

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.

THIS SPACE
FOR
INSPECTION STAMP

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 *W. S. Smith*
Chairman International Measurement Committee.

OK 2/13/51

1838

was .329
changed by the

0.219 0.304
max
was 230
changed by 1/2

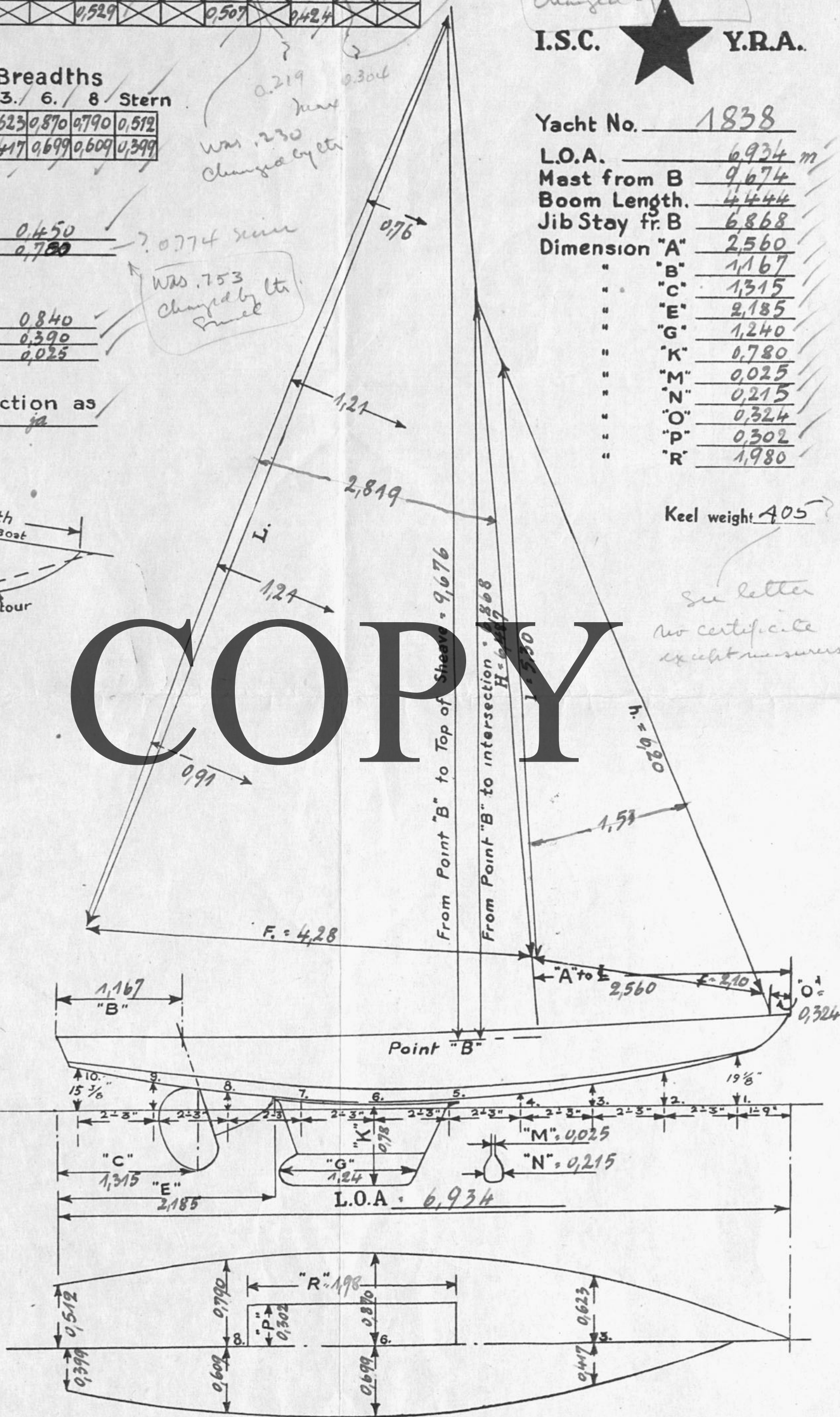
-7.0774 min

was .753
changed by ltr
Sundt

COPY

L.O.A.	69.24	m
Mast from B	9.674	
Boom Length.	4.444	
Jib Stay fr. B	6.868	
Dimension "A"	2.560	
" " "B"	1.167	
" " "C"	1.315	
" " "E"	2.185	
" " "G"	1.240	
" " "K"	0.780	
" " "M"	0.025	
" " "N"	0.215	
" " "O"	0.324	
" " "P"	0.302	
" " "R"	1.980	

