

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

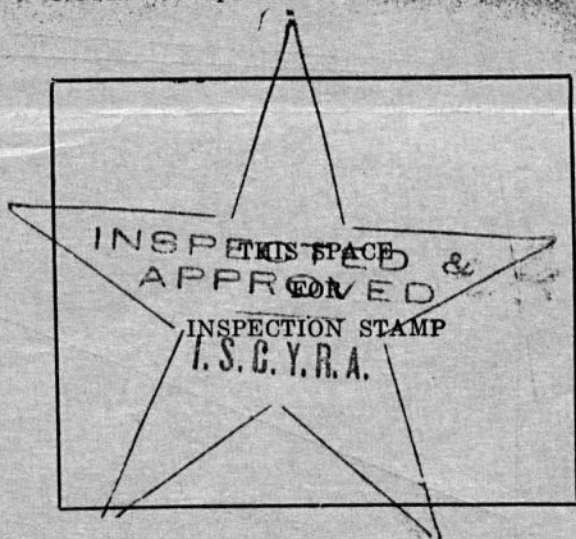
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

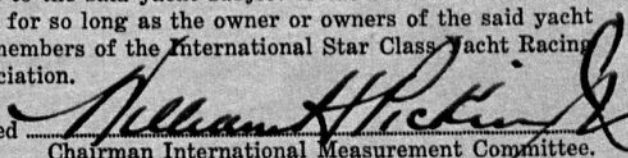
1. This Certificate is not valid unless it bears the inspection stamp of the I. S. C. Y. R. A. and is signed by the Chairman of the International Measurement Committee. It shall be automatically revoked if any structural alterations are made or if not properly endorsed over to a new owner by former owner, 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


 Chairman International Measurement Committee.

2013

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/4	14	9 3/4	6 1/4	4	3 3/4	4 1/2	8 1/8	11 3/4	15 1/4
Chine			11 7/8			9 5/8		12 3/8		16 5/8
Side			20			20 7/8		16 1/2		

as per letter
attached

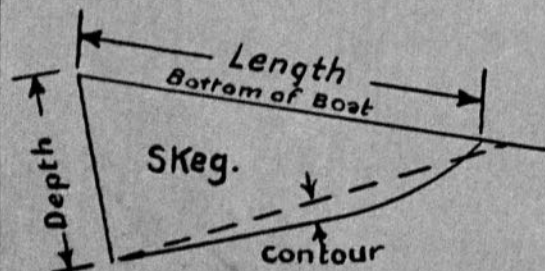
Half Breadths

Stations	3	6	8	Stern
Deck	25	34 1/2	30 1/4	19
Chine	15 3/4	27 1/2	24	16

Rudder.
Width 18 1/4"
Depth 34 1/4"

Skeg
Length 31"
Depth 17"
Contour OK

Is construction as
per Rules? yes



I.S.C.



Y.R.A.

Yacht No. 2013

L.O.A. 22' - 8 3/4"

Mast from B 31' - 8 1/4"

Boom Length 14' - 7"

Jib Stay fr. B 22' - 3"

Dimension "A" 7' - 10"

"B" 47"

"C" 57"

"E" 81 1/2"

"G" 48"

"K" 30 1/4"

"M" 1"

"N" 8"

