

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

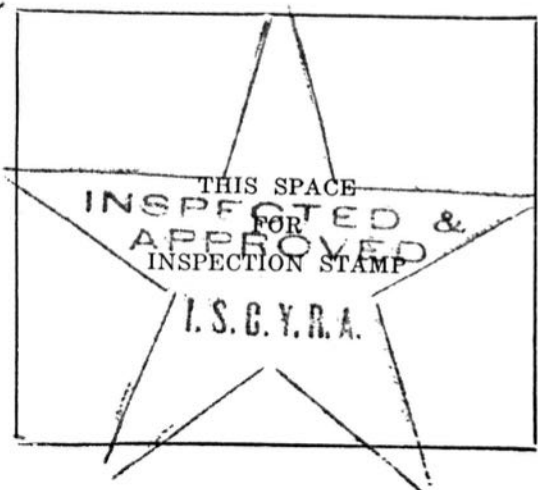
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

SEC. D.

—CONDITIONS UNDER WHICH CERTIFICATE IS ISSUED—

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

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



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

Signed

Henry M. Devereux
Chairman International Measurement Committee.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

APR 20 1950

Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	13 3/4	9 1/8	5 1/2	2 7/8	2 1/2	3 1/2	6 1/2	10 3/4	15 3/8
Chine			10 3/4			7		10 1/2		17 1/6
Side			30			27 1/2		26 5/8		

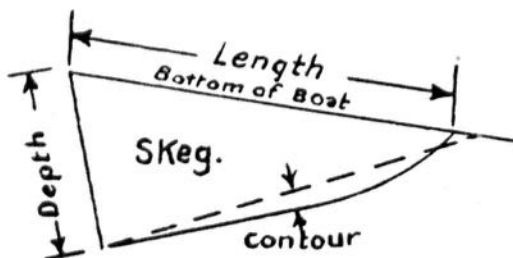
Half Breadths	Stations	3.	6.	8	Stern
Deck		23 7/8	34 1/8	31 1/4	19 3/4
Chine		15 7/8	27	24 1/2	15 1/2

Rudder.
Width 17 3/4
Depth 16 1/2
27 3/4
30 1/2

Corrected by
Measurer
April 10, 1950

Skeg
Length 2' 10"
Depth 16"
Contour 1"

