

# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. C.

### —INSTRUCTION TO CERTIFIED MEASURERS—

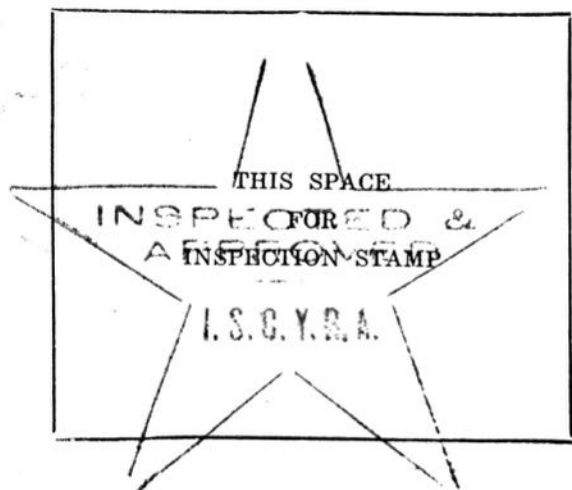
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made 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.



1993

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

*Lawrence H. Small*  
Chairman International Measurement Committee.

9/19/51

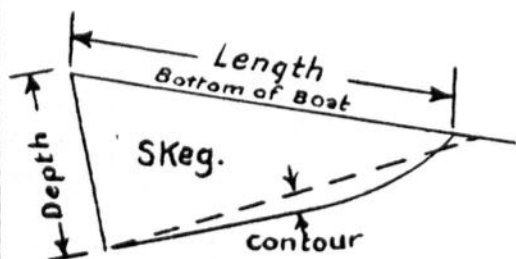
| Stations | 1.     | 2      | 3.     | 4.    | 5.    | 6.     | 7. | 8.     | 9.     | 10.    |
|----------|--------|--------|--------|-------|-------|--------|----|--------|--------|--------|
| Heights. |        |        |        |       |       |        |    |        |        |        |
| Contour  | 19 1/8 | 14 1/8 | 10 1/8 | 6 7/8 | 4 2/8 | 4      | 5  | 8      | 11 5/8 | 15 3/8 |
| Chine    |        |        | 12 1/8 |       |       | 9 1/8  |    | 11 3/8 |        | 17 3/8 |
| Side     |        |        | 20 7/8 |       |       | 21 3/8 |    | 17 2/8 |        |        |

| Half Breadths | Stations | 3.     | 6.     | 8      | Stern  |
|---------------|----------|--------|--------|--------|--------|
| Deck          |          | 24     | 34 1/2 | 31 1/2 | 19 3/8 |
| Chine         |          | 15 1/8 | 27     | 24 1/2 | 15 3/8 |

