

Boats

ON

1916

the bay side, Carl put up a small shipyard for the Purdy Boat Company of Trenton, Michigan, a business he financed "so I could get good boats built for my own use." He enjoyed building them as much as he did racing them, and from 1915 until the crash^{'29} the Purdy~~brothers~~ made him one or two new ones every year.

If you wonder how anyone could possibly consume two new boats a year, consider the following letter which Fisher wrote a fellow-sportsman in Syracuse, N.Y.:

"Dear Mr. Cook:

My brother-in-law, Mr. Roy Watts, advises me that you might be interested in one or more boats which I have for sale.

For several years past I have taken a great deal of pleasure in designing and having built for me one or two new boats each year, and I have at this time a 46 foot "Shadow V," Express Cruiser, at Miami Beach, Florida, and also the 44 foot "Shadow VI," Express Cruiser. Both boats are powered with 150 Horsepower motors, giving a total of 300 Horsepower, and both were built by Purdy. They have a maximum speed of thirty miles per hour. There is some difference in the lay-out of the boats but the "Shadow VI" was delivered to me last winter at Miami while the "Shadow V" had been used two seasons and a half.

I am having a new 72 foot boat constructed now at Purdys and fitted with a pair of Allison motors, giving me a total of 1000 H.P. I will have no use for either of the Shadows and they are for sale at \$25,000 each. I also have a very nice runabout that is not quite what I expected it to be for speed. This hull cost me \$11,000. I have Allison motor^{on} in the hull at the present time which is worth \$20,000. However, I am going to take the Allison motor out and put it in another hull.

If you will drop me a line and tell me what kind of a boat you want, I could then send you blue prints and further descriptions. It might be that none of my boats would appeal to you at all.

Biscayne TC
UNION PETROLEUM COMPANY

REFINERS OF

LUBRICATING AND ILLUMINATING OILS AND PETROLATUM

LONDON, 17 PHILIP LANE, E.C.
PARIS, RUE BLANCHE 12
LIVERPOOL, 30 CHAPEL ST.
ANTWERP, REMPART KIPDOORP 29

CABLE ADDRESS 'LUCID' PHILADELPHIA

GENERAL OFFICE

WIDENER BUILDING

PHILADELPHIA, U.S.A.

March 21st, 1919.

SHIPPING STATIONS
PHILADELPHIA, PA. MARCUS Hook, PA.
WEST WEGO, LA. CHICAGO, ILL.

REFINERIES
CLARENDON, WARREN CO., PA.
WELLSVILLE, ALLEGANY CO., N.Y.

Mr. Carl G. Fisher,
Alton Beach,
Miami, Fla.

Dear Mr. Fisher:

I have your esteemed letter of the
14th instant.

Since last writing you, I placed a contract with the Speedway people for a cruiser, 86 feet water line, ~~about~~ 14 ft. 6 inches beam, 400 Horse Power, to develop about 18/19 miles per hour speed. The boat will have everything on her from soup to nuts that Mr. Amery and the Speedway designers have been able to think of after three weeks of sitting up nights trying to make her expensive. The contract calls for completion by July 1st, and naturally they expect me to pay for her by that time. The first cost of the boat with the war tax, and cost of furnishing and putting her in commission, is going to be so heavy that I shall be selling instead of buying real estate, so that I cannot consider now the purchase of your beautiful Miami property.

I know Mrs. Woodman will be tremendously disappointed; in fact, I could not have gotten away with it if she had been home but have taken advantage of her absence to put this over on her. I assure you I would like to own "The Pines", and if the Speedway people and the Income Tax Collector leave me anything, I hope to be able to make you some kind of an offer next winter, unless Mrs. Woodman finds, after living in the Pancoast house, that she would rather be over on the Beach or somewhere on the Island.

I am glad to know that the "Coccolobe Club" is progressing, as with my new boat its various club houses will furnish splendid objectives for our trips.

I wonder if I might presume to ask a

UNION PETROLEUM COMPANY
PHILADELPHIA, PA.

March 21st, 1919.

- 2 -

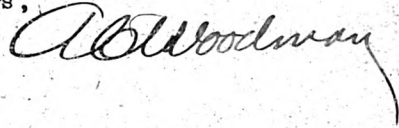
Mr. Carl G. Fisher:

favor of you? For several years I have been making use of the conveniences, which although rather limited are yet of considerable value to me, offered by the Biscayne Bay Yacht Club. During two winters I had my own boat at the Yacht Club, and during this and last winter I have presumed upon my acquaintance with Mr. Cushing, the steward, fortified by an occasional bottle of Snake Bite Medicine, to use the Yacht Club as though I were a member, but I always go through the gate with the feeling that I am intruding where I have no right.

I understand you are a member, and what I want to ask is if you would be willing to propose me so that next winter I can go to the Club House without fear of being put off the grounds. For your information, I am a member of the Corinthian Yacht Club of Philadelphia, besides some ten or fifteen other of our clubs here; some of them among the very best and others not so good, including the Racquet Club, Art Club, Manufacturers' Club, City Club, Philadelphia Country Club, etc. I do not know any other of the local members of the Biscayne Bay Yacht Club, or I would not presume upon our rather brief acquaintance to ask this of you.

With kindest regards, believe me

Very truly yours,



A. B. Woodman

ACW:EH.

March 24th, 1919.

Mr. A. C. Woodman,
c/o The Union Petroleum Company,
Philadelphia, Pennsylvania.

My dear Mr. Woodman :

I have your letter of the 21st : I am delighted that you are getting along so well with your boat, and certainly if the Speedway Company builds the boat you will have a good one. They have built many boats for me and I very seldom have a complaint with their work, and then only on minor things that really don't amount to much.

Personally I hope that you and Mrs. Woodman will much prefer to live over here on the Beach - there is no comparison in living over here and on the other side. I would rather sell the city house to someone who hasn't any boats and wants to sit around the yard and enjoy the scenery.

I will be very glad to put you up at the Biscayne Bay Yacht Club. They elect their members with a blackball system which is very foolish. They blackballed my partner - Allison - from membership to the Club. I don't suppose a half dozen members knew Mr. Allison and certainly there was no reason why he should not become a member, but anyway, he got a blackball just the same - and for this reason as much as anything, in addition to the fact that the Yacht Club isn't a very good one, we decided to build a beautiful one over here, and we will have this completed in another year. However, the Biscayne Bay Yacht Club is a handy place to drop in when you are over in town, and for a man with a boat, you will probably get your moneys worth. I am turning this matter over to Mr. McDuffee and am hoping that some damned fool won't hand you a blackball. I will also have Mr. Gaston Drake, who is one of the charter members, second your nomination.

If you happen to be out around Indianapolis May 30th, let me know, as I would like to have you as my guest at the Races.

Yours very truly,

CGF:R

April 6th, 1919.

Mr. A. G. Woodman,
Widener Building,
Philadelphia, Pa.

My dear Mr. Woodman :

You may receive a letter in a short time from a man by the name of Clyde Hewes, who wishes a position as Captain on your new boat. He was with me for three years and I let the Deerings have him when I sold them the first "Shadow". He has a good position with the Deerings as long as he wishes to stay there, but he wants to be more active and travel about some with the boat instead of staying in the boat-house most of the time.

He is one of the best posted steam and gasline men I know of in America, and is a first class navigator. I am very anxious to have him as Captain on my new steam yacht which will not be finished for about sixteen months - and if you should decide to take him on, I am in hopes you will decide to give him back to me at the end of sixteen months.

Yours very truly,

CGF:R

Boats

September 15th, 1919.

Mr. C. D. Cutting,
790 Woodward Avenue,
Detroit, Michigan.

Dear Mr. Cutting :

I have yours of the 15th and am glad to know that you are going to get out after Gar Wood. Gar Wood is certainly a great enthusiastic booster in motor boating and I wish we could get him interested in a little huskier type of boat that would stand more wear and tear, as a general proposition to advise the general use of among sportsmen who drive their own boats and who are not as efficient probably as Gar is in the way of tinkering with the lighter type of construction.

Several of us have finally induced the Allison Experimental Company to build ten motors in their plant which will be 5 $\frac{1}{2}$ bore by 7 $\frac{1}{2}$ stroke and which at 1200 revolutions will develop 350 horse power. This same motor with a little different camshaft will turn about 1600 revolutions and develop 500 H.P. These motors are going to be the finest thing in marine motor construction ever built in America - and while I am sure they are going to cost a great deal more than the ordinary motor, in the long run they will probably be cheaper. Eight of these motors have already been spoken for - and you can expect me to have one of them in Detroit next year in a runabout - and if I can't do 50 miles continuous in a runabout with one of these motors, I will sink the boat and engine both in the Lake and forget it.

Yours very truly,

CGFR

boats

October 9th, 1919.

Mr. S. Bobo Dean,
Miami Metropolis,
Miami, Florida.

Dear Mr. Dean :

I have just returned from Detroit, Michigan, where orders have been placed with the Purdy Boat Company for three of the fastest express cruisers in the world. Mr. A. C. Newby has placed an order for a 72-foot express cruiser that will do 36 miles per hour, fitted with twin screw 12-cylinder engines, developing over 400 H.P. each; I have placed my order for one of these boats; and Mr. James A. Allison has placed his order for an 84-foot express cruiser that will do over 32 miles per hour, fitted with Allison Experimental Company motors. This is the same motor that will be installed in all three boats.

These will be undoubtedly the three fastest express cruisers in the world - and they will all hail from Miami. These three express cruisers referred to are building now at Detroit, at the Purdy Boat Company's works. They will be completed and ready for Miami next Fall.

Mr. Herbert R. Duckwall has just purchased from the Lawley Company of Boston one of the fastest express cruisers in the United States, fitted with two 200-H.P. motors and with a guaranteed speed of about 34 miles per hour. This boat will be delivered in Miami the middle of this coming December.

These boats will give Miami more fast express cruisers than are to be found in any other harbor in the United States.

Yours very truly,

COR:R

October 27th, 1919.

Isabod T. Williams and Sons,
11th Avenue and 25th Street,
New York City.

Gentlemen :

Replying to yours of the 24th : I am the principal stockholder of the Purdy Boat Company. I don't know just what the assets of the Company amount to at the present time - probably \$35,000 or \$40,000 - but they have no outside debts other than to me. They have at this time about \$15,000 cash in the treasury and \$150,000 worth of work on hand. They are building a \$36,000 boat shop and ways on a \$20,000 piece of ground at Trenton, Michigan - all of which will be paid for in cash.

I don't know how anxious they are for this business with your company or just what you furnish them - but if it will assist in quick delivery and bottom prices to them, I will be very glad to guarantee this account.

Yours very truly,

CGF:R

Boats

November 24, 1919

Mr. Rex W. Wadman,

501 5th Avenue,

New York City, New York.

My dear Mr. Wadman:

Replying to yours of the 18th, as far as I know now we will have our Regatta the last week in February. Several new boats will be on hand this winter but I don't know what they are just at this time. You may have heard that Mr. Allison is building at Indianapolis ten three hundred and fifty horse power marine motors and these will be available this summer. We expect this motor to furnish sufficient power for forty mile per hour runabout. I am sending you a Deed of Gift on the Fisher Trophy Cup. We expect this race to be an annual feature commencing next winter. Mr. Duckwall has a new twin screw built by Lawley due here in December. Duckwall's boat is expected to do thirty-five miles per hour. I have a new forty footer which will be delivered January 1st, twin screw, three hundred horse power, Seabury engines. This boat has glass bottom and will be used entirely for visiting the wonderful aquarium grounds in the Bahamas. We have been promised by Mr. Scott of the Hall-Scott Company, one of his new thirty mile boats for this winter.