Is construction as
per Rules? yes

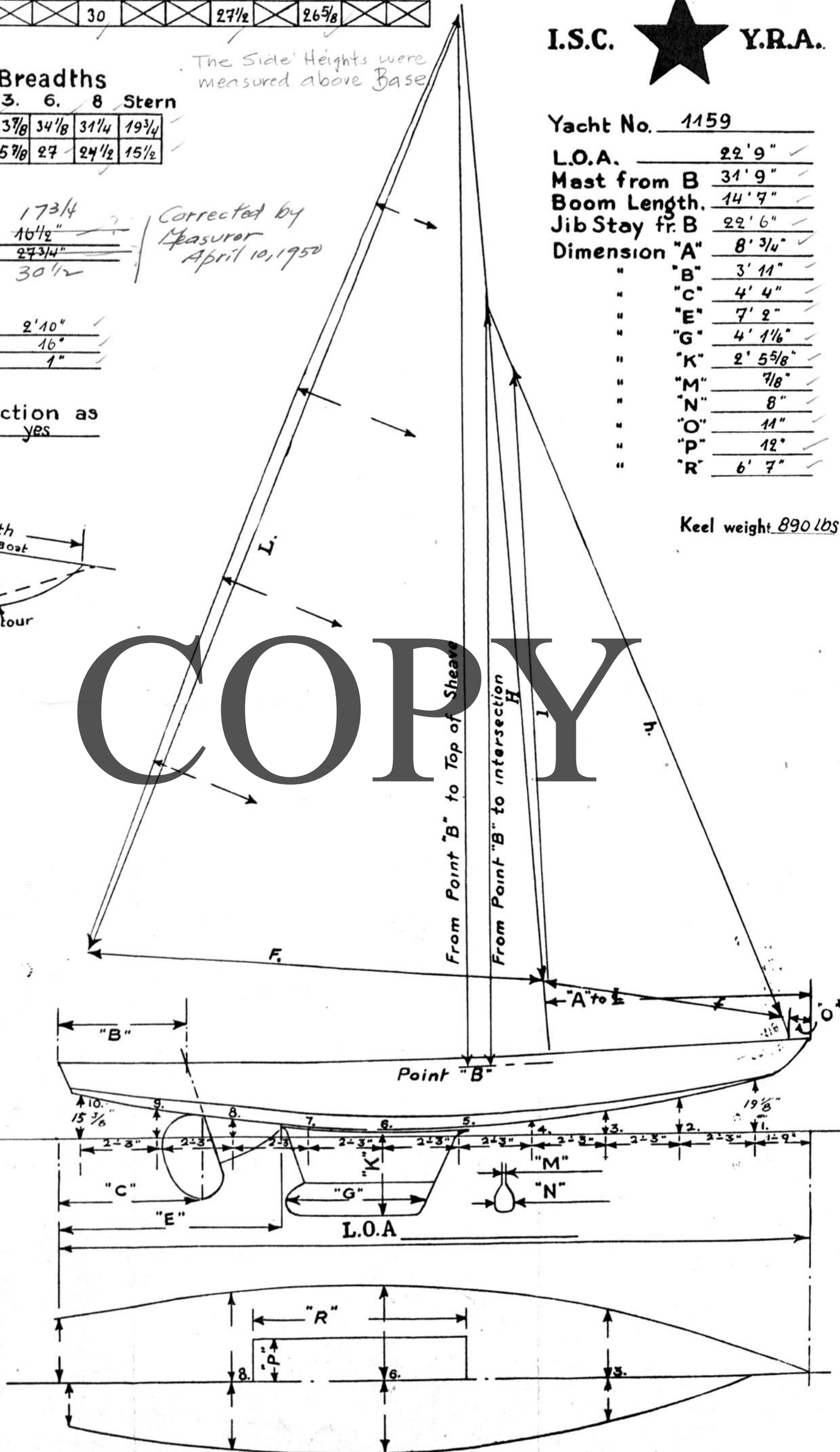


I.S.C. ★ Y.R.A.

Yacht No. 1159

L.O.A.	<u>22' 9"</u>
Mast from B	<u>31' 9"</u>
Boom Length	<u>14' 7"</u>
Jib Stay fr. B	<u>22' 6"</u>
Dimension "A"	<u>8' 3/4"</u>
"B"	<u>3' 11"</u>
"C"	<u>4' 4"</u>
"E"	<u>7' 2"</u>
"G"	<u>4' 1 1/6"</u>
"K"	<u>2' 5 5/8"</u>
"M"	<u>7/8"</u>
"N"	<u>8"</u>
"O"	<u>11"</u>
"P"	<u>12"</u>
"R"	<u>6' 7"</u>

Keel weight 890 lbs



OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A.

DESCRIPTION OF MEASURED YACHT

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

1. YACHT'S NUMBER? 1159
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name " Hunerle " 4. Year built? 1935
5. By whom built? Warp - Kiel
6. Owner's name? Rudolf Dehmlow
7. Address Hamburg 39 Blumenstraße 9
8. Fleet Nord-Deutsche 9. Remarks —

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the day of 15. März 1950 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed Hamburg den 23. III. 50

Signed Theodor H. Stöken

Certified Star Measurer

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

WARNING

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

Sec. B.

RENEWAL OF AFFIDAVITS OF NO ALTERATIONS

SOLD OR TRANSFERRED TO _____ of _____

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

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

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

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

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

Date _____ Signed _____ former owner.

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

One copy file: Measurers, future changes specs..

Stolken's original letter filed Star No. 1159

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

Mr. Theodor H. Stolken
Hamburg 20
Tarpenbeckstrasse 57
Germany

Dear Mr. Stolken;

Thank you for your letter of April 14, with the corrected rudder measurements of Star No. 1159, and the information about the weight of the keel. I have now approved the measurement certificate, which I am mailing to the owner Mr. Rudolph Dehmlow.

