

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 Joseph Fanning
Chairman International Measurement Committee.

2700

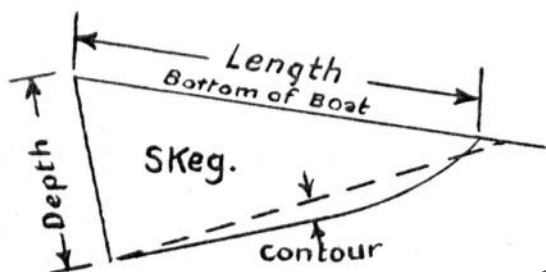
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	13 1/4	9 3/8	6 8/16	4 8/16	3 7/8	5	7 5/8	11 1/8	15 3/8
Chine			12			8 3/8		11 1/8		17 1/4
Side			20 3/8			21		17		

Half Breadths	Stations	3.	6.	8	Stern
Deck		24	34 3/16	31 3/16	19 1/4
Chine		16	29 9/16	24 7/8	16

Rudder.
Width 18 1/8
Depth 3 1/2

Skeg
Length 30 1/2
Depth 17
Contour 50

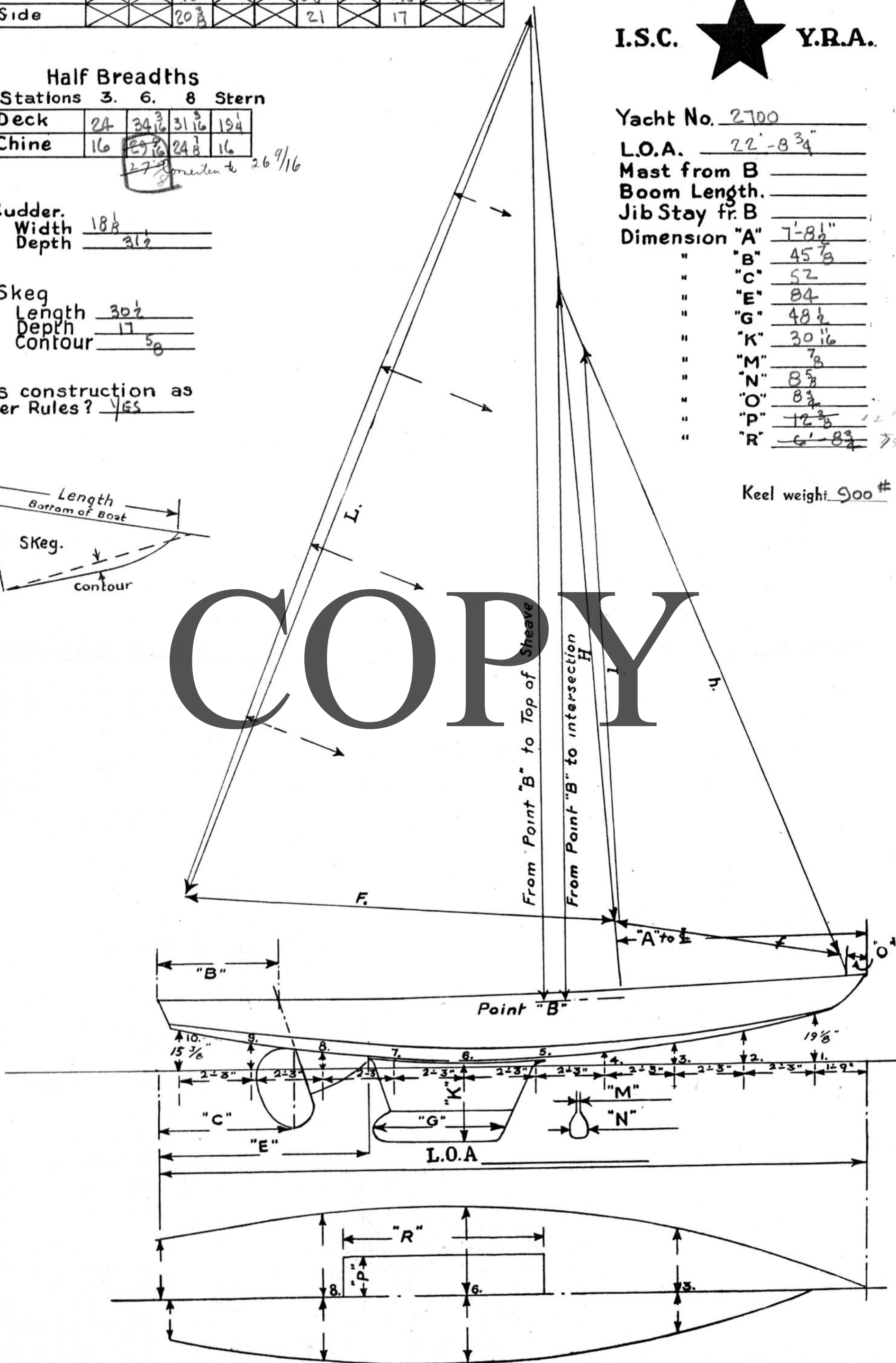
Is construction as
per Rules? YES



I.S.C. ★ Y.R.A.