Very truly yours,

CGF:RB

Boats

January 18th, 1920.

Mr. F. W. Schall,
90 West Street,
New York City.

Dear Sir :

I replied to your telegram as per attached copy.

The "Shadow V" is a double planked hull, built by Purdy, with motors aft in a large well ventilated engine room; flush bridge deck; glass windshield to bridge deck; large cockpit forward for seating nine persons - this cockpit is always dry and a very comfortable place to ride in even in rough, choppy weather and at high speed.

The Shadow is the last word in construction by the Purdy Boat Co. who have been building my boats for twenty years, and the Shadow is the 35th boat constructed by them for me. You might be interested to know that the Purdy Boat Company are establishing a good sized Works in Detroit, where they will make a specialty of fast express cruisers, operating at the same time a small service shop here at Miami, with good ways, etc. They are building three boats for me at the present time : 70-foot, 800 H.P., with a guaranteed speed of 35 miles per hour; a 40-foot twin screw, 300 H.P., which will have the same speed as the present Shadow V, namely 29 miles per hour; and another 40-footer. The new boat will have a glass bottom - particularly serviceable in Florida waters, and this boat will be delivered probably within thirty days. For this reason I will sell the present Shadow. I would like very much to retain the use of the Shadow until after February 1st, if it could be arranged, and will pay all expenses of the Shadow and charter her for \$2000 a month from you, if you are not in need of the boat until Spring.

The Shadow is an unusually good boat and I can recommend every bolt, screw and nut in her as being the best material and construction available in America. Price - \$30,000.

Would be very glad, if you care to inspect her, to give you a ride on her and a thorough trial, any distance and in any weather.

Yours very truly,

CGF:R

Boats

September 3rd, 1920.

Mr. Harold Talbott, Jr.,
Dayton-Wright Airplane Company,
Dayton, Ohio.

Dear Hal :

I have your telegram of the 3rd ; I am sure I would be glad to see you have the Shadow. It is a wonderful boat and I am quite well satisfied that the boat couldn't be duplicated in less than a year and would cost \$40,000 to \$45,000.00. The engine and equipment are in splendid condition. The carpets will need renewing : each year the doses of salt water knock out the carpets. However, this is a small expense, probably \$100. And a new coat of paint in December will put the boat in shape.

My Captain, Mr. Hewes, had with him on his Ocean Race last year a splendid engineer about whom he was very enthusiastic. He wanted to hire this man to work for me, but with one good man already, I would rather see you have an extra good man on the Shadow. If you should decide to take the boat, advise me, so that I can advise Captain Hewes to pick up this good man for you - unless you already have a good man of your own. These engines cause no trouble to speak of if you have a good man to give them oil, look over them carefully and understand this kind of a motor. I have had eighteen pair of them and know their worth - but every once in awhile you get ahold of a man who doesn't know what to do with a motor of this kind and they have trouble.

I am going to Detroit tomorrow night. Will be there Sunday, Monday and possibly Tuesday - and will then come home for a few days. Hope you will decide to fly up during the Races and let me go over that property proposition with you. You and George Maede from Dayton, together with a few of your friends and the outfit I can swing, could immediately put a lot of pep and life into a place like Grosse Ile, and while we were having a wonderful place to stay in the Summer and a lot of fun, we could incidentally make three or four million off the real estate end of it, and this profit would allow us to do a lot of things to tennis, polo, golf, etc. Anyway, I would like to have you look it over and think it over.

I could have purchased this property from Olds last year at a very favorable price. I had a letter from him the other day to the effect that property had advanced so rapidly that he has not just decided what he wants to do with the property on a new contract. Am afraid that when I get down to brass tacks with him the price may be up considerably. However, he doesn't want to handle it himself and I might negotiate a good trade with him.

Yours very truly,

GGF:R

May 9th, 1921.

Mr. Gordon Hammersley,
New York City.

Dear Mr. Hammersley :

Four years ago I made an arrangement with the Purdys to start them in the boat business and back them, so that I could get some good boats built for my own use. They have a small plant at Trenton, Michigan, which is just outside of Detroit, about twelve miles.

Last year they undertook to build three fine express cruisers, one for Mr. Newby, one for Mr. Allison and one for myself - and these boats are now finished. The boats built for Mr. Newby and myself are 72' X 13' beam, double planked, mahogany, and of the very finest construction possible. They are designed for two 450 H.P. Allison motors and are guaranteed to do 36 miles per hour. I think you have seen the Allison motor. The motor at Miami was just a little too snug all over and the oil cooling arrangement was not perfect. This motor, however, has been loosened up about three-thousandths on all principal bearings and we have designed a new oil cooling device which we have tested out and found satisfactory. I believe the Allison Motor represents the last word in engine construction - and the Purdy hull at Trenton, Michigan, is also the last word.

If you are in the market for a boat of this kind, I would like to sell you either one of the 72-footers completed - Mr. Newby's or my own. Mr. Allison's 80-footer, with a pair of these motors, is in the water now and will be on trial next week. If you would like to run out and see this 80-footer in operation with a pair of these motors, we would be very glad to show her to you.

I will make you a price on one of the 72-footers of just our cost. For your information - the hull cost is slightly in excess of \$40,000.

Kindly let me hear from you.

Yours very truly,

CGF:R

Boats

August 29th, 1921.

Mr. Henry Cook, Pres.,
A. E. Nettleton Co.,
Syracuse, N. Y.

Dear Mr. Cook:

My brother-in-law, Mr. Roy Watts, advises me that you might be interested in one or more boats which I have for sale.

For several years past I have taken a great deal of pleasure in designing and having built for me one or two new boats each year, and I have at this time a 46 foot "Shadow V", Express Cruiser, at Miami Beach, Florida, and also the 44 foot "Shadow VI", Express Cruiser. Both boats are powered with 150 Horsepower motors, giving a total of 300 Horsepower, and both were built by Purdy. They have a maximum speed of thirty miles per hour. There is some difference in the lay out of the boats but the "Shadow VI" was delivered to me last winter at Miami while the "Shadow V" has been used two seasons and a half.

I am having a new 72 foot boat constructed now at Purdys and fitted with a pair of Allison motors giving me a total of 1000 H. P. I will have no use for either of the Shadows and they are for sale at \$25,000 each. I also have a very nice runabout that is not quite what I expected it to be for speed. This hull cost me \$11,000. I have Allison motors in the hull at the present time which is worth \$20,000, however, I am going to take the Allison motor out and put it in another hull.

If you will drop me a line and tell me what kind of a boat you want, I could then send you blue prints and further descriptions. It might be that none of my boats would appeal to you at all.

Both of the Shadows were particularly built for fast cruising trips in and around southern Florida and for fishing purposes. At first, some people do not get the proper slant on deep sea fishing on a fast boat but, in my estimation, it is the only proper kind of boat for all kinds of fishing. For instance, we can leave our dock at Miami Beach and be forty miles away in one and a half hours among all kinds of big fish and catch what we want and be home for dinner at 6:00 o'clock in the evening. We can also follow big fast fish with a boat of this type and when some big fish are harpooned, it is necessary to have a very fast acting boat and a powerful one in order to keep the big fish from breaking lines.

I am sending you a full set of booklets of Miami Beach under separate cover and hope that we can interest you enough in the place to drop down and look it over this winter.

Yours very truly,

Reservat
July
Eleventh
1912

My dear Mr. Ford:

As you know, I am considerably interested in the Purdy Boat Works, at Trenton, Michigan. I don't know whether you have ever been down there or not. It is a nice little plant with some nice machinery and a few good workmen.

When I located this plant at Trenton, I thought I was going to live across on Grosse Isle, however, my plans have changed and I am moving to Long Island.

I would like to dispose of this plant. The plant does not make any money, and doesn't lose any; but, it is a wonderful place to have your own ideas in boats carried out and built by the best workmen in America. Mr. Purdy is a remarkable engineer, and I think as much of him as I do my own brother. Mr. Church is also one of our stockholders.

It occurred to me that you might be interested in a small plant of this kind where you could construct hulls after your own idea and have a few workmen who could give you the best workmanship and first-class designs.

We are now just finishing a seventy-two foot express cruiser at this plant, in which will be installed a pair of Allison motors, four hundred and fifty horse power, each. Will be very glad to have you see this boat operate, as she will have a speed of thirty-five miles per hour, with practically no noise and no vibration.

Kindly let me hear from you.

Yours very truly,

Mr. Edsell Ford,
c/o Ford Company,
Detroit, Michigan.

Mr. Fisher absent,
signed by MC

CGF-MEC

Boats

July 12th, 1922.

Captain Charley Thompson,
Miami, Florida.

My dear Captain:

As you probably know, Mr. Allison, Gar Wood and myself, purchased five hundred Fiat, three hundred horse power engines from the government. These were formerly the aviation heavy type motors for bombing machines. We have a company in Detroit re-building these machines, and I want to use them in my next express cruisers in order to help the sale of them.

I want to sell the two boats at Miami, Shadow V and Shadow VI. Both Shadow V and Shadow VI, as you know, are fitted with sea bearing 5 $\frac{1}{2}$ x 7 $\frac{1}{2}$ six cylinder motors, one hundred and fifty horse power, each, or a total of three hundred horse power in each hull. The hulls are very near alike and cost me about \$26,000 each. I want to sell either one or both of them, and will take \$16,500.00 for each boat.

I wish you would go over and see Mr. Chase, at our office, and give him the names of several people whom you are acquainted with that you think could use one of these boats; and then, I would like to have you get up a letter yourself and write to each of them. We will send them out from our office and you can sign them.

These boats can't be duplicated for this money and they fit the Florida waters perfectly.

Yours very truly,

CGF-MEC

Mr. Fisher absent,
signed by MC

Boats

1923 or 24?

Mr. Fisher has purchased from Wm. K. Vanderbilt his ocean cruiser, EAGLE. Size of the boat is one hundred and fifty seven feet long; twenty-seven foot beam and has eight hundred horse power, and makes thirteen knots.

This boat has been around the world twice and is a thorough sea going vessel. It was constructed in England, and has steel hull. It carries a crew of thirty men.

Mr. Fisher will use the boat here next season for special cruises in the West Indies and South America, for guests of the Flamingo and Nautilus hotels.

Miss Beaulangh
For Beach Paper

The Texas Company
Seventeen Battery Place
New York

boats

E. C. Luffkin
Chairman

June 6, 1923.

Mr. Carl G. Fisher,
Port Washington, L. I.

My dear Mr. Fisher,

I am in receipt of yours of the 5th and am very glad that you raised the question with me.

You will be entitled to our wholesale prices on gasoline at Miami Beach if you put in a storage tank large enough to enable us to make deliveries in full tank truck lots. Our largest tank truck at Miami will hold one thousand gallons.

While you state that your boats last season consumed more than eight hundred gallons per day, and during the coming season may exceed this amount, I assume this is an average consumption and that there are days when all of the boats together might fill their tanks and therefore require considerably more than the average consumption. My thought is that you would not want to install a tank smaller than two thousand gallons capacity, and would probably want one considerably larger than that. I am not quite clear as to whether you would install your tank near your boat house or whether you would put it on the Peninsula Terminal Company property and let your boats come there for it.