I am much interested in your question about stepping the mast on deck. Many people seem to like a mast with the step on the deck, and there is probably much to be said in favor of it, for producing a more fair curve of the spar when under sail.

The mast of a Star boat cannot be stepped on deck, except for experimental purposes. When racing the mast must be stepped as shown on the plans and specifications. You will find in the specifications certain requirements on conforming to the plans, and in Article XIII the mast step is required to be according to the plans. However, while the detailed design of the mast step may be changed, its location must be where the plans show. This requires it to be below the deck.

When people propose improvements in basic design of Star boats, I do not like to reject new ideas. However, if any Star owner wants to race, he must conform to our rules. If he wishes to privately try some experiments, he may be helping us all for future developments.

With best wishes.

Sincerely,

HENRY M. DEVEREUX

Chairman, International Measurement Comm.

88 City Island Ave.
City Island
New York, 64, N. Y.
March 30, 1950

Mr. Rudolph Dehmlow
Hamburg 39
Blumenstrasse 9
Germany

Dear Mr. Dehmlow;

I have recently received your measurement report for Star No. 1159, remeasured, as submitted by Mr. Theodor H. Stolken. I regret that this report cannot be approved until the following items are corrected.

(a) The rudder is reported to be extremely small, too small to be approved. The following table will show how this happens.

Dimension	Reported Dimension	Minimum Allowable	
		English	Metric
Rudder Width	16 1/2"	17 1/2"	0,444
Rudder Depth	27 3/4"	30 1/2"	0,774

(b) The side heights are reported entirely too great. This seems to be due to their being reported as vertical heights above the baseline. I have re-calculated them, as they should be reported, and find that the actual size of the hull is within the limits.

No actual change is required, by you or the measurer. However, the attached sketch will probably clarify the manner in which chine and side heights should be reported.

(c) There is no weight certificate sent to me for the keel, which is reported at 890 lbs. Since this boat has been built a number of years ago, the weight certificate may not be available. If you do have it, please send it to me.

Herewith I am enclosing one copy of the measurement report, for correction by the measurer on rudder dimensions.

If no weight certificate for the keel is available, I wish the measurer would make a statement to me that he feels sure the weight is correctly reported at 890 lbs.

When the rudder dimensions are suitably corrected and the keel weight information is clarified, the approved Measurement Certificate for Star No. 1159 will be issued.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