Rudder.  
Width 18 1/8  
Depth 32

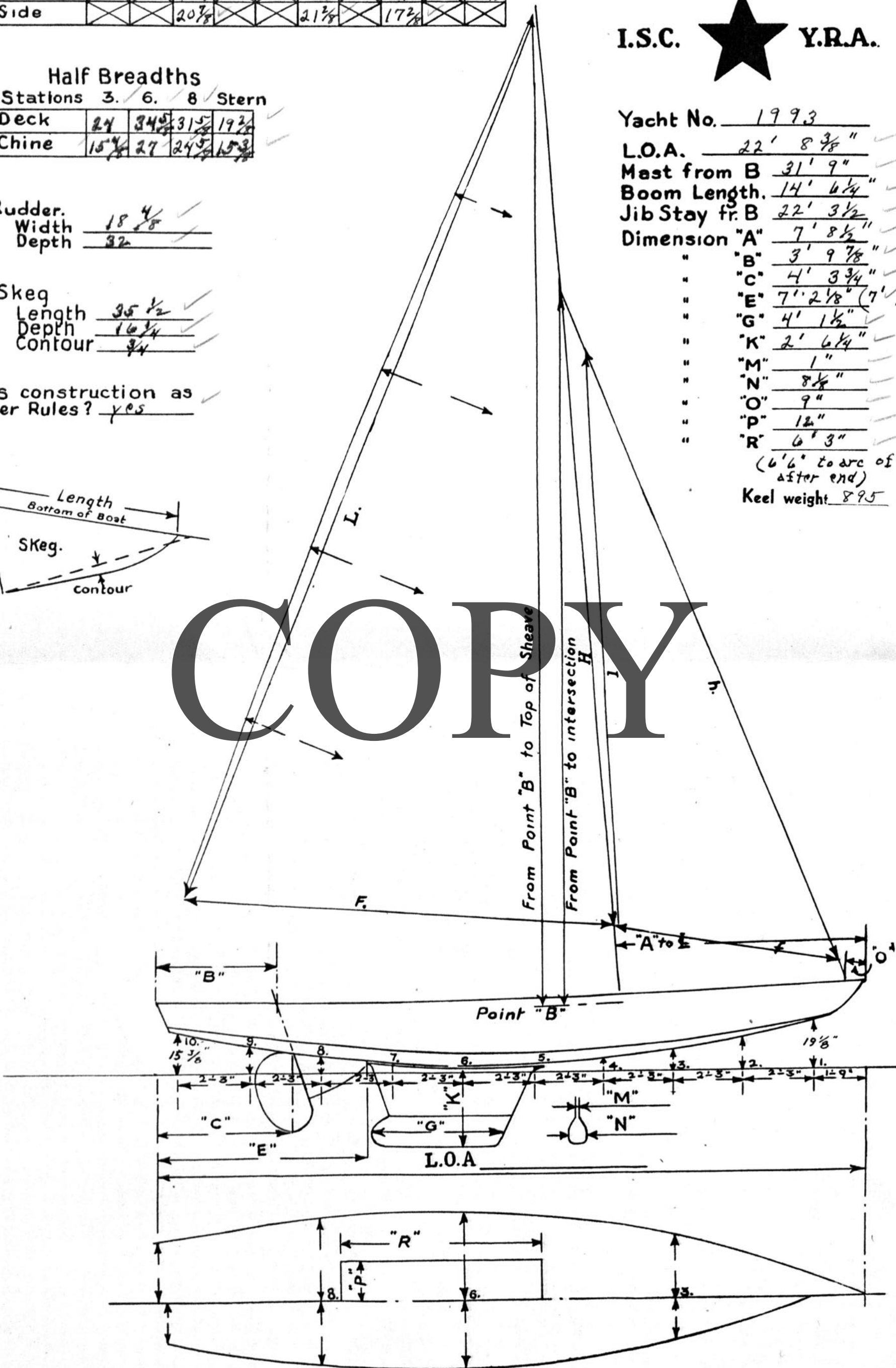
Skeg  
Length 35 1/2  
Depth 16 1/4  
Contour 3/4

Is construction as  
per Rules? yes



I.S.C. ★ Y.R.A.

Yacht No. 1993  
 L.O.A. 22' 8 3/8"  
 Mast from B 31' 9"  
 Boom Length 14' 6 1/4"  
 Jib Stay fr. B 22' 3 1/2"  
 Dimension "A" 7' 8 1/2"  
 "B" 3' 9 7/8"  
 "C" 4' 3 3/4"  
 "E" 7' 2 1/8" (7' 7/8" to Elong)  
 "G" 4' 1 1/2"  
 "K" 2' 6 1/4"  
 "M" 1"  
 "N" 8 1/8"  
 "O" 9"  
 "P" 12"  
 "R" 6' 3"  
 (6' 6" to arc of after end)  
 Keel weight 895



# 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? 1993
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "SIX CHIPS" 4. Year built? 1941
5. By whom built? John N. Dunsdon
6. Owner's name? Roger Doane; 1301 9th St.; Lorain, Ohio and M.M. Kingman
7. Address 36286 Detroit Rd.; Avon, Ohio
8. Fleet Southern Lake Erie 9. Remarks I approximated hull bottom at Sta. 6

### CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 8th day of April 1951 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 April 15, 1951 Signed Chet B. Smith  
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.



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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.

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 \_\_\_\_\_  
Chairman International Measurement Committee.



