship Saturday morning as we were leaving for the start to apologize for what had happened, and the only discordant note was the fact that Doak was ashore again Saturday morning; while at least early in the evening he was not making any particular trouble.

The purpose of this letter is to find out what any of you may know about Meyer, which might serve me as a guide for the appropriate action to take. I have verbally reminded him of the importance of every skipper looking out for their crews' action. Presumably this should be followed up with a letter, and I would like to know a little more about Meyer before writing this letter. Any information you can give me about Meyer and/or suggestions regarding course of action would be helpful and appreciated.

OFF SOUNDINGS CLUB

*Roderick Stephens, Jr.*  
Roderick Stephens, Jr.  
Commodore

RSjr:jvi

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