COPY

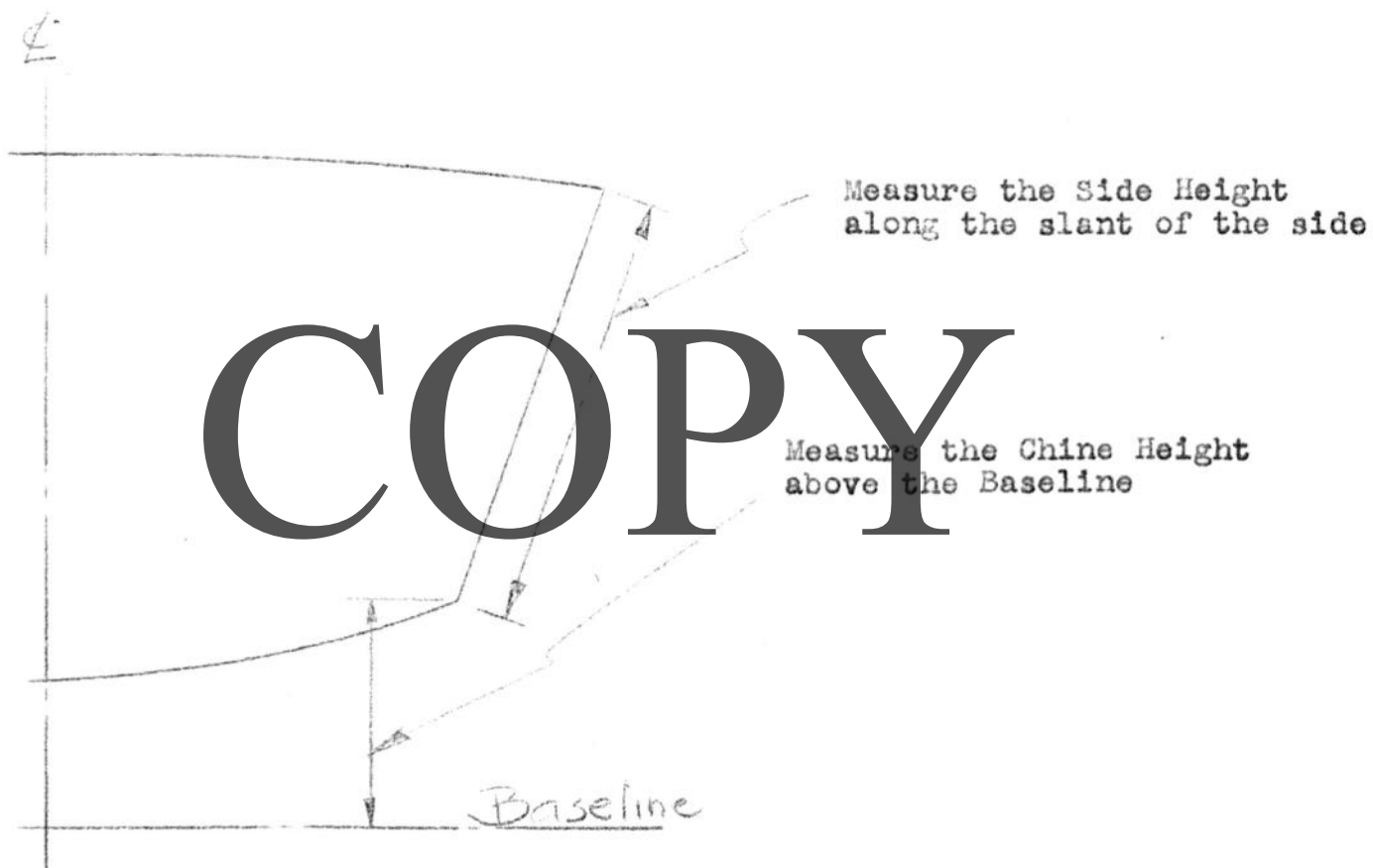
Copy to Mr. Stolken, Measurer

INTERNATIONAL STAR CLASS
YACHT RACING ASSOCIATION

INTERNATIONAL MEASUREMENT COMMITTEE

March 30, 1950

MEASUREMENT OF HEIGHTS OF CHINE AND SIDE



Henry H. H. H.

1838
See also 1159

Ivoryton, Conn., U.S.A.
November 15, 1949

Mr. Erich F. Laeisz
Trostbruncke 1
Hamburg 11, Germany

Dear Mr. Laeisz,

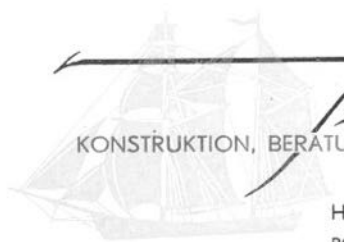
The Measurement Committee has no record of certificates for Stern Nos. 1159 and 1838. The originals must have been lost in the mail, as they were evidently never received and approved.

Unless the measurer has his work sheets or some other records from which new certificates can be prepared, I am afraid the boats must be remeasured.

Sincerely,

W. Whitney Stueck.

WWS:ps



Ingenieur Theodor H. Stölken
KONSTRUKTION, BERATUNG, BAUAUFSICHT FÜR JACHT- U. KLEINSCHIFFBAU

HAMBURG 20 . TARPENBECKSTR. 57 . TEL. 52 62 78

POSTSCHECKKONTO: HAMBURG 14 50 42 25th March 1950

J.S.C.* Y.R.A.

C. Stanley Ogilvy

51 East 42 ND St.

New - York 17 N.Y.

- - - - -

Enclosed please find the Class Measurement
Certificates of the

Star-boat Nr. 1159

which has been remeasured. We beg you
for arranging and stating of the class.