It occurs to me that the size of the tank, its location, whether it should be installed underground and the gasoline pumped out of it into your boats, or whether it should be installed above ground so that the gasoline would gravitate into the boats, are questions concerning which Mr. Brown and Mr. Browder could perhaps to advantage work out together. If you concur in this suggestion and will so advise me, we will arrange to have Mr. Browder take the matter up promptly with Mr. Brown. If I can be of any assistance to you in any way in connection with this matter I trust you will not hesitate to call upon me.

Sincerely yours,

E. C. Luffkin

FORD & PAYNE .
NAVAL ARCHITECTS & YACHT BROKERS
41 EAST 42ND STREET CORNER MADISON AVENUE
NEW YORK, N. Y.
TELEPHONE 3558 MURRAY HILL

Sept. 25th, 1924.

Mr. Carl G. Fisher,
Port Washington,
Long Island, N. Y.

Dear Sir:

If your steam yacht "Adventuress"
is for sale this fall, we would like to have your per-
mission to put her on our list.

At this time of the year, we have
a good many inquiries for an ocean going cruising yacht
suitable for extended voyages. There are very few boats
of this type in good condition.

If your boat is available at this time,
we would appreciate your giving us the price and the pres-
ent location.

Very truly yours,

FORD & PAYNE

Per:

AMD

Boats

Sept. 25th, 1924.

Ford & Payne,
41 E. 42nd St.
New York City.

Gentlemen:

The "Adventuress" now named "Eagle" is for sale, and can be seen for the next two weeks in front of the Manhasset Yacht Club, where she is at anchor.

I had the boat put in thoroughly first-class condition recently and made a trip to Miami and back in eight days.

I will sell the "Eagle" at a very reasonable price, as I have already ordered a new boat more suitable for my requirements for fast express cruising between here and Miami.

My price is \$50,000.00. The boat is partially furnished, but no rugs, linen or silverware.

The boat can be put in commission in twenty-four hours ready for sea.

Yours very truly,

CCF-100

CABLE "EXCELLENT, NEW YORK"

Speedway

TELEPHONE SEDGWICK 7600

JOHN J. AMORY PRESIDENT
WILLIAM J. PARSLOW VICE PRESIDENT
BRUCE SCRIMGEOUR SECT. & GENL. MGR.
WILLIAM K. PARSLOW TREASURER

CONSOLIDATED SHIPBUILDING CORPORATION

DESIGNERS & BUILDERS OF
PLEASURE AND COMMERCIAL
CRAFT AND THEIR
PROPELLING MACHINERY

MORRIS HEIGHTS, NEW YORK CITY

FORMERLY

GAS ENGINE & POWER COMPANY AND CHARLES L. SEABURY & COMPANY CONSOLIDATED

December 10th

1 9 2 5

Mr. Carl G. Fisher,
Miami Beach,
Florida

Boats

Dear Mr. Fisher:

We are just in receipt of your telegram and wired in reply that the "SHADOW K" is now completed and ready for delivery and Messrs. Gil and Ned Purdy are making their final inspection of the boat tomorrow.

We would suggest that you have Captain Hewes come on at once, as we are likely to get a cold spell at any time, in which case we are likely to have trouble, because of the fact that there are no facilities on the yacht for heat. At the present moment we have a couple of radiators on board connected to our shop steam line, but if the temperature goes down this method of heating will be useless, and in addition we imagine that you will want to get the boat started South as quickly as you can before some of the winter storms start.

Very truly yours,

CONSOLIDATED SHIPBUILDING CORPORATION

[Signature]
Secretary & General Manager

BS-U



Boat Statement

Jan-1- to -31- INC- 1927

C. B. H. C. G. T.

Jan 18	Ice Book	H	350
	Paid Miller off		5950
	Fare & time to N.Y		6550
	Paid Chef off at Miami		9911
29	Cigars for bridge tenders		676
	Pictures Printed & Developed		235-
	Pay Roll - K & H (Jan)		199374
	2-ice Books K-1 for H		2350
	chiefs Jan exp		321
	Renew Yacht license		1000
	B. Bats & Condensers		1222
	Phillips Hardware	K	13299
	"	H	10229
	Hopkins Carter	H	4087
	Beach Mill & Supply (lumber)		848
	Miami Beach express		1127
	" " laundry	K	14760
	Flamingo	K	7965-
	Florida food Purveyors	K	86867
	Films Developed & Printed		150
	Wire Sanborn electric		73-
	total		- 387024

Over

Total	357024
I-O-V-last Statement	433992
Check No 629	566008
I-O-V-to-Date	632976

Charge too	
Shadow K	3415.09
" H	255.15

February 16, 1928.

Mr. W. O. Briggs,
Hotel Flamingo.

My dear Walter :

Some of those days when you have a few minutes of dull time on your hands, I would like to show you photographs of my new 3000 h.p. Treiber engine, of which one is completed and now on the blocks. The other motor is about sixty per cent completed. I have photographs here in the office. If you should drop in when I am not here, my secretary will be glad to show you these photographs.

Mr. Kettering, Chief Engineer of the General Motors, has just joined our company and we think now, with Henry Joy as stockholder, with the Consolidated Shipbuilding Corporation, Mr. Treiber and myself, that we have at least some talent in building and completing the finest Diesel motors ever built in this country or any other country.

Just recently we took an order and now have under construction for Mr. Harold Vanderbilt a duplicate of the Shadow K to be fitted with a pair of 700 horse power Diesels weighing less than twenty pounds per horse power.

The Consolidated are now building from Mr. Treiber's design the first pair of 300 h.p. Diesels, weighing twenty pounds per horse power. Mr. Vanderbilt's motors are well along as they are to be installed in May.

We are doing our work at this time in the Brown Boveri plant at Camden, New Jersey. As you probably know, the Brown Boveri plant is the large

Mr. W. C. Briggs,
February 16, 1928,
Page 2.

est and most completely equipped shipbuilding corporation in America. We are building for them a separate Diesel motor for special stationary purposes.

If you have not let contracts for your proposed new yacht, I would like to tell you more about the Treiber Diesels. If you will look at the photographs I have, you can convince yourself at one glance that these Diesels, being injection type of motor, are the cleanest and easiest operated Diesels ever built in America.

Mr. Parslow, whom you will remember as the Vice President of the Consolidated Shipbuilding Corporation, is at the present time at the Flamingo and he can give you any other information you may want.

Yours,

CGP:T

BOATS

MOTOR BOATING

57TH STREET AT EIGHTH AVENUE
NEW YORK

August 10, 1928

Mr. Carl G. Fisher,
Port Washington,
L. I.

Dear C.G.:

We had a letter the other day from Mr. L. E. Anderson of the Treiber Diesel Engine Corporation of Camden, N. J. asking us for advertising rates etc. and why MoToR BoatinG would be the best medium for his company to advertise in.

Knowing that this engine company is more or less under your guidance, if you could drop Mr. Anderson a line telling him that our publication MoToR BoatinG is the only worth while one in the field in your opinion, I think it would help a whole lot.

I am in hopes to have a chance to say hello to you soon. I have been out on the West Coast for about a month so we have not seen much of each other this summer. I had quite a few things to say on the Coast in reference to Florida. It might not have taken seed, yet they heard it anyway.

Kindest regards,

Sincerely,


Editor

C.F. Chapman

August 15, 1938.

Mr. C. F. Chapman,
119 West 40th Street,
New York City.

My dear Chap:

I think it would be worth your while to run out to Camden and look at the new engines Treiber has turned out. It is the cleanest job of designing and building that has ever been accomplished in this or any other country. There is less trigger work, less noise, very large horse power for the weight, the engines are very clean and reliable. Of course, I am interested in the Treiber Diesel Engine Corporation, but aside from this interest I think Treiber has done a job in this engine that is years ahead of any other Diesel design in construction and I believe he should have some hearty support.

One of these 250 h.p. motors which was designed by Treiber and delivered to the Consolidated company is now on the block. I am going tomorrow to see it in operation. Treiber guaranteed 240 h.p. at 800 r.p.m. The motor has delivered 354 h.p. and has actually run at tests up to 1000 r.p.m. But this motor has run many hours at 700 and 800 r.p.m. and it is a first class 300 h.p. engine at 800 r.p.m. This motor runs as smooth as the 300 h.p. Consolidated engine and from what I hear it makes considerably less noise.

Yours,

CHF:T

ODT

August 14, 1928.

Mr. O. D. Treiber,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

My dear Treiber:

Regarding Anderson's letter
about advertising in Motor Boating:

I think it is the only boat paper
that is even worth considering in
an advertising way. Other magazines
have no circulation and do not have
the general high reputation that
Motor Boating has.

Yours,

COF:T

GFC

Port Washington, Long Island,
October 30th, 1928.

To All Yacht Brokers:

The "Shadow K" will be for charter this winter, after November first. Roughly, the "Shadow K" is 150 feet by 20 foot beam, operating 500 H.P. Diesel Motors. A crew of 16 men. Has four complete staterooms with double beds below, each equipped with shower bath, toilet, hot and cold running water; also an extra lounge for maid or valet with connection to bath below.

On the second deck, Owner's Stateroom, a large stateroom with an unusually large bed, large closets, complete bath, both tub and shower, gun cabinets, small refreshment bureau with Isco connection. A lady's room on the second deck with private bath, shower, dressing table, large closet.

Dining Saloon with double tables, can set 12 in an emergency and can sleep an extra guest in an emergency. Saloon is complete with phonograph, individual piano. Both Dining room and Owner's Stateroom fitted with electric fireplace. All the other rooms have electric flash heating system. All rooms connected to stack blower ventilator system for warm climates. Entire boat fitted with Isco Refrigerating plants.

The "Shadow K" will leave Port Washington on the third of November. Will be at Saint Simons Island, Georgia, the fifth and sixth; from Saint Simons about the eighth to Miami Beach. Can cruise in all waters and has a cruising speed of 16 statute miles per hour; an extreme speed of 20 statute miles per hour.

Charter price, \$5,000.00, per week, with boat and crew furnished. Individual chartering boat assumes the oil and food bills for both guests and crew, also any damage done the boat, not including wrecks.

No liquors will be allowed on the boat coming into the United States.

OK
C.G.F.
CARL G. FISHER

CGF:T

Miami Beach, Florida.

PURDY BOAT COMPANY, INC.

Contract for
DIESEL POWERED YACHT
for
MR. CARL G. FISHER

THIS AGREEMENT, Witnesseth, That in consideration of the sum of FORTY THREE THOUSAND (\$43,000.00) DOLLARS to be paid by CARL G. FISHER of Montauk, L.I., N.Y., as hereinafter stated, THE PURDY BOAT COMPANY INC., a corporation of the State of New York, hereby agrees to deliver to the said CARL G. FISHER on or before the fifteenth day of December 1929, a certain boat constructed as per blue prints, plans and specifications of THE PURDY BOAT COMPANY INC., said purchase price to be paid by the said CARL G. FISHER in installments as follows:

TWENTY FIVE per cent, TEN THOUSAND SEVEN HUNDRED FIFTY (\$10,750.00) DOLLARS to be paid upon the execution of this contract, the receipt of which is hereby acknowledged.

FIFTEEN per cent, SIX THOUSAND FOUR HUNDRED FIFTY (\$6,450.00) DOLLARS when keel is laid.