Yacht No. 2700
L.O.A. 22'-8 3/4"
Mast from B _____
Boom Length _____
Jib Stay fr. B _____
Dimension "A" 7'-8 1/2"
"B" 45 7/8
"C" 52
"E" 84
"G" 48 1/2
"K" 30 1/16
"M" 7 3/8
"N" 8 5/8
"O" 8 3/4
"P" 12 3/8
"R" 6'-8 3/4"

Keel weight 500 #



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? 2100
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name "FLAME" 4. Year built? 1948
5. By whom built? OLD GREENWICH BOAT CO.
6. Owner's name? C.S. O'NEILY
7. Address 59 LOCUST AVE, NEW ROCHELLE, N.Y.
8. Fleet W.L.I.S. 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 30TH day of MARCH 1948 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 MARCH 31, 1948 Signed [Signature] 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.
April 7, 1950

Mr. C. S. Ogilvy
International House
500 Riverside Drive
New York, 27, N. Y.

Subject: Star No. 2700

Dear Stan,

By now you have probably heard that I have taken over from Whit Stueck as Chairman of the International Measurement Committee.

In looking over the Measurement Certificates passed on to me, there is a question or two about your Star No. 2700. Evidently some time ago the paper work did not record some of the dimensions accurately. Please bear in mind that Star No. 2700 is still approved, subject to the ISCYRA regulations on such matters, and that I am only trying to get some missing information.

The file copy of the measurement certificate has the following discrepancies, which I ask your assistance to clear up:

- (a) Mast from B This is missing
- (b) Boom length This is missing
- (c) Jibstay from B This is missing
- (d) Cockpit dimension "P"
This might be either 12 3/8" or 12 1/4"
- (e) Cockpit dimension "R"
This might be either 6'-8 3/4"
or 6'-7 1/4"

I would appreciate your advising me what your own copy of the Measurement Certificate shows on the above items.

Best wishes.

Sincerely,

HENRY M. DEVEREUX, Chrmn. Internatl. Meas.Comm.

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

Mr. C. Stanley Ogilvy
International House
500 Riverside Drive
New York, 27, N. Y.

Dear Stan,

Thank you very much for your enlightening letter of April 10, 1950. I am now getting on the track of the right answer to some puzzling matters.

It just happened that your Star No. 2700 was the first boat on which I had to issue a copy of the certificate, and found something missing. Your quotations from the measurement certificate show it to be the same as mine. There is nothing further which I ask you to do about it. When you go into another championship, your spars will of course be measured.

I have received the issues of "Starlights" for which I thank you very much.

Wishing you good racing,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee



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.

April 10, 1950

Mr Henry M Devereux
88 City Island Avenue
City Island 64, N.Y.

2700

Dear Mr Devereux:

Indeed I am very much aware that you have taken over the Measurement Committee job; we are very pleased to have you with us.

I'm afraid my Measurement Certificate for #2700 is identical with yours. For "P" it has 12 $\frac{3}{8}$, followed by 12 $\frac{1}{4}$ in red pencil; for "R" it has 6' 8 $\frac{3}{4}$, followed by what looks like 79 $\frac{1}{2}$ in red pencil.

The other three items - Mast from B, Boom length, and Jibstay from B - are blank on my copy also. This could hardly be otherwise: I bought the rig separately from the hull, and did not even have a rig at the time the hull was measured. However, it wouldn't have done much good: since then I have gone through two masts and am now on my third!

Of course, the spars have been measured. They were last measured at the World's Championship last year. However, I suppose that has nothing to do with the case. I think you must have other measurement certificates with the spars left blank, though, for the same reason?

My new mast has never been officially measured. It will happen the next time I get into a major series. Every major series sees the boys busy with the saw, cutting off masts and especially booms. The last time I was a measurer was at the Atlantic Coast Championship in 1949, and I had to ask three or four entries to cut their booms off, up to as much as 2".

Please let me know if there is anything further I can do to be of assistance to you. I'm afraid the above doesn't help you much with the missing information.

Your letter reminded me that you had probably not received the copies of Starlights since you became Measurement Chairmen, so I enclose this year's. I shall see that your name is put on the mailing list at once.

Very sincerely yours,

Stan Ogilvy
C Stanley Ogilvy

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

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Appeals and Rulings,
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HAROLD C. HALSTED
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VICE-PRESIDENT

L. REEVE BOWDEN
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INTERNATIONAL SECRETARY

ROBERT E. SMITH
(Central Office)

INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.
(Central Office)

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Oaks Corners, N. Y.
(Inland Lakes of the
Northeastern States
and Eastern Canada)

13th—ISTVAN JANKOVICH
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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

Ed - - - B - - - Flame 2700

P & R are slightly over
on one copy 6C is $26 \frac{9}{16}$
and on the other 6C is $29 \frac{9}{16}$

I would like to think this is an error in copy

Joe
would suggest Mr. John Weiss use a pen
in writing figures

COPY

When Gilly sends measurements,
check for same on "Hilarins"

And 4/7/50.