Yours faithfully

Theodor Stölken

COPY

Ingenieur Theodor H. Stölken

KONSTRUKTION, BERATUNG, BAUAUFSICHT FÜR JACHT- U. KLEINSCHIFFBAU

23 Eilbekerweg 63 25-38-09
HAMBURG 20 . TARPENBECKSTR. 57 . TEL. 52 62 78
POSTSCHECKKONTO: HAMBURG 14 50 42 29/4/1957

To
International Star Class
Yacht Racing Association
51 East 42nd Street
New York 17 N.Y.
U.S.A.

Dear Sirs,

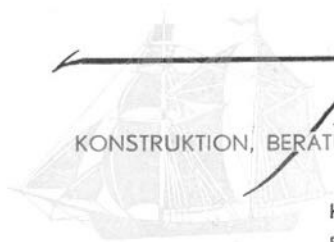
Re: Starboat No. 1159 "Hunnerle" Fleet HF
Owner: Rudolf Dehmlow

I, the starboat surveyor hereby certify that on my survey on the occasion of the repairs carried out to the above vessel in 1956 I found that no changes have occurred to the vessel, the scantlings and the structural members. I furthermore confirm that the requirements of the Star Class are adhered to now as before.



1 copy for Mr. Rudolph Dehmlow,

Hamburg 39
Blumenstraße 9



Ingenieur Theodor H. Stölken

KONSTRUKTION, BERATUNG, BAUAUFSICHT FÜR JACHT- U. KLEINSCHIFFBAU

HAMBURG 20 . TARPENBECKSTR. 57 . TEL. 52 62 78

POSTSCHECKKONTO: HAMBURG 14 50 42 14.th April 1950

Mr.

Henry M. Deveraux

Chairman

International Measurement Committee

88 City Island Ave.

City Island

New - York , 64, N.Y.

Dear Mr. Devereux ,

Star No. 1159

With reference to your letter from 30th March I beg to inform you that I have made a mistake about the reported dimensions of the rudder. Will you kindly excuse this.

The side heights were reported as vertical heights above the baseline. I thank you for your instruction and shall correctly measure in the future.

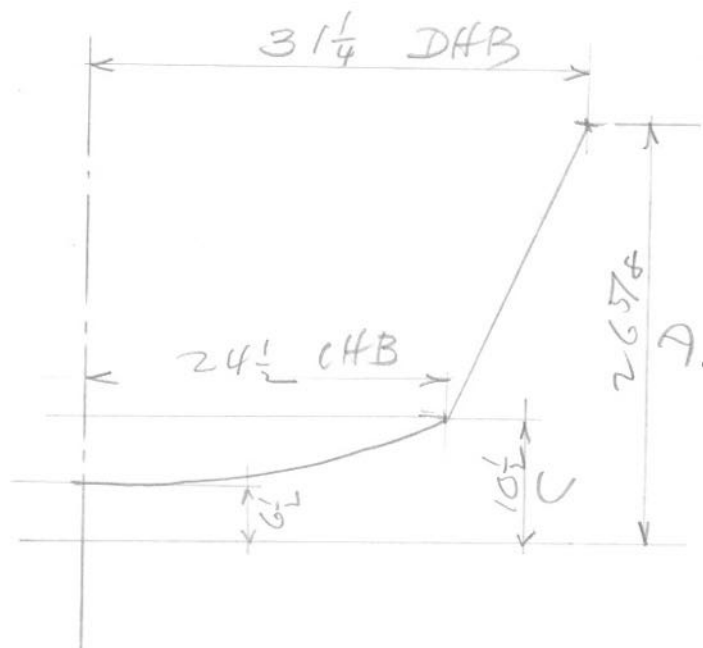
Referring to the keel I have to state that I feel sure the weight is correctly reported at 890 lbs. Enclosed please find the corrected Measurement Certificate.

Will you kindly answer me to the question, whether it is allowed to set the mast upon the deck ? I have been asked from another sailor, but don't know it.