X 15  $\frac{3}{32}$  - MINIMUM  
X 17  $\frac{3}{32}$  - MINIMUM

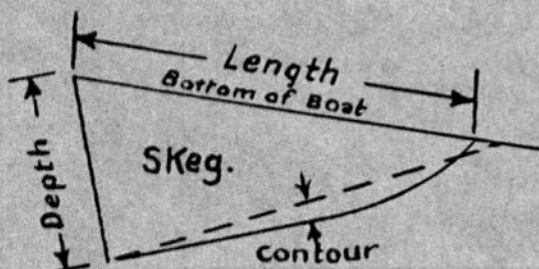
**Y.R.A.**

Stations 3.✓ 6.✓ 8✓ Stern

Rudder.  
Width 18" ✓  
Depth 32" ✓

Skeg  
Length 35" ✓  
Depth 16" ✓  
Contour 3/4" ✓

Is construction as per Rules? YES ✓



L.O.A. 22' 8  $\frac{3}{4}$ " ✓

Mast from B 31' 8  $\frac{7}{8}$ " ✓

Boom Length,  $\frac{14'7''}{1}$

Jib Stay fr. B 21' 11" 22

Dimension "A" 7' 11" ✓

" "B" 3' 10  $\frac{1}{8}$ " ✓

" "C" 4'4" ✓

" "E" 7' 3/8" ✓

"G" 4' 1 9/8"

" "K"  $\frac{268}{6/8}$ "

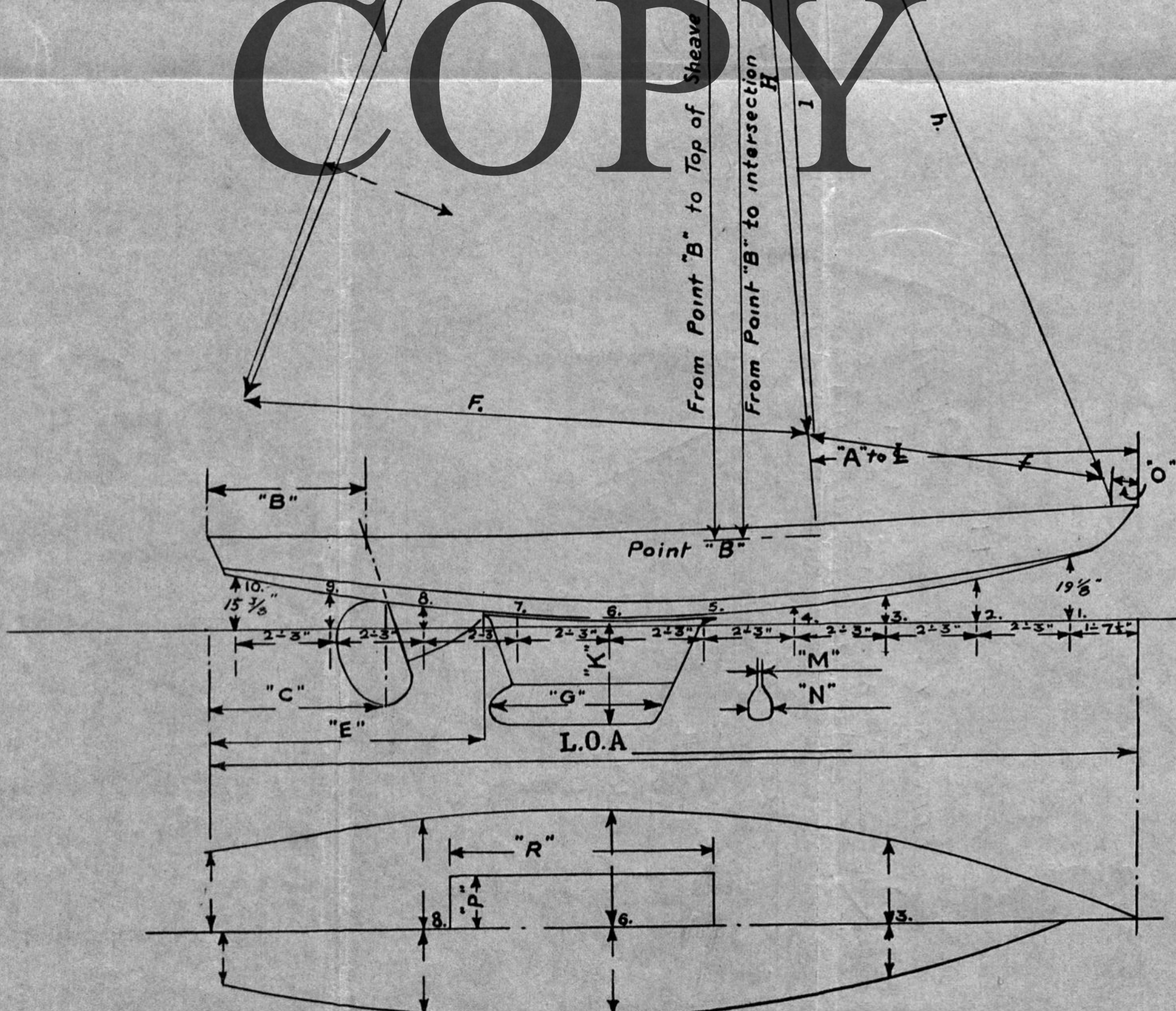
"M"  $\frac{9/8}{2''}$  ✓

$$\frac{8}{11}$$

"P" 11 11 11

" R 6'6"

Keel weight 900 lb.