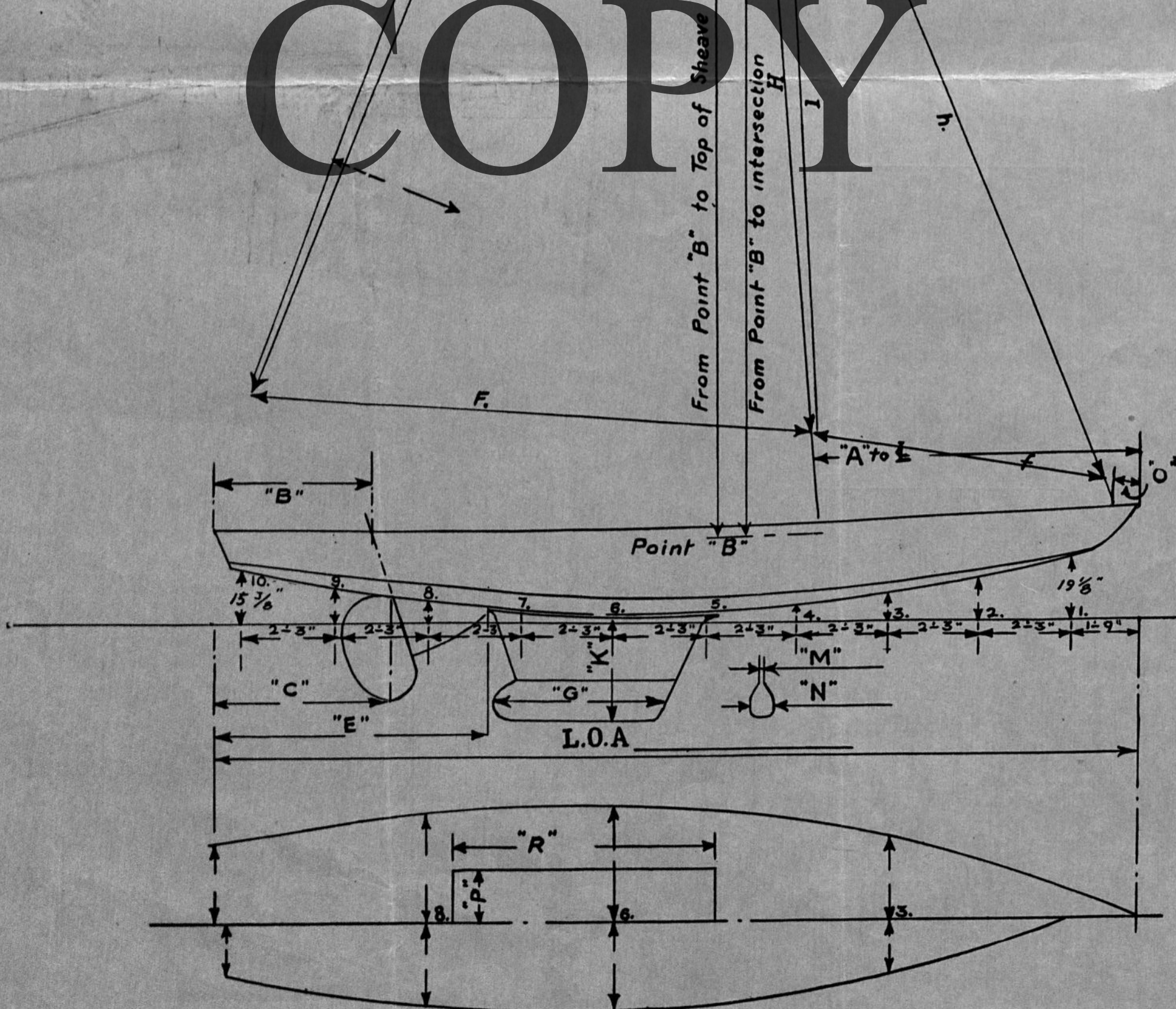
"O" 9 1/2"

"P" 76"

"R" 24"

76" Keel weight 890

COPY



2013 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? 2013
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "Signt" 4. Year built? 1941
5. By whom built? Kettenburg Boat Works
6. Owner's name? John E. Washington
7. Address 1715 Visalia Row - Coronado - Calif
8. Fleet San Diego Bay 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 14th day of March 1941 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 14 - 1941Signed Victor Hoyle

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.

STAR NO. 2013, LYNX
Owner: Theodore S. Clark

April 20, 1950

This Star, once ordered remeasured, was restored to the approved list by vote of the Governing Committee meeting of April 20, 1950.

Mr. Harold Halsted will notify the owner.