FIFTEEN per cent, SIX THOUSAND FOUR HUNDRED FIFTY (\$6,450.00) DOLLARS when hull is framed.

FIFTEEN per cent, SIX THOUSAND FOUR HUNDRED FIFTY (\$6,450.00) DOLLARS when hull is planked.

FIFTEEN per cent, SIX THOUSAND FOUR HUNDRED FIFTY (\$6,450.00) when engines are in place and joiner work completed.

FINAL payment, SIX THOUSAND FOUR HUNDRED FIFTY (\$6,450.00) DOLLARS when boat is delivered to said CARL G. FISHER at Port Washington L.I., N.Y. free and clear of all encumbrances.

The boat to be insured by THE PURDY BOAT COMPANY INC., to cover full value during construction.

IT IS UNDERSTOOD AND AGREED by and between the parties that all delays caused by labor, strikes, fire or other causes which are unavoidable on the part of the Purdy Boat Company Inc., shall not be regarded in the calculation of the time under this contract.

Witness our hands this 21st day of June 1929.

WITNESSES:

PURDY BOAT COMPANY INC.

Luzana Purdy

PER E. J. Purdy
Carl G. Fisher

YACHT "SHADOW K"

150 feet, length

25 feet, beam

2 Winton 500 H.P. Diesel Engines

Auxilliary lighting and heating equipment, electricity

Cruising speed, 18 miles per hour.

Upper deck; Owner's room, full width of boat, 18 feet in length; unusually large 7 foot wide bed; fully equipped bathroom; electric fireplace; safe for valuables, etc.

Adjoining Owner's room is smaller room for maid or one guest, with individual toilet, shower, large closet, individual door connection to deck.

Below decks: Four large Staterooms with unusually large double berths and unusually large closets; each stateroom fitted with individual tiled shower and toilet. One maid's small stateroom with bath connection.

Forward: Very complete Galley extends full width of boat, fitted with Frigidaire throughout; all oil burning stoves. Talley is unusually well provided with splendid ventilation so that there are no odors at any time on the boat; very complete draft from one side of boat to the other through the doors, besides having ventilation through the stack.

Forward of the Galley is Dining Saloon; capacity, 14 persons. Dining Saloon equipped with Victrola; upright piano, owners' desk and Radio. Dining Saloon unusually well equipped for Bridge.

Double fixed Bridge Tables on aft deck, protected in any weather with glass wind shields and roofed in. Independent toilet aft for guests, adjoining bridge room. Independent Isco refrigerator adjoining bridge room, with ice for storage any type of iced drinks.

Upper deck has Mechanical Horse attached, electrically manipulated, for morning and afternoon exercise. This mechanical horse gives practically the same result as a horseback ride in the park. Aft part of top deck is provided with wind curtains to make an ideal sun porch and has been much used for this purpose in southern waters.

Swimming net attached which can be used for timid swimmers any place in the Atlantic under satisfactory weather conditions.

YACHT "SHADOW K"

150 feet, length

25 " , beam

2 Winton 500 H.P. Diesel Engines

Auxilliary lighting and heating equipment, electricity

Cruising speed, 18 miles per hour.

Upper deck: Owner's room full width of boat, 18 feet in length; unusually large 7 foot wide bed; fully equipped bathroom; electric fireplace; safe for valuables, etc.

Adjoining Owner's room is smaller room for maid or one guest, with individual toilet, shower, large closet, individual door connection to deck.

Below decks: four large staterooms with unusually large double berths and unusually large closets; each stateroom fitted with individual tiled shower and toilet. One small maid's stateroom with bath connection.

Forward: Very complete Galley extends full width of boat, fitted with Frigidaire throughout; all oil burning stoves. Galley is unusually well provided with splendid ventilation so that there are no odors at any time on the boat; very complete draft from one side of boat to the other through the doors, besides having ventilation through the stack.

Forward of the Galley is Dining Saloon; capacity, 14 persons. Dining Saloon equipped with Victrola; upright piano, owner's desk and Radio. Dining Saloon unusually well equipped for Bridge.

Double fixed Bridge Tables on aft deck, protected in any weather with glass wind shields and roofed in. Independent toilet aft for guests, adjoining bridge room. Independent Isco refrigerator adjoining bridge room, with ice for storage any type of iced drinks.

Upper deck has Mechanical Horse attached, electrically manipulated, for morning and afternoon exercise. This mechanical horse gives practically the same result as a horseback ride in the park. Aft part of top deck is provided with wind curtains to make an ideal sun porch and has been much used for this purpose in southern waters.

Swimming net attached which can be used for timid swimmers any place in the Atlantic under satisfactory weather conditions.

Crews' Quarters forward; total crew, 16.

Wireless connection is in the captain's room. Both the captain and his son, one of the engineers, are expert operators.

The Shadow K is one of the three fastest Diesel yachts in America. This speed is desirable to take advantage of good sailing conditions and to evade bad weather when necessary.

Shadow K is equipped with "Metal Mike" or Sperry Gyroscope control which is very efficient and reliable.

Sale Price, Three Hundred Thousand Dollars (\$300,000.00).

Charter Price, Five Thousand Dollars (\$5,000.00) per week - Fifteen Thousand Dollars (\$15,000.00) per month.

CARL G. FISHER.

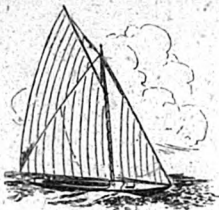
MONTAUK, LONG ISLAND.

BOAT IS LAYING AT DOCK IN PORT WASHINGTON
ADJOINING THE PURDY BOAT WORKS.

Telephone:

Port Washington	948	
"	"	946
"	"	999

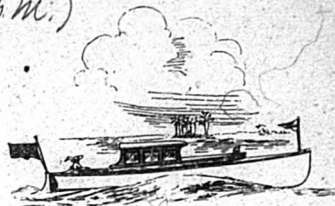
Charter Motor - (F.M.)
Bonner.



SHALLOW DRAFT
SAIL & AUXILIARY

PURDY BOAT CO.
MIAMI BEACH FLA.

DESIGNERS and BUILDERS
and Sibley, Mich.



EXPRESS CRUISERS
RUNABOUTS

F. O. Van Deren
My Dear Van.

In reference to loans
credits etc. to the Purdy Boat Co. I
consider the idea very fair indeed,
but I wish you could suggest some
way to make such people as Snowden
and Maypole to come across, they
have me some worried.

Have been here one week, and am
nearly roasted to death, busy as
bird dogs.

We have two boats under way, but
would rather start a new place any
time than take over an old one.

Imagine you had your hands full
around race time from what happened
when I was there.

Trust your cold is better by this time.
With best wishes.

Yours truly,
E. D. Purdy

Boats



Designers and Builders of
SHADOW III and RAVEN III, World's Champion Express Cruisers
World's record for express cruisers in competition
made by SHADOW III at Miami, Feb. 17, 1917, 30.1
m. p. h. Time from Miami to Key West, Feb. 24,
1917, 161 miles, 6 hrs. 17 mins. RAVEN III winner
of Gun Key and Palm Beach races, March, 1917.

OFFICERS
GOVERNORS
DELEGATES
COMMITTEES, ETC.

of

THE KNICKERBOCKER
YACHT CLUB

for the year

1929

BOARD OF GOVERNORS FOR 1929

OFFICERS

Commodore.....GEORGE GILCHRIST
Vice Commodore.....ZEB WILSON
Rear Commodore.....E. W. MCBRIAN
Treasurer.....WM. A. KIRK
Secretary.....JOHN G. HONEY

GOVERNORS

HARRY STEPHENSON	E. W. DUSINBERRE
GEORGE C. LEWIS	WM. H. KNEMEYER
HENRY L. NIXON	ARNOLD P. KOHLER

NOMINATION COMMITTEE FOR 1929

THOMAS R. FAY, (Chair)
THOMAS T. GRACE WALTER MULLON
JOHN G. HONEY GEORGE P. GREGORY

FLEET CAPTAIN FOR 1929

THOMAS T. GRACE

Delegates to Yacht Racing Assn. of L. I. Sound
E. W. Dusinberre and Arthur G. Hill

Delegates to American Power Boat Assn.
John J. Warsaw and Alexander J. Ettl

Delegates to Metropolitan Assn. of A. A. U.
Wm. A. Kirk (Chair), Thomas T. Grace and Julius Rohn. Wm. A. Kirk to serve on the Board of Managers of the Met. Assn. of A. A. U. on behalf of the K. Y. C.

COMMITTEES FOR 1929

House Committee

Walter Mullan (Chair), Stewart Richardson, William C. Wilson, Arnold P. Kohler, William C. Leiber, Harry Stephenson, R. G. Waller.

Regatta Committee

E. W. Dusinberre (Chair), Walter Beam, Milton Loewy, Stewart Richardson, Dr. G. R. Bird.

Entertainment Committee

John J. Warsaw (Chair), Julius Rohn, Mortimer W. Leewi, S. R. Crowder, R. G. Waller, H. L. Nixon.

Membership Committee

Thomas R. Fay (Chair), John P. Wilson, E. W. McBrian, Thos. T. Grace

Finance Committee

Lewis Howland Brown (Chair), R. Snowden Andrews and W. H. Knemeyer.

Iceboat Committee

Fredk. L. Kraemer (Chair), Howard L. Curry and Stewart Richardson.

Committee on Amending Constitution

John G. Honey (Chair), Wm. H. Knemeyer and Thomas T. Grace.

Committee to Improve Beach

R. G. Waller (Chair), Wm. C. Wilson, E. W. Dusinberre, Wm. H. Knemeyer

fac?

Miami Beach, Florida,
January 1, 1929.

To All Yacht Brokers:

The "Shadow K" will be for charter this winter. Roughly, the "Shadow K" is 150 feet by 20 feet beam, operating 500 H.P. Diesel Motors. A crew of 16 men. Has four complete staterooms with double beds, below, each equipped with shower bath, toilet, hot and cold running water; also an extra lounge for maid or valet with connection to bath, below.

On the second deck, Owner's stateroom, a large stateroom with an unusually large bed, large closets, complete bath both tub and shower, gun cabinets, small refreshment bureau with Isco connection. A lady's room on the second deck with private bath, shower, dressing table, large closet.

Dining Saloon with double tables, can seat 12 in an emergency and can sleep an extra guest in an emergency. Saloon is complete with phonograph and piano. Both dining saloon and Owner's Stateroom fitted with electric fireplace. All the other rooms have electric flash heating system. All rooms connected to stack blower ventilator system for warm climates. Entire boat fitted with Isco Refrigerating plants.

"Shadow K" can cruise in all waters and has a cruising speed of 18 statute miles per hour; an extreme speed of 20 statute miles per hour.

Charter price, \$5,000.00 per week, with boat and crew furnished. Individual chartering boat assumes the oil and food bills for both guests and crew, also any damage done the boat, not including wrecks.

No liquors will be allowed on the boat coming into the United States.

Carl G. Fisher.

CGF:T

The Flamingo
MIAMI BEACH
FLORIDA

C. S. KROM, Manager

March 23rd, 1929.

Mr. Carl G. Fisher,
Miami Beach,
Florida.

Dear Mr. Fisher:

I am leaving for Washington tomorrow morning where I will be staying three days at the Carlton Hotel before going on to New York, and sailing for Europe on the "Olympia" on April 6th.