Yours very truly

1 enclosure

Theodor Stölken



#1159
3/30/50

REPORTED
3/23/50

Stat # 8

Corrected Side Height, for
proper dimension,

COPY

$$\begin{aligned}
 S &= \sqrt{(D-C)^2 + (DAB-CHB)^2} \\
 &= \sqrt{(26\frac{5}{8} - 10\frac{1}{2})^2 + (31\frac{1}{4} - 24\frac{1}{2})^2} \\
 &= \sqrt{(16\frac{1}{8})^2 + (6\frac{3}{4})^2} \\
 &= \sqrt{260 + 45.6} = \sqrt{305.6} \\
 &= 17.46 \text{ inches}
 \end{aligned}$$

$$\begin{array}{r}
 16\frac{17}{32} \\
 10\frac{1}{2} \\
 \hline
 27\frac{1}{32}
 \end{array}$$

$$\begin{array}{r}
 26\frac{5}{8} \\
 10\frac{1}{2} \\
 \hline
 16\frac{1}{8}
 \end{array}$$

$$\begin{array}{r}
 30\frac{5}{4} \\
 31\frac{1}{4} \\
 \hline
 24\frac{1}{2} \\
 \hline
 6\frac{3}{4}
 \end{array}$$

$$\begin{array}{r}
 260 \\
 45.6 \\
 \hline
 305.6
 \end{array}$$

ERICH F. LAEISZ · HAMBURG 11 · TROSTBRÜCKE1
TELEPHON: 32 2281 · FERNGESPRÄCHE 35 3015 · TELEGRAMME: LAEISZ HAMBURG

Hamburg, December 2nd, 1949.

W. Whitney Stueck Esq.,
Ivoryton, Conn.
U.S.A.

Dear Sir,

I thank you very much for your letter dated November 15th. It may be possible that the measurement certificate of Star No.1838 has been lost in the mail. I have, therefore, written to the owner to see whether the official measurer is still in possession of the data, and therefore able to issue a new certificate to be sent in for approval. If not, the boat must be remeasured.

As to Star No.1159 she has been built 1935 at C.Waap, Heikendorf for Mr. Chr. Backhaus who later sold her to Mr. Oetker who later on sold her to Mr. Dehmlow. She now is named "Hunerle". I had asked Mr. Backhaus whether the boat ever had a certificate which he answered in the affirmative. I see, however, from the Starlog 1939 and 1945 that there is no asterisk to her number which indicates that her measurement certificate has never been submitted to the Measurement Committee for approval. Mr. Backhaus told me that she has actually been measured by Heldt who was official measurer at Kiel at that time. Mr. Heldt is, however, no longer in office as he is a very old gentleman now. I shall, however, get into touch with him to find out whether he still has the data of No.1159. This is, however, very doubtful because Kiel has been bombed very badly during the war and nearly everybody lost everything.

If no datas are available I shall ask our official measurer Mr. Harms to have the boat re-measured.

Very truly yours,



Captain "Norddeutsche Flotte"

ERICH F. LAEISZ · HAMBURG 11 · TROSTBRÜCKE 1
TELEPHON: 32 22 81 · FERNGESPRÄCHE 35 30 15 · TELEGRAMME: LAEISZ HAMBURG

Hamburg, October 13th, 1949.

International Star Class Y.R.A.,
51 East 42nd Street,
New York 17, N.Y.
U.S.A.

Dear Sirs,

A duplicate of the Measurement Certificate for Star No. 1159 (owner: Rudolf Dehmlow) "Hunerle" is needed because the original certificate has been lost during the war. No alterations have been made to this boat.

*Ans
received*

Star No. 1838 "Hilda V" (owner: Dr. Th. Giesecke, Heikendorf near Kiel) was built at C. Waap (W.A.), Heikendorf, in 1939. The measurement certificate has been sent to the Measurement Committee to be approved, but approved certificate has never been received here, probably because of the outbreak of the war. If it has been lost in the mail please send duplicate.

The fees for the certificates will be paid into the special account of the "Norddeutsche Flotte" as per special agreement (your letter dated June 30th, 1949).

No duplicate for "Paka IV" will be needed as the original certificate has been found.

Sincerely yours