HENRY M. DEVEREUX

NOTE: The general sentiment of the meeting noted above was that the LYNX was ordered remeasured since she was supposed to be close to the same as NORTH STAR, No. 2920, which was very much in question. However it has since developed that the questions pertaining to LYNX were not so serious after all, and she is quite an old boat, comparatively speaking.

HENRY M. DEVEREUX

Reply received promptly from Mr. Clark's secretary,
since he was out of town.

H.M.D.

3/-8/50 Phone call from Harry Hofman. Arrangements have been
made to measure the Star in Hauser's Shop, about 3/13/50.
H.M.D.

88 City Island Ave.
City Island
New York, 64, N. Y.
February 28, 1950

Mr. Theodore S. Clark
135 Lafayette St.
New York, 13, N. Y.

Dear Ted,

This letter will serve to introduce me in my new
additional duty as Chairman of Measurements for the Star
Class, for which I have just succeeded Whitney Stueck.
Whit turned over all technical papers this past Sunday
afternoon.

Among the papers I find the matter of a re-measure-
ment of your Star No. 2013, LYNX, is still recorded as
not settled. The order has been given to have her re-
measured, and arrangements have been made some time ago
with Harry Hofmann to do the work.

Is there any remaining difficulty to prevent our
getting this cleared up ?

Best wishes,

Sincerely,

HENRY M. DEVERREUX

Chairman of Measurements
I. S. C. Y. R. A.

Copy to Harry Hofmann

Ivoryton, Conn.
November 3, 1949

Mr. Harry Hofmann
Blue Feather Line, Inc.
310 Hillside Terrace
Great Kills, Staten Is. 8, N. Y.

Dear Mr. Hofmann:

I received yours of October 31 just after mailing another letter to you, and am glad to hear you can handle the Purdy job.

The boat to be measured is Lynx, No. 2013. Just to make sure, it would be advisable to phone Purdy and make sure she is there. The owner is planning to move her before long.

The measurement job will consist of the regular routine, according to instructions, with the addition of the following:

1. If there is any difficulty in accurately determining keel height at Sta. 6, use the method described at top of page 4 of your instructions. Correct for bottom curvature between the hole and the true centerline.
2. Measure side heights at Sta. 1 and 10 in the same manner as at 3, 6 and 8.
3. Make a rough sketch, with dimensions, of the maximum cross sections of mast and boom, and note whether these characteristics are extended throughout the taper.
4. Ascertain the dimensions of mast and boom slots or tunnels as closely as possible.
5. Enclosed are a Construction Plan and Keel plan. Please note any deviations from the general character of the construction as shown, or the shape of the keel.
6. Measure the radius at the chine and the radius at sheer as closely as possible.
7. Note if there appears to be a reasonable number of fastenings in the hull and frames, or if glue is used instead.

-2-

This is a particularly important job, as there has been some controversy as to the legality of the boat. We hope you have no trouble getting the boat in a proper position for measuring.

Very truly yours,

W. Whitney Stueck.

COPY

WWS:ps
Enclosures.

Blue Feather Line, Inc.

310 Hillside Terrace, Great Kills

Staten Island 8, N. Y.

October 31, 1949

Mr. WW Stueck
Ivoryton, Conn.

Dear Mr. Stueck;

I'd be very pleased to take care of the Star at Purdy's for you. The boat at Hansen's I've taken care of already, as you know now, I presume.

Any instructions that you may have will be most carefully followed particularly if you can point out exactly what you are looking for.

The cost of this job would be fifteen dollars plus five dollars for the car, a total of twenty (\$20.00) dollars.

HH:RP

Yours truly,

Harry D. Mann
Harry D. Mann

Ivoryton, Conn.
October 20, 1949

Mr. Harry Hofmann
Blue Feather Line, Inc.
310 Hillside Terrace
Great Kills, Staten , Is. 8,
N. Y.

