

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTIONS TO CERTIFIED MEASURERS—

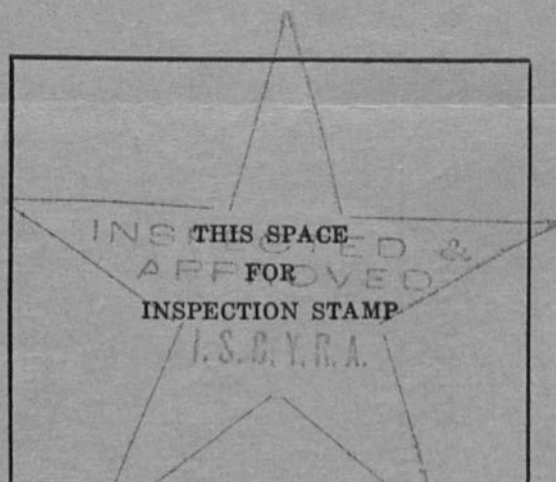
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made out by the Certified Measurer IN DUPLICATE. He must answer all questions in Sec. 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 bears the inspection stamp of the I. S. C. Y. R. A. and is signed by the Chairman of the International Measurement Committee. It shall be automatically revoked if any structural alterations are made or if not properly endorsed over to a new owner by former owner, or may be revoked at any time by order of the International Measurement Committee for the International Executive 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 Executive or Measurement 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 *D. J. K. K. K.*
Chairman International Measurement Committee.

6/21/39

1806

I.S.C. ★ Y.R.A.

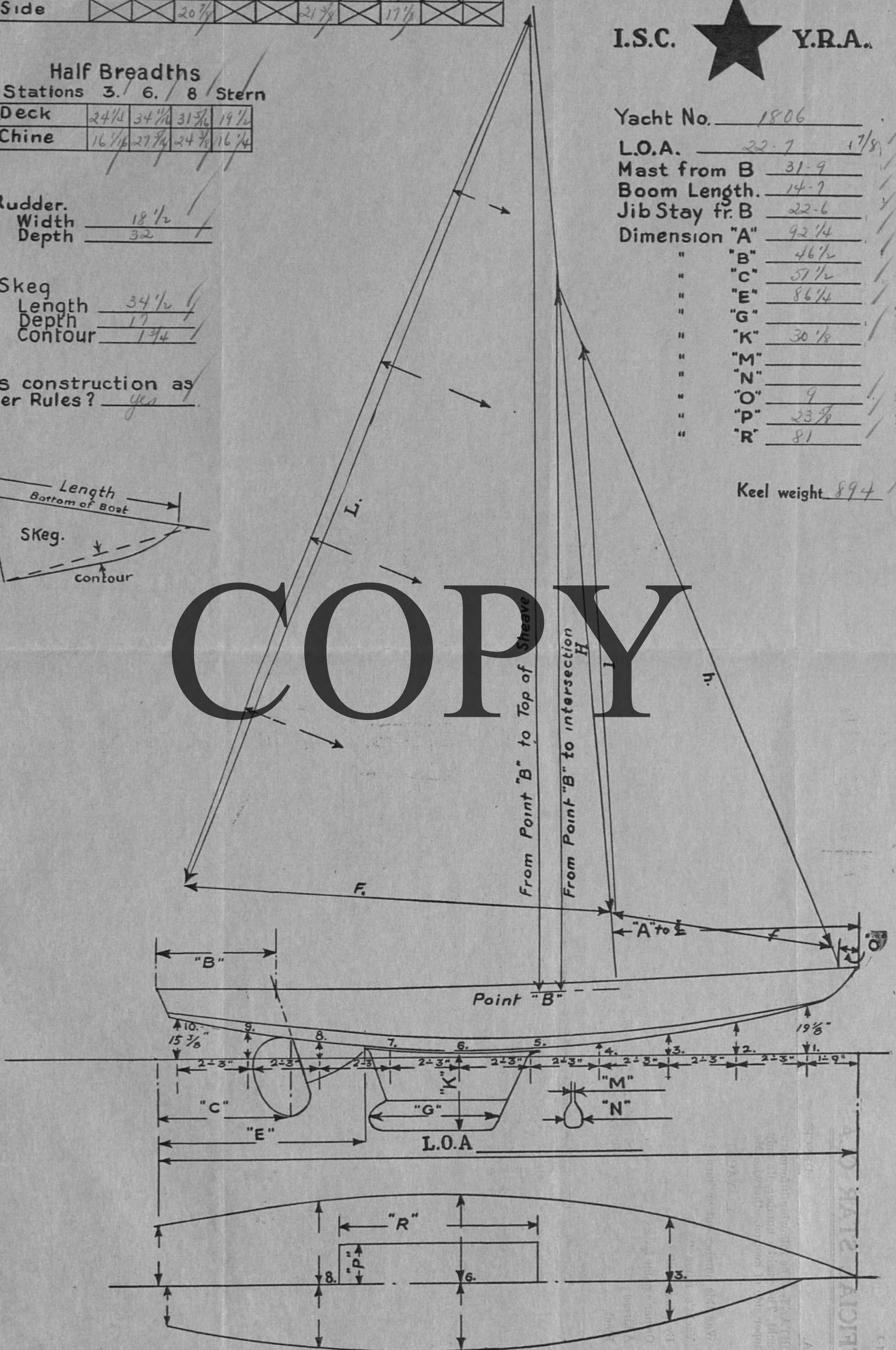
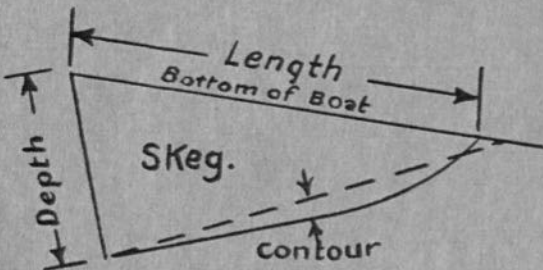
Yacht No.	1806
L.O.A.	22-7 + 7/8
Mast from B	31-9
Boom Length.	14-7
Jib Stay fr. B	22-6
Dimension "A"	92 1/4
" " "B"	46 1/2
" " "C"	57 1/2
" " "E"	86 1/4
" " "G"	
" " "K"	30 1/8
" " "M"	
" " "N"	
" " "O"	9
" " "P"	23 7/8
" " "R"	81