Before going I want to tender to you my most sincere thanks on behalf of my friends as well as myself, for your unfailing courtesy and kindness to us during our all too short visit here.

I had a long talk with Mr. Chapman last night and Mr. Chase, and I think that beyond all question, I shall be able to bring over at least six good boats with me next year, which will be driven by some of the leading sportsmen on the other side.

I received your letter on this subject this morning, and that letter will be read out at the banquet in London at which the Prince of Wales himself will be present.

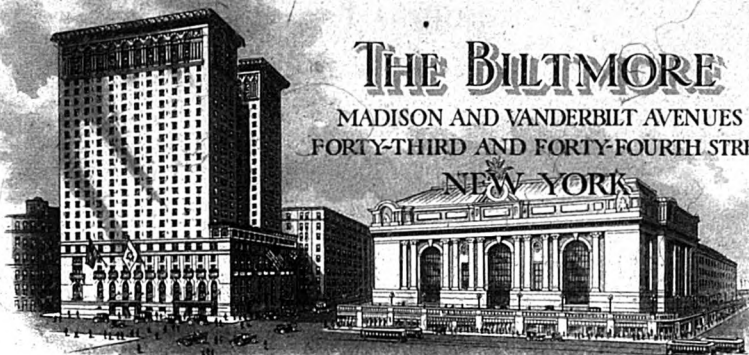
Needless to say, I think it will go very far towards bringing the sporting relationship of the two countries closer together for future events.

I also thank you very sincerely for your letter to Mr. Purdy, whom I shall go and see as soon as I arrive in New York.

With many thanks again, and in the hope of seeing you next year, I am

Sincerely,

H. D. Segrave



JOHN Mc E. BOWMAN, PRESIDENT

April 1, 1939.

Mr. Carl Fisher,
Miami Beach,
Florida.

Dear Mr. Fisher :

Just a line to tell you I had a long and most interesting interview with your boat builder, Mr. Purdey, at Port Washington, yesterday. I found him not only a most interesting man but an extremely courteous and kindly one as well. I am having a further interview with him on Wednesday, to talk over plans, etc.

As indicated to you before I left Miami Beach, I want to come back next year with as many entries from England as I can in order to endeavor to help make the Miami Beach Regatta the foremost water event in this country.

With this object in view, I had a conference with Commodore Greening, Mr. C. F. Chapman and others here two days ago, with the object of starting an International Class for next year to enable me to bring over with me some English competitors, as well as myself, to your Regatta.

I am happy to be able to tell you that all salient features of an International Class were discussed in detail and provisionally agreed to. I am meeting Mr. Chapman again Wednesday when he will provide me with an abridged specification of the new Class so that I can start work in England in creating interest and getting some of our better known sportsmen to build special boats.

I am only writing to let you know how things are going as I feel that a sportsman of your calibre will be interested to know these facts.

Mr. Carl Fisher

Page #2

April 1, 1929.

In conclusion, may I once again offer you my sincerest thanks for your numerous courtesies to me and my friends during our very pleasant stay as your guests.

Yours sincerely,

W. D. Legrave

P. S. :

While with Mr. Purdey, I saw your boat "Little Shadow" and was very taken with it. I understand that this boat is now the property of Tommy Milton. It interested me so much that I have taken the liberty of telegraphing him asking whether he would care to sell it to me to run it in the Duke of York's Trophy next June.

Mr. Purdey indicated to me that he was not quite sure as to the ownership of this boat but suggested my getting in touch with Tom as he believed that you had given him the boat.

PPS I hope this is ok?

April 11, 1929.

Major H. D. Segrave,
Ship House,
20, Buckingham Gate,
London, S.W. 1, England.

Dear Major Segrave:

I have your two letters, of March 23rd and April 1st. I am glad you found Mr. Purdy interesting. Personally, I feel he is the foremost designer in the United States -- and as he is an Englishman, I imagine he would add England to this statement -- of boats for speed.

Regarding the "Little Shadow": I don't know of anybody in the world I would rather have this boat than yourself, but I am not sure of the ownership. I presented one of the "Shadows" to Tommy Milton and then this boat I think was traded back to me. We would have to get in touch with Tommy Milton to find out just how the situation stands. I hope that you received a reply from Tommy but I am sending a copy of this letter to Mr. Purdy and asking him to get in touch with Milton and I am sure that between the two of us we will be able to get you a very low price on the boat. We should be able to ship the boat promptly, which would give you the big part of the summer to make whatever trials you might want to make in England.

With very best regards, I am

Sincerely yours,

CGF:T

Boat racing

March 23, 1929.

Major H. D. Segrave,
Flamingo Hotel,
Miami Beach.

Dear Major Segrave:

May I take this opportunity of telling you on the eve of your departure from Miami, how happy we all were to have you and your party with us. We hope that you enjoyed your stay as much as we enjoyed having you.

Personally, I am extremely anxious to do all in my power to propogate international sporting relations between our respective countries. I would like to take this opportunity to ask if you would, on your return to England, be good enough to invite on my behalf all the sportsmen of Great Britain interested in motor boating in its various phases to bring their boats to Miami Beach for the Regatta next year. My associates and myself will assure you a most cordial and hearty welcome.

Needless to say, those of us who view competition from an international point of view are pleased with your success because it cannot help but incite us to do better things next year in the hope of defeating you, and we hope that you and your friends will come over with boats prepared to give us a real battle because you now have something very tangible to defend. After all, that is the spirit of real sport.

So please convey to the sportsmen of England interested in boating of all kinds, the spirit of Miami Beach. We want you with us and we will try to make this the greatest gathering of boating enthusiasts the world has ever seen.

Very truly yours,

CGF:T

May 8, 1929.

H. H. Jennings Company,
29 Broadway,
New York City.

Gentlemen:

Replying to yours of the seventh:
The Shadow K was laid up yesterday at our
dock in Port Washington adjoining the
Purdy Boat Company, and is ready for in-
spection and trial.

The Shadow K will be sold under a
guarantee of 18 miles per hour continuous
cruising speed or 20 miles per hour at top
speed for an hour's trial.

The Shadow K has had less than
3000 miles service during the past winter
and during the balance of the time the
crew have been employed in repainting
throughout, putting the boat in first
class shape; it is in better condition
now than when purchased. Some minor
changes have been made in the connecting
rods so that the engines are free from
vibration and I can guarantee the boat to
be in a thoroughly perfect condition and
ready for demonstration on very short notice.

The selling price is \$300,000. We
reserve our Turkish rugs, a collection of
oriental daggers and the pictures, that are
personal; otherwise the boat is very com-
pletely furnished.

Very truly yours,

CGF:T

MEMORANDUM

FROM MR. FISHER 's Office.

DATE June 24, 1929.

TO Mr. Paul Kunschik.

SUBJECT

Mr. Fisher has signed contract with Purdy Boat Company, Inc. for a boat to cost \$43,000., payments due as follows:

Twenty-five per cent, \$10,750.00 on execution of contract
Fifteen per cent, (\$6,450.00) when keel is laid
Fifteen percent, (\$6,450.00) when hull is framed.
Fifteen per cent, (\$6,450.00) when hull is planked.
Fifteen per cent, (\$6,450.00) when engines are in place
and joiner work completed.
Final payment, (\$6,450.00) when boat is delivered to said
Carl G. Fisher at Port Washington. Boat to be insured
by The Purdy Boat Company, Inc., to cover full value during
construction." "Boat to be delivered on or before the
15th day of December, 1929."

Mr. Fisher's personal check No. 530, for \$5,000.00) is a
first payment on this contract.

Montauk

July 20, 1929.

W. W. Maddox,
541 Wellington,
Chicago, Illinois.

Dear Sir:

I have your wire of the 19th. The price of the Shadow K is \$300,000., delivery September 15th in New York. The boat is under charter until September 15th. I have an additional prospective charter for a South American trip this winter and can only quote a price on the boat subject to this additional charter.

The charter price gives me an income from the Shadow K of approximately \$75,000. net each year. However, I have invested considerable money in another large boat which is partially completed and I am anxious to dispose of the Shadow K and go ahead with the other boat.

The cruising radius of the Shadow K is governed somewhat by the speed. She carries sufficient fuel to go across, which as I remember, is 12,000 gallons of oil. The Shadow K and the "Vara" (which is a duplicate of the Shadow K) are the two fastest Diesel yachts in America. (The Vara built by Mr. Harold Vanderbilt.) The cruising speed of the Shadow K is eighteen miles -- and this means eighteen miles, not sixteen or seventeen. Will guarantee 500 miles at cruising speed of 18 miles or better.

Very truly yours,

COF:T

Boat Expense for July, 1929.

Boats

August 22, 1929.

Mr. Fisher:

The following is a statement of the Boat Expense for the month of July, 1929:

<u>Detail</u>	<u>Total</u>
Pay Roll	2,613.07
Oil, Gas & Fuel oil	742.05
New Equipment and Repairs	1,578.77
Repairs to Awning, brass strip	20.90
Laundry, Uniforms and Linen	425.07
Tip N.Y. Yacht club dockman	5.00
Milk, Meat, Eggs, Butter & Lard	591.10
Groceries, Fruit, and Vegetables	936.43
Cigars and Cigarettes	46.01
Telephone calls, Papers, Stamps, Taxi etc	30.35
Shadow H., Humdinger and Nautilus expense other than fuel	<u>313.00</u>
Total All Expense for July	\$7,301.75
Total Shadow K. Expense	\$6,941.16
Total Shadow H Expense including fuel	340.75
Total Humdinger Expense (storage)	9.92
Total Nautilus Expense (storage)	<u>9.92</u>
	7,301.75
Captain Hewes Cash Fund July 1, 1929	\$10,000.00
July Expenditures	<u>7,301.75</u>
Balance on hand August 1, 1929	2,698.25
Sum required by Captain Hewes to replace \$10,000.00 fund	7,301.75

The following is a detailed statement of the August Expenditures:

<u>Date</u>	<u>Detail</u>	<u>Total</u>
Aug. 2	Case Polan Water	12.00
4	Spark Coil	5.00
	Taxi for coil	2.00
6	Provisions	46.95
8	Two window glass	8.00
	Linen for crew	40.95
	Tip N.Y. Yacht club dockman	5.00
9	Sal. Steward paid off	46.64
8	Provisions	63.95
9	Provisions	6.40
	Telephone	.30
10	Papers at Glen Cove	.30
	Brass Strip	.60
	Ice at N.Y.	6.20
	Salary Sailor paid off	25.00
	Telephone N.Y.	.35
	Repairs Awning	20.00
	Provisions	6.19
	Papers N.Y.	.14
11	Papers Port Wash	.15
	Salary second cook paid off	34.00
	Two flags	5.20
	Laundry July 9-14	87.11
	Stores	164.23
	Water	2.00
	Salary second steward paid off	65.00
	Papers N.Y.	.24
12	Provisions at South Hampton	46.13
	Laundry N.Y.	52.51
15	Papers N.Y.	.25
	Salary sailor paid off	37.50

Mr. Fisher:

The following is a statement of the Boat Expense for the month of August, 1929:

Detail	Total
Pay roll	2,730.00
Oil, Gasoline, Fuel Oil and Water	1,049.88
New Equipment and Repairs	3,452.61
Laundry, Uniforms and Linen	305.99
Insurance, Doctor Bills, Tips and Pilots	48.00
Milk, Meat, Fish, Butter and Eggs	659.60
Groceries, Fruits and Vegetables	659.69
Cigars, Cigarettes and Refreshments	108.45
Ice and Newspapers	20.70
Flowers, Telephone, Dockage, Boat Hire etc.	46.23
Other Boat Expense besides Shadow K.	34.29
Total	\$9,115.44

Total Shadow K. Expense	9,081.15
Total Shadow H. Expense	14.45
Total Humdinger Expense (Storage)	9.92
Total Nautilus Expense (Storage)	9.92
Total	\$9,115.44

Captain Hewes Cash Acct. August 1	10,000.00
August Expenditures	9,115.44
Balance on hand Sept. 1	884.56

The following is a detailed statement of the August Expenditures:

Date	Detail	Total
Aug. 4	1 Qt cream	1.50
52	Tip at Sebonic	5.00
6	Papers	.25
	Bread	.50
	Doctor's bill Port Wash	10.00
7	800# Ice	7.60
	Flowers	2.50
	Glasses	9.25
	2 Transformers	16.00
8	Doctor's bill	10.00
	Taxi	1.50
	Kitchen Knife	.60
	Provisions	188.14
	Laundry	87.16
	Cigars & Cigarettes	39.90
	Flags	13.65
	Water	2.00
	Sail Twine	.70
	Bread	8.90
	Trip To Port Wash	2.84
	Steward's exp.	2.08
	Dry Batteries Shadow H	7.00
10	Provisions	99.10
	Expenses Shadow H. July Port Wash	8.95
12	Provisions	127.15
	Papers	.25
	Doctor's bill	2.00
13	Tip Launch man Marblehead	1.00
14	Provisions	118.63
	Towles and Batteries	15.25
	Fish & Chicken	17.43
15	Pilot Cape Cod Canal	16.00
16	Provisions	98.15
	Lobsters	7.50
	Vegetables	7.40
	Papers	.21
17	Provisions	25.35

Boat
Boat Expense for September-1929

Sept. 14, 1929

Mr. Fisher:

The following is a statement of Boat Expense for the month of Sept.-1929:

<u>Detail</u>	<u>Total</u>
Pay roll	2,562.50
Oil, gasoline, fuel oil and water	672.55
New equipment alterations and repairs	996.22
Laundry, uniforms and linen	348.94
Insurance, doctor bills, tips, customs pilots	3,085.00
Meats, milk, fish, butter and eggs	947.69
Groceries, vegetables and fruits	671.74
Smokes, refreshments, ice, papers etc.	57.28
Misc. acct taxi	1.50
Other boat expense other than Shadow K	19.24
Total	<u>9,362.66</u>
Total Shadow K. expense (storage)	9,343.42
Total Humdinger expense (storage)	9.62
Total Nautilus expense (storage)	9.62
Total	<u>9,362.66</u>
Captain Hewes cash acct Sept. 1, 1929	10,000.00
September expenditures	2,362.66
Balance on hand Oct. 1, 1929	637.34
Total Shadow K. expense for September	9,343.42
Provisions and other expense paid by C.E. Mitchell	1,679.29
Insurance collected for damage to Shadow K	<u>2,099.33</u>
Net expense of Shadow K for September	<u>3,778.62</u> 5,564.80

The following is a detailed statement of the September expenditures:

<u>Date</u>	<u>Detail</u>	<u>Total</u>
2	Milk and cream	7.62
	Papers and ice	3.25
	Groceries and meat	181.64
4	Provisions	35.14
	4 Light bulbs	1.20
5	Provisions	126.33
	Ice and water	9.20
	Whet-stone for gally	.55
	Papers	.15
	Laundry	76.26
7	Provisions	133.75
	Paid Aadol off	15.00
9	Tip to dockmaster	15.00
	Provisions	37.52
10	Papers	.40
	Padlock and papers	2.37
	Talcom powder	1.38
	Provisions	217.73
	Clothes pressed	.65
12	Ice	4.20
	Provisions	34.48
	Clothes pressed	1.50
	Laundry	77.56
13	Provisions and taxi	9.65
14	Provisions	25.26
16	Paid chef and second steward off	213.50
	Ice	11.20
21	Paid oiler off	63.00
	Chickens	7.27
	Insurance	3,070.00

Boat Expense for September, 1929 Continued.

<u>Date</u>	<u>Detail</u>	<u>Total</u>
28	Ice	6.40
	Paid chef off	76.00
30	Rep. to engine room telegraph system	45.00
	Hardware and light globes	14.70
	September pay roll Shadow K	2,195.00
	Laundry	85.97
	Crew uniforms	107.00
	Port Wash. Market meats for August	261.13
	Same for September	314.14
	G.M. Auten engine room and deck supplies	143.75
	Berg Supply Float oils gasoline etc for August	316.10
	Sperry Gyroscope repairs	66.85
	Bohack, groceries for September	248.75
	September storage Nautilus and Humdinger	19.24
	Winton Engine Co. parts	222.92
	Ice from Anna Service	4.90
	Ice machine parts	125.00
	Ice machine coils for ice box	374.00
	Ice at Port Washington	1.60
	Berg Supply Float for September gasoline, oil etc	<u>351.45</u>
	Total	9,362.66

Set

Boat

Oct.17,1929.

Mr. Fisher:

The following is a statement of the Boat Expense for September, 1929:

<u>Detail</u>	<u>Total</u>
Pay Roll	2,562.50
Lubricating oil, gasoline fuel oil and water	672.55
New equipment (light bulbs, mops, buckets, scrubbing brushes, rope, canvas, chamoise, padlocks, ice machine, etc)	287.45
Alterations and repairs (parts for engine, parts for gyroscope, engine room telegraph, ice machine parts, etc)	708.77
Laundry	239.79
Uniforms (sneaks, overall, pressing and altering uniforms, etc)	109.16
Linens	None
Doctor bills	None
Customs fees	None
Tips (To dockman in New York, paid by Mr. Mitchell)	15.00
Pilots	None
Insurance	3,070.00
Meats, milk, fish etc	947.69
Groceries, fruits, vegetables etc	602.43
Cigars, cigarettes, ice, papers, soft drinks	111.98
Fish guides, tackle	None
Soap, soap powder, soap chips, disinfectants	14.61
Misc. acct (taxi fare)	1.50
Exp. other than Shadow K (storage on Nautilus & Humdinger)	19.24

Total all expenditures 9,362.66

Each Boat Expense

Shadow K	9,343.42
Humdinger (Storage)	9.62
Nautilus (Storage)	9.62
Total	9,362.66

Cash Acct. Captain Hewes:

Cash on hand Sept.1, 1929	10,000.00
September expenditures	9,362.66
Balance on hand Oct.1, 1929	637.34

Net Expense Shadow K

Total Expense Shadow K	9,343.42
Provisions and other expense paid by C.E. Mitchell	1,679.29
Insurance collected for damage to Shadow K	2,099.33
Net Expense for Shadow K for September	5,564.80

Meal Costs

Date	Meats	Groceries	Totals	Guests	Grew	Average Cost
Sept.1 to Sept.15	755.34	425.79	1181.13	170	675	1.39 per meal
Sept.15 to Sept 30	192.35	176.64	368.99	20	675	.52 per meal
Totals	947.69	602.43	1550.12	190	1350	

Lu

November 22, 1929.

Mr. Charles King,
John H. Wells, Inc.,
11 East 44th Street,
New York City.

My dear Mr. King:

Replying to yours of the 19th: Last year I chartered the Shadow K several times by the week at \$5,000. per week. Then Mr. Mitchell had the boat for three months last summer at \$15,000 per month. Mr. Mitchell spoke some of wanting the boat again this coming season and for a while he thought he might purchase the boat, but his plans have been changed and he expects to spend some time in the west this coming summer according to a letter from him this morning.

Therefore, you can go ahead and charter the "Shadow K" for four months on a basis of \$15,000. per month, contract to be signed at once and a suitable deposit made on this charter. We will be willing to allow one half of the charter price to apply on the sales price.

In the meantime, the boat is here at Miami Beach in perfect condition, the painting being just finished yesterday. If you have a good man for a charter in these quarters I will be very glad to hear from you.

I wish you would personally run over to Camden and see these new Treibers. I know it is going to make a lot of difference to you in what you can offer to your clients. I presume you have seen Vanderbilt's motors, but I am sure you have not seen the new 300 H.P. V type 12 cylinder motors in two 72-foot boats coming through now at Purdys. With these 300 H.P. motors you can give a cruising speed of

Mr. Charles King,
John H. Wells, Inc.,
November 23, 1929,
Page 2.

Twenty-three or twenty-four miles and a thirty mile top speed without vibration and with less engine noise than in any motors that have ever been built up to this time, either Diesel or gasoline. The cost per mile worked out splendidly in comparison with gas.

One of these new 72-footers will be through the works and in a trial test within a month. I am sending a copy of this letter to Mr. Purdy asking him to advise you of the trials so you can see the boat operate.

Very truly yours,

CCF:T

Sports

January 17, 1930.

John H. Wells, Inc.,
11 East 44th Street,
New York City.

Gentlemen:

Replying to your telegram of the 16th,
I wired you as follows:

"CHARTER CONFIRMED PERSONNEL CREW MONDAY"

In order that nothing may be said about
the charter, I would advise that it be carried
through your company and endorsed by the client.

The "Shadow K" has never been in better
shape than she is now. The chances are, I will
send her on a month's cruise to South America,
but this has not been closed. In the meantime,
I wish you would extend to Mr. Thorne an invita-
tion, that if he can run down here while the
"Shadow K" is not under charter, I would like to
send him on a two or three day's fishing trip to
the tarpon fishing grounds on the north coast of
Cuba. There is a river on the north coast of
Cuba, practically unknown to fishermen except to
Vanderbilt, Charlie Thompson, Caley Bragg, and
two or three others, where you can catch tarpon
at any time of year in great quantities. The
world's record size tarpon are there. We have
had at least ten tarpon on our hooks that I am
sure would run as much as 250 or 300 pounds, but
nobody in our party has been able to land such a
fish. Last year we lost about three hundred dol-
lars' worth of tackle with these fish. I am going
down this year and see if we can get one that will
cleanup the record. In the meantime, Mr. Thorne
might be in this country for a few days and I would
be very glad to have him as my guest run down and
we will have a couple days' fishing. The fishing
is in protected waters and the weather condition
makes no difference as the river is protected with
banks and a heavy fringe of mangrove.

John H. Wells, Inc.
January 17, 1930.
Page 2.

Captain Hewes is in Key West today having the bottom painted. He will return tomorrow and I am leaving for Nassau, probably on Monday, returning on Tuesday.

Will send you the personnel of the crew as soon as I return.

I would like to know if Mr. Thorne expects to do any hunting and where he expects to cruise. I have on the "Shadow K" as part of the equipment some very fine shot guns and high powered rifles, including an elephant gun, a 401, an automatic shot gun and a couple light bird guns, also full equipment with target rifles, light pistols as well as #38 pistols for practical shooting.

Very truly yours,

CGF:T

P.S. I intended to say that Mr. Thorne could select his companions for the Cuban trip, as my guest only in the use of the boat. I would not expect to accompany the boat to Cuba.

January 22, 1930.

Mr. Chas. King,
John H. Wells, Inc.,
11 East 44th Street,
New York City.