Dear Mr. Hofmann:

We have a Star to be remeasured at Purdy's Boat Yard, Port Washington, Long Island. Have you the time to make such a trip? This is a very important job and, if you will do it for us, I will send special instructions. Your time and expenses should be billed to me. Perhaps it would be advisable to let me know in advance what you would charge, above expenses.

There is also a new boat at Hansen's Boat Yard in Brooklyn ready for measurement. I suggested that Hansen contact you.

The Long Island measurer, Mr. Harless, is ill and will be unable to resume work for several months.

Very truly yours,

W. Whitney Stueck.

WWS:ps

October 10, 1949

Mr. Theodore S. Clark
135 Lafayette Street
New York 13, New York

Dear Ted,

I am writing instead of phoning, preferring you to give the question regarding the measuring of your boat a little more thought as at our last meeting of the Governing Committee several of the boats at Chicago were discussed and the Committee wrote to Whitney Stueck asking him to have these boats remeasured and submit to us a detailed report of his findings.

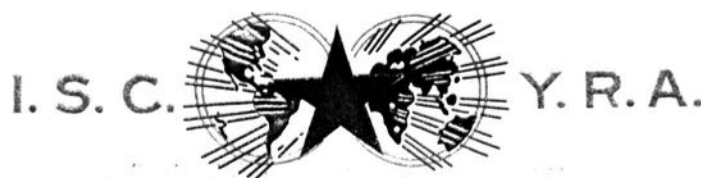
I see no reason why you should object to having this done by the Class at no expense to yourself as, if your boat happened to measure outside of the Class you certainly would very much like to know it, and as we are quite sure that it is as it should be, then why object?

Please do not feel that the Governing Committee is trying to create trouble but in fact we are just doing the reverse and trying to prevent trouble and quiet rumors which are quite numerous at the present moment.

The By-Laws state that we can have checked any boat that we wish and would refer you to Article 7, Section 4, and hoping that you will give the matter further thought and drop Whit a line telling him you have changed your mind after hearing the reasons, I remain

Sincerely yours,

HCH:MR



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

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

October 10, 1949

Mr. W. Whitney Stueck
Ivoryton, Connecticut

Dear Whit,

Your note on the Ted Clark letter came just too late as he happened to be at my home last evening for dinner along with George Elder and we could have had this situation very nicely fixed up if I had thought that you were going to receive any word like you did from him. However, we did have a very interesting discussion about the new boats which are coming through only fastened with glue and we all thought that the specifications did not permit this as Article 12 certainly makes no mention of having boats made in this way and possibly this had better be enlarged and more details given as to the allowable distance between screws or rivets in lapped boats, or how many fastenings should be to each plank into the ribs.

We have recently had several letters from European owners complaining that the glued boats have not been standing up too well to which we have always replied that it was our understanding that they were not legal and referred them to boats owned by those winning the Series here and there, who all have standard boats about which no one could complain.

May we have your opinion on this subject as naturally we will not go ahead and do anything before hearing from you and possibly discussing the matter with others.

Sincerely yours,

HCH:MR

DISTRICT SECRETARIES

1st—L. REEVE BOWDEN
1120 Fifth Ave.
New York 28, 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
2045 Cabrillo St.
San Francisco, 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, Switzerland, 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

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14th—BEPPE CROCE
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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)

DEPARTMENT OFFICIALS

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

Editor of "Starlights" and "Log"—
Mailing Dept.—

C. STANLEY OGILVY
59 Locust Ave.
New Rochelle, N. Y.

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, Chairman

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135 LAFAYETTE STREET
NEW YORK 13

TELEPHONE
DIGBY 9-0323
CABLE ADDRESS
GELERIDAN, NEW YORK

March 2nd, 1950

International Star Class Yacht Racing Association
88 City Island Avenue
City Island
New York, 64, N.Y.

Att: Mr. Henry M. Deverex

Gentlemen:

This is in response to your letter of February 28th, addressed
to Mr. T. S. Clark.

Mr. Clark is out of town at the present time and is expected
back around the middle of March. As soon as he returns, I will
bring your letter up for his attention.