1993

2/26/51  
Otis Lane  
Bellport, N.Y.

Dear Mr Doane,

The delays you have suffered in getting #1993 certified are regrettable, but become more understandable after looking at the measurements. I suspect that the original application was returned refused but somehow was mislaid. I have made a true copy of the present application which I enclose, keeping the original for the files.

We must refuse certification of this Star for the following reasons:

1. The jib stay is too short - the minimum is 22' 3"
2. The contour height is too low - the minimum is 15 3/32" at station number 10.
3. The chine height is too low, also at station number 10 which has a minimum of 17 3/32"
4. The keel weight is at the absolute maximum of 900#.

This boat will have to be remeasured and items 1,2, and 3 brought within the minimum measurements before a certificate can be issued.

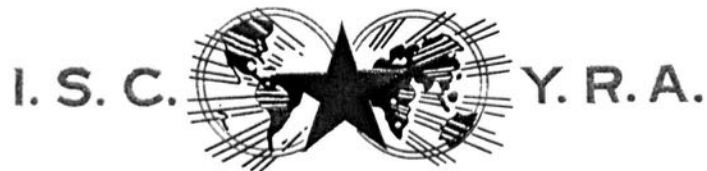
Since both dimensions are off at station number 10 I suspect that the stern is too low and that it will have to be reworked before it is acceptable. However, as Mr Halsted has written you it is unlikely that the whole boat can be remeasured and come within the limitations since it has undoubtedly changed shape.

I suggest that you discuss the matter with your local measurer. If he is willing to certify that in all probability the stern was not originally too low, that the jib stay is now the proper length and that that keel is not overweight, such certification should be submitted on the regular forms in duplicate for the Measurement Committee's consideration. I am enclosing extra blanks for this purpose.

Again, I am sorry that you must enjoy this confusion, but for whatever consolation there is in it be assured this boat has never been certified, nor can it be with the measurements you forwarded.

Good luck,

Maxwell M. Small  
Ch. Int. Meas. Com.



ENCIRCLES THE GLOBE

## International Star Class Yacht Racing Association

FOR THIRTY-NINE YEARS THE MOST POPULAR AND WIDELY DISTRIBUTED  
CLASS OF ONE DESIGN RACING YACHTS IN THE WORLD.

February 23, 1951

Mr. Maxwell Small  
Otis Lane  
Bellport, New York

Dear Max,

Enclosed please find a letter received by me today which is in answer to a letter written by me last January, which you will find in your files. Please check this over and if satisfactory, send it along. You may have to make a copy for your files, which I think it best to do on one of these old boats rather than go through the process of having Dr. Stack make one up from this after you send it back, etc.

Sincerely yours,

HCH:MR  
Encl.

*Referred 2/26/51*

# DISTRICT SECRETARIES

1st—ARTHUR M. DEACON  
160 Maple Ave.  
Mamaroneck, N. Y.  
(Atlantic Coast of North America,  
North of Manasquan Inlet, N. J.)

2nd—D. J. DUNIGAN, JR.  
Tower Building  
Washington 5, D. C.  
(Atlantic Coast of America,  
South of Manasquan Inlet, N. J.,  
except Florida)

3rd—ELIZABETH M. ROBIN  
1661 Octavia St.  
New Orleans, La.  
(Coast of the Gulf of Mexico,  
North America, Central America,  
Cuba, West Indies and Florida)

4th—DONALD J. BERGMAN  
556 Earlston Rd.  
Kenilworth, Ill.  
(Great Lakes and inland waters,  
West of Buffalo)

5th—FRANK WOSSER  
P. O. Box 65  
Belvedere, Calif.  
(Pacific Coast of North America,  
from Mexico to Oregon)

6th—SID MILLER  
3328 West 1st Ave.  
Vancouver, B. C.  
Canada  
(Gulf of Georgia and Pacific  
Coast of North America, North  
of Oregon)