Dear Mr. King:

My secretary advises me of his conversation with you yesterday over the phone. As you probably know, there is a standard price on the "Shadow K" of \$15,000. per month for local cruising to Cuba, Nassau, Haiti, or in this vicinity. For a cruise to South America, I am asking \$25,000. for the month of February.

As you know, I have a thoroughly first class crew and it is quite expensive to maintain. The "K" is the best equipped boat for southern cruising that I know of and has more speed than any other diesel yacht I know of. Included in the equipment of the "Shadow K" is a pair of splendid fishing boats, tackle of all kinds and complete equipment of firearms, and it is not worth while to send her off for a month for less than \$15,000.

I appreciate, however, your interest in the matter, and beg to remain

Yours very truly,

CCF:T

P.S. I am sending Captain Hewes this next week to create new world's record for diesel engines between Miami and Nassau and Miami and Cuba. The "Shadow K" already has the unofficial world's record for diesel oceangoing boats between Miami and New York.

CCF

January 31, 1930.

Mr. Chas. King,
John H. Wells, Inc.,
11 East 44th Street,
New York City.

Dear Mr. King:

I have about convinced an associate of mine to go in with me in putting the "Big Berthas" at Treiber's plant in a large cruising yacht. There is a very insistent demand for a boat of high power and still of good size that could be chartered during the winter season at a very substantial price. I thought perhaps you might know of a substantial hull available from the Government or other parties that would be suitable for the "Big Berthas" and that could be purchased at quite a reasonable price.

My associate in this venture is hot and cold, first on completing the original hull which you know was designed for forty miles an hour, then he gets back to a larger and more substantial boat necessarily slower but 350 feet in length. I am not sure just how these negotiations may wind up but I am agreeable to either plan. Naturally, I would prefer to see the "Big Berthas" go into a hull designed for them, approximately 175 feet in length which would maintain a speed of forty miles an hour, which would be quite interesting, I am sure. The crew necessary to maintain such a boat need not be any greater than the fifteen men on the "Shadow K".

Wish you would give this some thought and let me hear from you.

Very truly yours,

CFB:T

LOG OF SHADOW H

1930

- Feb. 3 Mr. Talbott, six in party, to Cocolobo and Fishing. Caught one mackerel.
- Feb. 5. Mr. Parke Haynes. Eight adults and two children. To Cocolobo and Fishing. Caught two Baraccuda.
- Feb. 6. Richard Johnson. Six in party. Down through Caesars Creek, out on the reefs and fished home. Caught two baraccuda and one bonito. Saw and followed three whales.
- Feb. 7. To Flamingo dock for Mrs. Grant. She did not go.
- Feb. 9. To Mr. Fisher's House. Stayed about two hours and back to slips.
- Feb. 11. Mrs. Grant to Cocolobo for lunch. About twelve in party..
- Feb. 12. John Hertz; six in party. To Cocolobo and out to fish. Half of party got sick; took them back to Club and they came to Miami by plane. Took rest back out on the reefs and fished home. Caught one dolphin.
- Feb. 13. Gassed up; took 225 gallons.
- Feb. 14. Mr. Trimble, about eight in party. To Cocolobo for lunch and back to Mr. Fisher's house about four P.M. Back out fishing till about 6.45 P.M. To Mr. Fisher's house at 7.30 To Nautilus Hotel Ball and back to Mr. Fisher's house. Back to boat slips at 1.45 A.M.
- Feb. 18. Mr. Fisher; about ten in party. To Cocolobo for lunch.
- Feb. 19. General Tyndall, about seven in party. Through canals, by park in Miami, to Mr. Vanderbilt's Terminal island estate, through ship channels, back to slips.
- Feb. 20. Mr. Jacoby, thirteen in party. To Cocolobo for lunch.
- Feb. 21. Mrs. Fisher, twelve in party. To Cocolobo for lunch. Two of the party out in ocean.
Gassed up; took 267 gallons.
- Feb. 23. Mrs. Kiser, two in party. Miami waterfront, in slip by British ship, to Mr. Vanderbilt's estate, through ship channels, back to slips.
- Feb. 28. Mr. McLaughlin, and all of party who were on Shadow K. Out in Gulf and Ocean fishing. Caught three dolphin. In afternoon around all the local waterways. They seemed to enjoy it greatly and from the remarks made will be here next season to buy property.
- P.S. Was in touch with the Shadow K two to five times a day every day she was out/ Handled about 1500 words of conversation and telegrams.

Acting Captain Clarence Hewes.

TREIBER DIESEL ENGINE CORPORATION

CAMDEN, NEW JERSEY

boat

March 18, 1930.

PERSONAL

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Carl:

Would you be good enough to tell me in confidence what, if any, interest you have in the Purdy Boat Company?

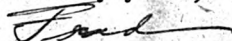
Purdy owes the Treiber Diesel Engine Corporation \$20,400.00 and it has been sometime since they paid them any cash. Treiber has been accepting trade acceptances from Purdy which, of course, is equivalent to accepting their notes. Of the \$20,400.00 which they owe Treiber \$4,800.00 is represented by a trade acceptance due April 1st, and another \$4,800.00 by a trade acceptance due May 1st, the balance of \$10,800.00 is on open account. \$6,000.00 of the \$10,800.00 is for engines shipped February 20th and the other \$4,800.00 is for shipment made on March 1st. All of the Treiber Diesel Engine Corporation's contracts specify that the final payments are to be made when and as the engines are shipped and delivery is taken at our plant. So you can see that Treiber has been making material concessions to Purdy. That is not all. The bank is not favorably inclined to discounting Purdy paper. They have accepted it under protest as they question the financial responsibility of Purdy and when they do take it they are adding it to our line. In other words it is a part of the \$50,000.00 line of credit which I obtained from them so that our borrowing capacity is lowered by the amount of the Purdy paper, whereas if Purdy paid cash we would have the money to use, we would not have to borrow so much and we would receive the full benefit of the \$50,000.00 line of credit which has been established.

Ned Purdy says that Cox has refused to pay him any more money until the boat is delivered and he holds Treiber Diesel Engine Corporation responsible for the delay (in receiving money from Cox and I think that Purdy is correct insofar as that part of the transaction is concerned but, as I understand it, only \$4,800.00 of the \$20,400.00 is tied up in the Cox transaction. Certainly Purdy has received several payments from Cox and I question whether Cox's final payment will amount to the \$20,400.00 which Purdy owes us.

I will appreciate any suggestions or advise which you may be inclined to give regarding what action I should take in the collection of these past due items.

With kindest regards, I am

Sincerely yours,


F. R. Humpage.

FRH:FB

March 21, 1930.

Mr. F. R. Humpage,
Treiber Diesel Engine Corp.,
Camden, New Jersey.

Dear Fred:

In the first place, the Purdys are so honest they go right over backwards. They are the poorest collectors in the world. They make the greatest boat known. Not long ago I gave them my controlling interest in the company, all of the stock in the company, because I thought they deserved it, so that they own the company outright. They are just as good as gold, but they certainly do need shaking up on their collections. They are always afraid to ask anybody for money who gives them an order, and they are terribly imposed upon.

I don't blame Cox for not paying any more money on the boat until it is delivered, but now I understand it is delivered. I would advise you to jump on a train and go over and get this situation straightened up. If they need an extra \$10,000 to carry through their part of the program, I will let them have it.

They are trying to build me a boat without asking me for any payments on it. I told them I would take the boat in lieu of what they owe me, which is something like \$50,000, perhaps more. At any rate, they are o.k. and I won't see them get into any trouble, but they need somebody to jack them up on their collections.

Yours,

CCF:T

MEMORANDUM

FROM MR. FISHER

DATE September 25, 1930

TO Captain C. B. Hewes.

SUBJECT

boats

Dear Cap:

I am disappointed that I have not that memo from you this morning which you promised ten days ago. I would like to see your exact figure between laying up the "K" at Ft Port Washington and laying up at Miami Beach. There is a possibility of a charter now for two weeks which is the only thing in sight, but this has not been closed.

We must make arrangements to get the "Shadow L" (formerly Annabar) down before bad weather sets in, and have it in shape to sell. We have a lot of money tied up in the "L" and really it has a possibility of being sold. After we get the "L" down it is not necessary to keep a crew on her until some time the latter part of December. During the interim Ringbloom could stay on the boat, do the painting and general upkeep, shine the brass, etc. For a demonstration run we could take you off the "K" if the "L" should go down. It is worth while now-a-days to sit down and do some real figuring on these various expenses that have not been so important in the past but they are certainly important now and I expect a lot of cooperation.

I told Art to tell Captain Carpenter to send that uniform back which he walked off with. I don't want the uniform and will send it back but I certainly think it would have been a nice gesture for him to pack it up and return it as it could have been used some time in yacht work by somebody else.

After this, I prefer to pay a monthly advance to sailors having uniforms and expect them to buy them and own them. If you cannot get men under these conditions advise me and I will send up to New Bedford and get some fishermen that are accustomed to buying their own things and working on a fixed salary -- and I have noticed they are quite neat looking. (This uniform question would not be so bad if it were not for men constantly leaving the employ of the company for one reason or another

CGF:T

MEMORANDUM *boats*

FROM MR. FISHER

DATE October 1, 1930

TO Captain C. B. Hewes.

SUBJECT

We have secured a very good rate on the "H" to be shipped, I think, on the 23rd of this month on the Glyde Line. We are shipping several automobiles at the same time.

I think our plans will work out best to leave with the "K" on the 10th, 11th, or 12th, and have you return immediately and bring down the "Shadow M". I have changed the lettering from "L" to "M". This will leave us only one crew and for the special trips until we sell the "Shadow M" I think we can get along leaving Ringbloom on the boat to keep it in shape.

I think Uncle Vic would want Clarence on the "Shadow H" as he seems to like Clarence a lot, and until we know further just what his plans are we will consider that Clarence will stay on the "H".

It is going to be necessary to do some tall moving in the next ten days to get everything ready, especially with the "M". The Furdys have so much work to do the "M" won't be ready to go south in the next ten years unless you keep right after them.

We will take all the goods, and baggage anybody wishes to send down with us, as long as they put tags on the baggage. However, we are not hauling any trunks. I want the aft deck cleared.

CGF:T

October 6, 1930.

Governor James M. Cox,
Dayton, Ohio

My dear Governor:

I have yours of the 28th. I certainly have cast my eye on the interest rate, and except that I had an unusually strong breakfast of ham and eggs this morning it would have been necessary to summon physician. I hope you will arrange to make the payments on this note in small amounts that I can take care of until I get further out of the woods.

The boat with the new motors is beautiful and while they are gasoline a great many precautions have been taken to see that nothing is going to happen to them, and we have never had but one of our boats give trouble, and that was Snowden's boat, and it was easy to understand the condition of affairs in his boat which had very poor attention and a very poor crew.

Margaret is up and walking around now and in the city taking some electrical treatments. She expects to be out of it in a few days and will then come south.

You will probably be interested to know that apparently the 300's have been thoroughly licked, with a 36 hour test and now starting on a 24 hour test. I am sending you a copy of Humpage's letter which will give you further details.

Of course, we were under obligations to supply one set of motors before yourself. These have been sent out and a second set is

Governor James M. Cox,
October 6, 1930
Page 2.

now being sent to Purdy. The third set, which are the motors built for you, will probably come through in another month or two. Purdy is very much pleased with the results. He told me he held a handkerchief over the exhaust of one of these motors for five minutes without discoloring the handkerchief. This is good and better than anybody else has done for some time.