Very truly yours,


T. S. Clark's Sec'y.

rr

COPY

Prices quoted are for cash 30 days in funds current in New York. Unless otherwise specified, delivery is f.o.b. our factories, Champlain, N. Y., or Easton, Pa.

This Company will use its utmost endeavors to fill its orders at the times promised and expects to keep its promises, unless delayed by strikes, fire or other causes uncontrollable by us. It is obliged, however, because of demands sometimes made for consequential damages of various kinds, to notify its patrons that it cannot consider itself responsible for any damages growing out of or owing to any delays whatever, and to advise them that all quotations and sales are made with the distinct understanding that the provisions of this notice are fully understood and acquiesced in. All quotations are for immediate acceptance and subject to change without notice, unless otherwise specified. Orders once accepted by this Company cannot be cancelled without its consent.

Ivoryton, Conn.
October 6, 1949

Mr. T. S. Clark
135 Lafayette St.
New York 13, N. Y.

Dear Ted:

We are requesting permission to remeasure No. 2920, North Star. Since I understand that your No. 2013 is a close relation, I would like very much to have her remeasured also, at no cost to you, of course.

If this is agreeable, I will notify Harless accordingly. Where can he see the boat?

Best regards,

Sincerely,

W. Whitney Stueck.

WWS:ps



San Diego Yacht Club

POINT LOMA
SAN DIEGO, CALIFORNIA

1231 4th Ave.

OFFICE OF

May 15th , 1941.

Mr. William H. Picken Jr.

915 Broadway ,

New York City , N. Y.

Dear Mr. Picken :

Thank you for your letter of May 8th ,
I am very sorry that I made those errors . At the time I measured
2013 , I was trying to get out of the way of the painters who
were trying to finish the job that afternoon , and so was rather
rushed . I have rechecked the measurements and find that

Dimension C should be ---- 49 $\frac{7}{8}$ "

Dimension P --- 24 "

Dimension Ø -- 76 "

Half breadth at Station # 5 - 24 $\frac{3}{16}$ " ✓

48
2 11/16
50 11/16

I measured this before by plumb bobs to the ground,
and evidently made a mistake in my figures .

Could you send me a correct set of all the measurements,
together with the tolerances now allowed so that I can check over
the figures and if anything was radically out of line I could
recheck it on the boat at once , and so save this bother .

Milton Wegeforth has asked that I apply for a number
for his new boat . I have made some measurements , and I suppose
that he will wish to have it finished as soon as possible as he
will soon be home . With best regards ,

Pietor Doyle

DUNN & ARCHARD PUBLIC WEIGHMASTERS 200,000-Lb. 60-Foot Motor Truck Scale MARKET at FIRST ST. San Diego, California		State of California, Department of Agriculture, Division of Economics PUBLIC WEIGH MASTER'S CERTIFICATE OF WEIGHT AND MEASURE THIS IS TO CERTIFY, that the following described merchandise was weighed by a public weigh master, and the seal hereto attached is a recognized authority of accuracy as prescribed by the California Business and Professions Code, Division 5, Chapter 7. BUREAU OF WEIGHTS AND MEASURES		No 2481
Unit Commodity <i>Box of Kelp</i>		Date <i>June 5, 1941</i>		
Truck License No. <i>Wash 7-1</i>		Acct. Of <i>John Washington</i>		
Trailer License No.		From <i>San Diego</i>		
Driver		To <i>San Diego</i>		
Deputy Weighmaster		Fee \$ <i>25.00</i>		

GROSS
 TARE
 NET *890*
 DRIVER ON OFF

June 5, 1941

Dear Mr. Picken: — The enclosed letter I mailed on May 16th last and it was just returned to me last night. I am rushing it along again, hoping that it will have better luck this time in reaching you. It seems that I have messed this one up very considerably. I hope that you can rush this through as John Washington will probably be rather anxious about it. Best regards —

Victor Doyle