7th—ROBERTO BUENO  
294 R. Santa Clara  
Rio de Janeiro, Brazil  
(South America Atlantic Coast)

8th—H. W. B. WHITE  
Hawaiian Trust Co.  
Honolulu, T. H.  
(Islands of Hawaii)

9th—JEAN PEYTEL  
66 Rue de Lisbonne  
Paris VIII, France  
(France, Belgium, Holland)

10th—C. T. A. BEEVOR  
3 South Quay  
Great Yarmouth, Norfolk  
England  
(British Isles and Scandinavian  
Countries, including Finland)

11th—B. HARVEY  
Flat 6 "Avignon"  
Selwyn Ave.  
Elwood S. 3, Victoria, Australia  
(Australasian Islands and the  
Far East)

# COMMODORE GEORGE W. ELDER (For Other Honorary Officers, see "Log".)

## IMPORTANT

Always Communicate Direct With Officers in  
Charge of Subject and Mark Letters  
I. S. C. Y. R. A.

## ★ CENTRAL OFFICE ★

### INTERNATIONAL STAR CLASS Y. R. A.

51 East 42nd Street  
New York 17, N. Y., U. S. A.  
Cable — ISCYRA New York  
Telephone MURray Hill 2-3243

### CORRESPONDING SECRETARY

(Reports, Numbers, Number Tax, Forms, Dues,  
Plans & Specifications—\$15.00 per set;  
Sail Plan—\$3.00)  
EDITH U. GLASS  
(Central Office)

## EXECUTIVE OFFICERS

### PRESIDENT

(Executive Matters Only)  
Appeals and Rulings,  
Charters, and Sanctioning Events  
HAROLD C. HALSTED  
(Central Office)

### VICE-PRESIDENT

L. REEVE BOWDEN  
(Central Office)

### INTERNATIONAL SECRETARY

ROBERT E. SMITH  
(Central Office)

### INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.  
(Central Office)

# DISTRICT SECRETARIES (continued)

12th—CEBERN L. LEE  
Oaks Corners, N. Y.  
(Inland Lakes of the  
Northeastern States  
and Eastern Canada)

13th—ISTVAN JANKOVICH  
Lorantfy Zsuzsanna-ut 1  
Budapest II, Hungary  
Roumania, Hungary, Yugoslavia,  
Czechoslovakia and Germany

14th—BEPPE CROCE  
Via Assarotti 5  
Genoa, Italy  
(Italy and Greece)

15th—DUARTE BELLO  
Casal Branco  
Rua Melo e Sousa  
Estoril, Portugal  
(Water Spain and Portugal)

16th—SERGE H. N. TAY  
93 Ave. Moinier  
Casablanca, Morocco  
(North Africa)

17th—H. GWALTER  
Rapperswil, Switzerland  
(Switzerland and Austria)

## DEPARTMENT OFFICIALS

Measurement Certificates,  
Certificate Transfer \$1.00  
W. W. STUECK  
Ivoryton, Conn.

Editor of "Starlights" and "Log"—  
Mailing Dept.—  
C. STANLEY OGILVY  
(Central Office)

Development Committee—  
ANN D. FRANKLIN, Chairman  
Box 245  
Noroton, Conn.

Secretary for Isolated Members  
CHARLES ULMER  
66 Buckley St.  
City Island 64, N. Y. C.

Insurance Officer—Standard Star Policy  
D. M. WALKER  
111 Westminster St.  
Providence, R. I.

Motion Pictures—  
WM. P. FARLEY, Jr.  
268 Kimbark Road  
Rochester 10, N. Y.

Publicity Committee—  
A. F. WAKEFIELD  
Vermilion, Ohio

FOR FLEET OFFICIALS CONSULT LOG



Southern Lake Erie Fleet

ISCYRA

Feb. 21, 1951

Mr. Harold C. Halsted  
64 Pearl St.  
New York 4, N.Y.

Dear Mr. Halsted:

In answer to your letter of January 3, 1951,  
I am sending the Measurement Certificate of Star  
# 1993. This certificate was in the files of our  
local fleet measurer.

I have contacted Dr. L.A. Stack and Dr. C.B. Smith,  
the past and present fleet measurer and neither can  
remember why it never had an approved certificate.  
I also notice, by being fleet secretary, that both  
former owners have noted the boat as being measured.