Yours,

CGF:T

Boats

Nov. 11th, 1922.

Mr. James Elverson, Jr.
The Philadelphia Inquirer,
Philadelphia, Pa.

My dear Mr. Elverson:

I have your letter of November 2nd, written to Mr. Chapman, and I want to take particular exception to the statement which you make, namely, "The reason Mr. Fisher is selling the boat is because it was a failure. It did not come up to his expectations and could not make the speed required, if fact, the best it did, I am told, was 25 miles."

I consider SHADOW F the best boat I have built by long odds, and considering its size and accommodations her speed, which is up to present time better than 35 miles, is quite remarkable. Up to the present time there has been less than two hours of time spent on adjustments of any kind on the motors. The motors are in as perfect condition as when they were installed, with the exception that in order to give additional speed trials we are going to grind the valves. I am going to try and get the boat in shape to make an official government test of 35 miles.

Possibly the gentlemen who informed you of the speed would like to back up his judgement or statement, or possibly you might want to accept his judgement and make me a friendly wager of the speed of this boat. With the arrival of two sets of wheels, which are now ordered, and with three different trials permitted, I will wager you or your friend ten thousand dollars against five thousand dollars that SHADOW F can better thirty four miles.

If you happen to be down this way, I would be very glad to have you see the boat, if for no other reason than to check up the statement which was made to you.

Very truly yours,

Carl G. Fisher.

CGF-MEX

Boats

November 12, 1930

Mr. C. M. Keys,
39 Broadway
New York, N.Y.

My dear Clem:

It has occurred to me that you might be a prospective purchaser for the "K". She is here at the Beach, all painted up, and just has a captain, engineer, and sailor on board, but could be gotten in shape for you soon. I would like to sell it to you at a big bargain if you want a boat of this type.

There is \$400,000 wrapped up in this boat and I will make you a price of \$175,000 on it if it would interest you. The boat is in beautiful condition, just installed a new generating motor not long ago, also a new launch motor. All of the painting throughout has been finished and she is ready for delivery on a week's notice.

I had a price considerably higher than this to brokers, but it runs in my mind that you might be interested.

Yours,

CGF:A

Boats

December 19, 1931

Mr. Lee Olwell,
National City Bank,
55 Wall Street,
New York City.

Dear Lee:

Now that stocks are going up, perhaps "Boss" Mitchell will need a long rest, either this winter or next summer, and I want to offer him the "SHADOW K." for \$125,000 cash.

Since the Boss has seen the "K" she has been tied up at Purdy's dock all last summer, and I kept the engineer and one sailor on board with the Captain, and during this time the boat was overhauled from top to bottom, painted and revarnished inside and out, the engines were taken down and thoroughly overhauled, and they are in better working condition than they ever were.

Since you saw the boat last I have replaced the awning over the After deck, and along the gangways, on each side, with a solid roof, which adds a lot to the appearance of the after part of the boat, and makes it much better in wet weather, and is quite improved. I spent about \$4,000.00 on this job, which was done by Purdy, and is first class.

I have reduced the running expenses of the boat considerably, as usual from necessity. The boat is lying at the Dock now with one man at \$125.00 per month, who keeps polishing, painting and varnishing through the winter, and stands by as a watchman. I have the dock privileges from Purdy at \$30.00 per month, and just before I laid up the boat I had the crew cut to fourteen men, and a general running expense of \$4500.00 per month.

My Captain and former engineer can be had on short notice, and the boat can be put in commission and back here in Miami in ten days if the Boss should want it for a southern cruise.

Drop me a note.

Yours,

Mr. Lee Olwell - #2

P.S. This boat is like a lot of Bonds and Stocks. There was a time as you know, when I could get \$250,000 for it, if I had pushed the sale. Hope you get down this way this winter.

C. G. FISHER

CGF-HM

January 21st 1932.

Boats

Mr. Robert H. Grant,
4730 North Bay Road,
Miami Beach, Fla.

My dear Bob:

I am making a very strong effort to dispose of the SHADOW K. and it occurred to me that you might be interested.

As you know, the SHADOW K. cost me over \$300,000, and continues today to be the fastest ocean going Diesel yacht afloat. During the past summer I had a skeleton crew of a Captain, Engineer, and helper on the boat at Port Washington, throughout the summer, trying to affect a sale or charter. During this time the boat was completely overhauled, from top to bottom, being painted from keel up, inside and outside. The engines were down and thoroughly cleaned, reassembled, and all the valves ground, etc. as the crew had over six months time to devote to a thorough job.

Confidentially I can name you a price of under \$100,000 for the "K" for immediate sale, if you would be interested. For ordinary use in this country, without strenuous night and day cruising, you can get along easily with a crew of nine, and a crew is available now at about one third less than formerly. Of course if you wish to do considerable entertaining on the "K" you would have to add two more to this crew, for galley and cabin service.

If you are at all interested, drop me a note, if not, you may have some friend who wishes to pick up a real boat, at a real bargain.

Yours,

C. G. FISHER

CGF-HM

Boats
December 16, 1932.

Mr. Ray C. Ellis,
Silver Hills,
New Albany, Indiana.

My dear Ellis:

I have yours of the 13th.

I will be glad to see you and Charlie down this way whenever you get a chance. I cannot promise you anything in the way of a fishing trip this year, as I have no boats, except a row boat. If you want to get yourself a bent hook and a nickle's worth of fish worms, I will loan you a row boat.

I have disposed of all my boats except the SHADOW K. and she is lying at the dock subject to charter. I am in hopes of selling her to some of the South American revolutionary countries for a gun boat.

In the meantime I hope you will decide to run down and look the place over.

I am sorry to learn that Charlie's father is not well. If you see them, give them my regards.

Yours,

G. G. FISHER

GGF-HM

Boats

Copy to:
N. B. Roney

December 21, 1932

Mr. Walter A. Jones,
Venedum Trees Building,
Pittsburg, Pa.

My dear Mr. Jones:

Mr. Roney telephoned me a short time ago regarding the "SHADOW K." for a ten day cruise and fishing trip in February.

I enclose herewith a pamphlet of the "SHADOW K." The charter price for ten days would be \$5,000.00 with a crew of nine. I would be willing to have a carryover charge of \$200.00 a day in case of rough weather either before leaving Miami, or on the return trip.

The average cruise mile cost for the "K" in oil and gasoline is 25 cents per mile.

In a cruise of this kind, I furnish the complete crew with uniforms, all repairs, insurance and equipment, and expect the guest on charter to pay for all foods, oil and gas. Oil and gas as stated before is furnished on the basis of 25 cents per mile.

The fishing boats are equipped with the latest type of rods, reels and equipment of all kinds. The owner can make this trip either moderately expensive or rather expensive, according to his taste in foods, wine, liquors, etc.

If an extended trip is considered, such as to Haiti or South American Ports, it will be necessary to put on a heavier crew for night and day work, which would add some \$50.00 per day to expenses.

The "K" is equipped with all modern conveniences of any yacht afloat, and is the fastest Diesel Yacht afloat, and I believe you would have a very good time on a southern cruise.

Kindly advise or write me just what you have in mind, which would make it much easier for me to assist you in a general shaping up of a southern cruise.

Yours very truly,

CGF-MM

CARL G. FISHER

May 5th 1933.

Mr. Francis S. Whitten,
324 West Flagler Street,
Miami, Fla.

My dear Francis:

I have yours of the 4th, and as long as I haven't any real estate business to attend to this morning, I am going to throw you a few shots about buying a boat.

In the first place, the "ALLEN" is one of several boats that was designed for friends of mine, after I had spent more than a million dollars on boats of all kinds. I have probably built and owned more boats than any other ten men in the world. It has been sort of a hobby of mine, and for more than twentyfive years I have owned my own boat works with the finest mechanics in the whole world running this boat works, i.e. the Purdys who come from an English boat building family, who have been in the business for one hundred and fifty years. They occupy in the boat building business the same place that Tiffany occupies in the jewelry business. If they make a boat it must be good.

We built six boats just like the "ALLEN" one was sold to John Hertz, one to Irv Collins, one to Kohlhepp, and I have forgotten where the other three finally landed.

This hull is put together with copper rivets, there must be about 3,000 copper rivets fastening this Mexican mahogany. Without engines, at all, you could not even today, possibly get this hull built for \$2,000, there is too much workmanship in the hull, even at 50 cents an hour.

If you want a really good boat, I can recommend this boat to you, as being good. In fact there is no boat in the whole world of its size that is as well built as this boat, unless it is a duplicate.

Now if you can find a duplicate of this boat I would advise you to buy it at any price you can get it for, but you cannot buy this boat for less than \$2,000

Mr. F. S. Whitten - #3

and as I told you the price will be \$3,000.00
There are a certain number of people who understand
Purdy construction.

The very fact that you would not have to pump this
boat out from a leak for the next six months, is worth
something isn't it? The fact that the hardware on
the boat is rust proof is worth something. Also the
design is worth something.

I would like to see someone have this boat would would
loan it to me once in a while next winter, as I cannot
afford to keep it.

As I told you the other day, we refused \$1800.00 for
the boat, because I was rather tired of having people
push me around on prices, and if you live here for
the next fifteen years, you will probably see this
boat going up and down the Bay in the hands of someone,
and it probably won't leak a drop in fifteen years
from now.

There is another boat over at the boat house called
the "HUMMING B" which was built for Uncle Tom Caddis.
The contract price was \$4,000.00. The hull of this
"HUMMING B" is just as good as the hull of the "ALLURE"
but I cannot say so much for the engine, as the engine
has had a lot of abuse, and has been handled by
inexperienced people, and naturally got into trouble.

But you can buy the boat for about \$800.00, and put in
a new engine, which would give you one of the best
small boats in the whole United States, but it would
be a single engine boat instead of a double engine,
which would be O.K. for in the Bay, but I would not
advise anybody to use a single engine boat in the
Gulf Stream. This is a very nice little hull,
and in excellent condition, and you can see it over
at the boat works.

Am leaving for the North in the next few days.

Best regards, if I don't happen to see you to say
goodbye.

Yours,

Copy to

A.D. Cummins,

Miami Beach Boat Works.

CARL G. FISHER

CGF-RM

May 17th 1933.

Mr. Harold S. Vanderbilt,
Grand Central Terminal Building,
New York City.

My dear Mr. Vanderbilt:

We have been holding the "SHADOW K." here at the Beach for a test trial by one of the southern warring governments, preparatory to a sale, but apparently they have settled their arguments and cooled off, or they have killed off all the presidents, or they have run out of money.

Any one of these three reasons that is applicable has stopped the sale of the "K" and she will leave for New York within the next week.

I want very much to dispose of the "K" if possible. Can guarantee the boat in perfect conditions from top to bottom, and will guarantee better than twenty miles test trial top speed, eighteen miles cruising speed.

The engines have been thoroughly gone over this winter, and the boat has been painted inside and out, and can be delivered in a week.

If you have any friends who want to purchase a real bargain, believe the "K" is the best Diesel ocean going yacht on the market at this time.

Contrary to some rumors you may have heard in the past the "K" is entirely vibrationless at any speed, and after spending considerable money on these engines, I have finally, I think, made them the most noiseless and least vibrating Diesels that I know of.

Confidentially I have a price under \$75,000 for a quick sale.

Yours,

CARL G. FISHER

CGF-HM