See letter
no certificate
except measures



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? 1938 1838
2. Was this number cut or burned into keelson as required above? ja
3. Yacht's name " Hilda I " 4. Year built? 1939
5. By whom built? C. Waap, Heikendorf
6. Owner's name? Dr. med. Th. Giesecke
7. Address Heikendorf (Kieler Förde)
8. Fleet Norddeutsche Flotte 9. Remarks Da dies eine Nachvermessung ist, ist der Kiel nicht gewogen

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 6. day of September 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 Sept. 1950

Signed Adolf Harms

Certified Star Measurer

Schiffb.-Ob.-Ing. i. R.

24b) Kiel-D'ort

NOTE—If there is anything about the yacht's construction or otherwise which you believe Contrary to 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.

By letter 3/7/51
Harms states keel certificate is
lost and cannot be duplicated.
Let it go. Small

Bellport, N.Y.
7015 Lane
2/1/51

Dear Mr Harms:

As you probably know I have been appointed as
the new Chairman of the Measurement Committee. I
have approved your boat #1838 and enclose the cer-
tificate which I hope you will pass on to the owner.

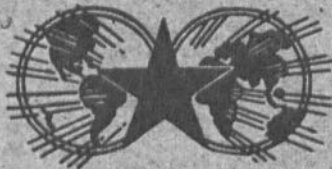
There is no certificate of keel weight in the
files for this boat. although you have stated the
weight and I have written it in on the certificate.
If you have the original certificate please send it
to me. if not, please be advised that it is only be-
cause of the obviously great difficulties that you
have had with this boat that I am certifying it with-
out the certificate. All keels must have a separate
keel weight certificate by a registered weigher - not
by the Measurer.

Good luck.

Sincerely,

Maxwell M. Small

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND ST.,
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

See also 1838

1159
1838

Ivoryton, Conn., U. S. A.
February 11, 1950

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

Dear Mr. Laeisz:

A thorough search of the files, both here and at the Central Office, fails to reveal a certificate for #1159. This is very unfortunate, but I can see nothing to do but have the boat remeasured.

Very truly yours,

W. Whitney Stueck.

WWS:ps

For letter about
figures see

2980

1/5/51

COPY

Chase height 46 + 8 high
0.723 0379
max 0.719 0304

Rudder depth 0.753

allowance 0.774

no keel weight cut. 1/5/51

ADOLF HARMS
YACHT-KONSTRUKTEUR

Fernsprech-Anschluß: G 5 Südring 4195

Bank-Konto: Commerz- und Privat-Bank
Depositenkasse QR

Adolf Harms
Schiffb.-Ob.-Ing. i. R.
(24b) Kiel-D/dorf
Groß-Ebbenkamp 1^{II}

Kiel-D/dorf, den 4an.31.195
Berlin-Tempelhof,
Blumenthalstr. 2

GROSSEBBEKAMP 1,
KIEL-DIETRICHSDORF
GERMANY.

Mr. H. C. Halsted
64 Pearl St.
New York 4. N. Y. U. S. A.

Dear Mr. Halsted:

-2-
Answering your letter of Jan. 5. 51. J remark to Star 1838: Rudder is char
depth is now 0,78 m. By Station 6 & 8 J only could measure at one side,
because it was impossible and greatest hurry necessary (Regatta), look
sketch. To-day J have measured once more on two sides, therefore measur
are Station 6 - 0,206, Station 8 - 0,300. J beg your pardon.

J hope sending you in short time about Star 2980.

Please change measures in Certificat 1838 (kiel weight has been 405 kg
Excuse my perhaps not first class English!

Very truly yours

Adolf Harms

COPY

DR. MED. TH. GIESECKE

FERNRUF LABOE 156

SPRECHZEIT: 8-10 UND 5-7 UHR

AUSSER MITTWOCH

UND SONNABEND NACHMITTAG

HEIKENDORF, DEN

(KIELER FÖRDE)

31. 1.