Keel weight 894 ✓

Rudder. _____
Width 18 1/2
Depth 32

Skeg
Length 34 1/2 ✓
Depth 17
Contour 1 3/4 ✓

Is construction as per Rules? yes



OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A.

DESCRIPTION OF MEASURED YACHT

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

1. YACHT'S NUMBER? 1806
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "GINGER TOO" 4. Year built? 1938
5. By whom built? Geo. Dittken
6. Owner's name? William R. Schade
7. Address 375 E. 188 St., N.Y. City
8. Fleet N.Y.C. 1 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 10th day of June 1939 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 June 16, 1939 Signed W. R. Schade
Certified Star Measurer

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

WARNING

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

Sec. B.

RENEWAL OF AFFIDAVITS OF NO ALTERATIONS

SOLD OR TRANSFERRED TO _____ of _____

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

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

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

Date _____ Signed _____ former owner.

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.

88 City Island Ave.
City Island
New York, 64, N. Y.
August 23, 1950

Star No. 1806

Mr. Marcel J. Bouscal
4901 Third St.
San Francisco, 24
California

Dear Mr. Bouscal;

Thank you for your letter of August 18, 1950.

The situation on Star No. 1806 is enough to call for consideration of re-measuring. If the boat, at the time of the trailer accident, went over on her side enough to lose the keel, she may have been warped. Such extensive replacement as you have done can easily result in changing the original shape which was the one approved for the certificate.

This Star should be re-measured before the next racing season. Mr. Chris Gasparich, whose address I provided in my letter of August 15, 1950, is the local measurer to do this work for you.

With best wishes for good racing,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

August 22, 1950

MEMORANDUM OF INFORMATION
FOR HEAD OFFICE, I. S. C. Y. R. A.

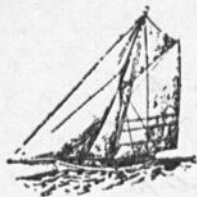
STAR NO. 1806

This boat jumped off a 4-wheel trailer, when the trailer lost a wheel in the "scared by a deer" accident. She was brought to Nunes Bros., Sausalito, California, and there put up for bid. The present owner was the successful bidder:

Mr. Marcel J. Bouscal
4901 Third St.
San Francisco, 24
Calif.

The boat in the accident went over on her side, and lost the keel. The present owner has completed extensive replacement of damaged parts.

HENRI M. DEVEREUX
Chairman
International Measurement Committee



Boats

New
Used
Exchanged

MARCEL J. BOUSCAL

YACHT BROKER

MARINE INSURANCE

Office Valencia 1049 - Res. Delaware 5658

4901 THIRD STREET

SAN FRANCISCO 24, CALIF.

Aug. 18, 1950

Henry M. Devereux
88 City Island
City Island
New York C & N. Y.

Dear Sir -

To bring you up to date on # 1806
the boat was brought to Sausalito at Jones
Bros, where it was put up for bid which we
were the high bid.

The boat as you put it got
scared and jumped off a four wheel trailer,
I was told that the wheel came off and she
went on her side the most extensive damage
was the losing of the keel.

Being familiar with boat building
(not particularly Slais) I found according to the
Certificate that I received with her the meas-
urements were very much in order, so I scrubbed
in 10 new frames, taking out and replacing
one at a time, 5 port deck frames were split
duplicated those, port side slightly scuffed.

I had a new mast made by
Wm. B. Nichols, Oakland who has made

over

them before.