I hope this certificate can now be approved and  
I can race with a measured boat this next season.

Sincerely yours,

*Roger E. Doane*

Roger E. Doane

**DOANE ELECTRIC CO.****POWER AND LIGHTING SPECIALISTS****LORAIN, OHIO**

August 26, 1950

Mr. Henry M. Devereux  
88 City Island Ave.  
City Island  
New York 64, N.Y.

Dear Mr. Devereux,

Thank you for your letter of August 16, 1950.

I have talked to Dr. L.A. Stack the former measurer and Dr. C.B. Smith the present measurer about the measurement of Star #1993. Dr. Smith has a copy of the certificate for this Star showing it was measured July 1, 1941, and signed by Dr. Stack July 28, 1941. Apparently this boat was measured but never passed upon by the association. If I send this certificate to you will you pass upon it without having the boat remeasured?

Dr. Smith says there is no keel weight certificate. This was apparently with the other copy of the certificate.

ORIGINAL

Hope this will help to clear up the situation so I will have a measured Star.

Sincerely,

Roger E. Doane  
Roger E. Doane

*lets see*



# COPY

Chairman, ISCYRA Measur. Comm.  
Mr. Henry M. Devereux  
88 City Island Ave.  
City Island  
New York 64, N.Y.

January 3, 1951

Mr. Roger E. Doane  
1305 Ninth Street  
Lorain, Ohio

Dear Doane:

I beg to advise that Henry Devereux has withdrawn from the chairmanship of the Measurement Committee and temporarily I am cleaning up his past correspondence which I do not find answers to.

In reply to your letter of August 26th regarding the Measurement Certificate of your Star Boat #1993 where you suggest that you have a certificate but do not have a keel plate certificate, there is nothing in the files that I can find which will give us the necessary information but may I ask that you forward the certificate you have on hand and if satisfactory, we undoubtedly can pass a ruling for your individual boat which will eliminate the necessity of your removing the keel and having it weighed again as without doubt the original keel weight certificate has been misplaced somewhere.

There is no necessity of having the boat remeasured again as without doubt the original shape has been changed and it might be your boat, as it is at the present time, would not measure into the Class which, of course, we do not wish to happen.

Hoping that I will hear shortly from you, I remain

Sincerely yours,

HCH:MR

H. C. Halsted

**DOANE ELECTRIC CO.****POWER AND LIGHTING SPECIALISTS****LORAIN, OHIO**

April 28, 1950

1993

Measurement Committee, ISCYRA

W. Whitney Stueck

Ivoryton, Conn.

Dear Sir:

I have recently purchased Starboat # 1993. The previous owner states he never received a measurement certificate with the boat, but I will want a copy when I race this summer. I am enclosing a dollar (\$ 1.00) as specified in the log when requesting a copy of a measurement certificate.

This boat was measured 7-1-41 by Dr. L.A. Steck, of Lorain, and filed 7-28-41. It was built for Chas. Hand, Austin Road, Mansfield, Ohio, by John N. Dusendon.

The boat is now owned in partnership by M.M. Kingman and myself.

Thanking you in advance for your assistance in this matter.

*Roger E. Doane**Money received  
April  
returned*



88 City Island Ave.  
City Island  
New York, 64, N. Y.  
August 16, 1950

Star No. 1993

Mr. Roger E. Doane  
Doane Electric Co.  
1305 Ninth St.  
Lorain  
Ohio

Dear Mr. Doane;

This is a very belated reply to your letter of April 28, 1950. I am sorry for this long lapse of time. Very serious family illness has retarded me in all of my activities, including all my Star Class work.

Our records on Star No. 1993 are very scanty. It is not approved by the records, and I cannot find any copy of her measurements ever being submitted for approval.

If Dr. L. A. Stack can add anything to the information, I shall be glad to hear about this. In the files I just cannot find any measurement record of her at all.

I am therefore returning the \$1.00 you sent me in your letter.

With regrets about this matter,

Sincerely,

HENRY M. DEVEREUX  
Chairman  
International Measurement Committee

BOARD OF EDUCATION

LORAIN, OHIO

Delivered by

*Deane - Fort Keel*

For

*Star - #1993*

School

One Load of Coal Containing

*1815*

LBS. GROSS

Tare

*920*

LBS.

HIGH SCHOOL SCALES

*895*

LBS. NET

No

617

Weighed by

*Schofield*

COPY