1938

Ich bestätige Herrn Adolf Hansen, daf.
das Stabrot 1838 im Jahre 1939 von ein-
mal vermessen worden ist, daf. das auslich fest
gestellte Gewicht den Vorschriften entspricht.

I certify to Adolf Hansen that Stabrot *1838
built in 1939 has been constructed as required
by plans and specifications as shown on
Museum Certificate -

für alle.

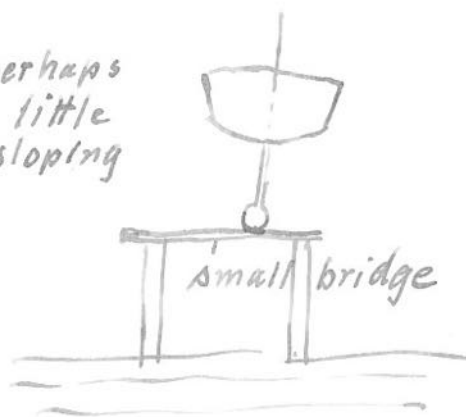
Dr. med. Th. Giesecke

Heikendorf (Kieler Förde)

COPY

1838

perhaps
a little
sloping



AH.

S 5168

Nov. 21

50

Goston Supply Company

Called for.

30 Second-Hand Burlap Bags
(Medium Grass Coffee
(From Seeman

COPY

Owners address of #1838

DR. TH. GIESECKE
HEIKENDORF SEI.
KIEL
GERMANY

COPY

ADOLF HARMS
YACHT-KONSTRUKTEUR

Fernsprech-Anschluß: G 5 Südring 4195

Bank-Konto: Commerz- und Privat-Bank
Depositenkasse QR,

Adolf Harms

Schiffb.-Ob.-Ing. i. R.

(24b) Kiel-Dorf

Groß-Ebbenkamp 11

Berlin-Tempelhof, ~~Blumenthalstr. 2~~ *Kiel-Dorf d.*

*Mr. Henry M. Devereux, 88 City Island
City Island, New York 64., N.Y., U.S.*

Dear Sir:

A propose for mainsail:

In Germany we have for batten-pockets (bags, pouches) an adjudication (limitation) of 5% to battens. Example: upper batten is 0,762 m, therefore batten-pocket is $0,762 + 5\% = 0,798$ m.

Then it is impossible to use battens, which are longer than allowed (permitted).

I have received from Mr. W. Whitney Stueck starlights Nrs 5, 6, 7, 8, 9. Is it possible to receive the later editions (interpretations and clarifications by the Measurement Committee).

With best regards

Sincerely

Adolf Harms

COPY

*-2-
Hilda E.
Edith*

Miss Glass -

If you can shed any
light on this mystery,
please let me know.

Otherwise, return all
letters to me and I
will ask for another
measurement.

~~See also check and~~
~~request for plans.~~

1920
COPY

I know nothing
about this. There is no
record of Certificates
ever having been granted.
Guess they'll have to be
remeasured. Miss Glass

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

Hamburg, January 5th, 1950.

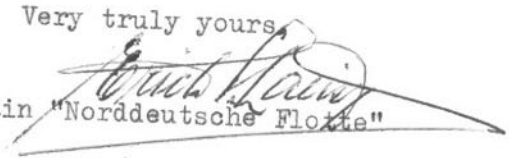
W. Whitney Stueck Esq.,
Ivoryton, Conn.
U.S.A.

Dear Mr. Stueck,

Re: Star No. 1159 ex "Moorhex III" built at C. Waap,
Heikendorf for Mr. Chr. Backhaus (Hamburger Flotte)
now "Hunerle" owner Mr. R. Dehmlow.

With reference to my letter of December 2nd, 1949
I received a reply from Mr. Held who was official measurer
at Kiel 1935 and 1936 that all his books and notes have been
destroyed during the war. He does, however, remember to
have measured the boat and thinks he sent the certificates
to the chairman of the Measurement Committee for confirmation.
Perhaps you will be kind enough to have another look into
your files. If nothing can be found I shall have to order
the boat to be remeasured.

Very truly yours


Captain "Norddeutsche Flotte"