She has been completed and I have raced her twice, but due to tuning up of rigging I did not finish, but if I do not sell her I expect to have it in excellent condition for next years races.

I enjoy sailing her very much, although I have a number of small sail boats including 1 of your Eastern Pennants, which is very similar to the star boat, and having a race between the 2 the Pennant was first, although there was a well seasoned hand at the helm.

I appreciate your interest in #1806 very much, and if there is anything further do not hesitate to write.

Again thanking you, I remain

Respectfully

Marcel Roussel

P.S. The reason for asking for another certificate, the old one has been full of sales.

88 City Island Ave.
City Island
New York, 64, N. Y.
AUG 15 1950
Star No. 1806

Mr. Marcel J. Bouscal
4901 Third St.
San Francisco, 24
California

Dear Mr. Bouscal;

Since writing you yesterday, incident to sending the renewal certificate for Star No. 1806, I have found some additional information on this boat.

The boat has, for a long time, been a sort of enigma with the I. S. C. Y. R. A. She has for a long time been on the East Coast, and then apparently taken across the continent on a truck or trailer. The last known information is a few years old, and states that the boat was "Scared by a deer, and wrecked in Yellowstone National Park." You can supply the rest from your own imagination.

Now it appears the boat is in the San Francisco area. However, I am not sure of her present condition under your ownership.

If the boat has been really damaged, and rebuilt before the date of this letter, she must be remeasured on the basis of our new standards in order to be fully approved for racing.

If she suffered only minor damage in the "deer" episode, and was easily repaired, the renewal certificate issued August 14, 1950, still holds good.

Mr. Marcel J. Bouscal

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August 15, 1950

If you now own the boat in a damaged condition, requiring rebuilding or extensive repairs, this should be handled with caution. You should engage a builder who is either familiar with Stars, or who can follow plans well, and then have him rebuild according to the official plans. Your nearest Certified Star Class Measurer is:

Mr. Chris Gasparich
1738 23rd Ave.
San Francisco, Calif.

If you should have to consider rebuilding, I suggest you get in touch with Mr. Gasparich. He will be able to guide you on our tolerances of dimensions, and the up to date requirements. Mr. Gasparich should be very valuable to you if your builder is not familiar with Stars. If your builder is familiar, Mr. Gasparich would be helpful, but not so essential at the outset.

If you have to start rebuilding or extensive repairs, the boat will have to be re-measured after they are all completed.

Meanwhile, I shall give you the benefit of the doubt, and consider the renewal certificate of August 14, 1950 still holds; until you provide information on extensive repairs or rebuilding, all of which would make a re-measurement mandatory.

With best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

his letter filed #474

88 City Island Ave.
City Island
New York, 64, N. Y.
August 14, 1950

Mr. Marcel J. Bouscal
Yacht Broker
4901 Third St.
San Francisco, 24
California

Stars No. 474
1906

Dear Mr. Bouscal:

Your letter of June 27, 1950, with enclosed check for \$2.00, addressed to Mr. W. Whitney Stueck, has been referred to me. I have succeeded Mr. Stueck for this measurement work.

I must apologise for the long delay in replying. Very serious family illness has retarded me in all of my activities.

The two boats you wished to clarify by the issuance of new certificates are both rather old, as Star Boats go these days. Since they were built and measured, our standards have changed on some technical details. It is the practice of the I. S. C. Y. R. A. never to withdraw approval of an old Star simply because of changed requirements, unless the boat is presented for measurement to conform to the new rules.

You will notice that neither boat exactly seems to fit the newer form of our certificate, Form "J", revision of 1946.

Both boats are still fully approved. This approval will hold good until they might have to be presented at some future date for re-measurement for conformity to the new standards. This matter generally will arise when a very old boat is damaged and repaired, or altered, or enters a large championship race where the new standards are an entrance requirement.

Mr. Marcel J. Bouscal

-2-

August 14, 1950

I am somewhat surprised to receive a request from you, indicating you are the owner of Star No. 1806. This boat is normally one from the New York area. If you find a misunderstanding on the racing numbers, please inform me or the head office at 51 East 42nd St., New York, 18, N. Y. Once in a while two numbers get mixed up.

With best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman

International Measurement Committee

COPY

The Burr & Houston Co.

JOHN W. BURR, President

IRON FOUNDERS

FINE MACHINERY CASTINGS

FRANKLIN, QUAY AND CALYER STREETS
BROOKLYN, N. Y.

MELVIN HEALY
THOS. F. McMAHON
Formerly of
Long Island Foundry Co.

March 9, 1938

Mr. George Aitken
290 Pennyfield Ave.,
Bronx, N Y

Keel #3804

Dear Sir:

We hereby certify that the keel
for "Star" boat shipped to you
today, weighed 894 lbs. and the
height at the lowest point is
30 3/16".

Yours very truly,

THE BURR & HOUSTON CO.

Melvin Healy

MH:JT

Sales Mgr.