

# 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.



2823  
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 Raymond W. Small  
Chairman International Measurement Committee.

4/30/51

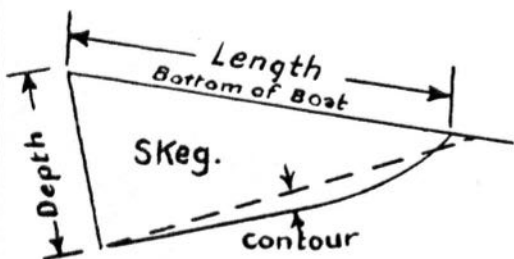
| Heights. |     |     |     |     |     |     |     |     |     |     |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Stations | 1.  | 2.  | 3.  | 4.  | 5.  | 6.  | 7.  | 8.  | 9.  | 10. |
| Contour  | 486 | 345 | 235 | 156 | 105 | 95  | 123 | 182 | 273 | 391 |
| Chine    |     |     | 318 |     |     | 218 |     | 287 |     | 461 |
| Side     |     |     | 510 |     |     | 527 |     | 430 |     |     |

| Half Breadths |     |     |     |       |
|---------------|-----|-----|-----|-------|
| Stations      | 3.  | 6.  | 8   | Stern |
| Deck          | 615 | 880 | 800 | 505   |
| Chine         | 392 | 676 | 625 | 416   |

Rudder.  
Width 460  
Depth 780

Skeg  
Length 790  
Depth 420  
Contour 15

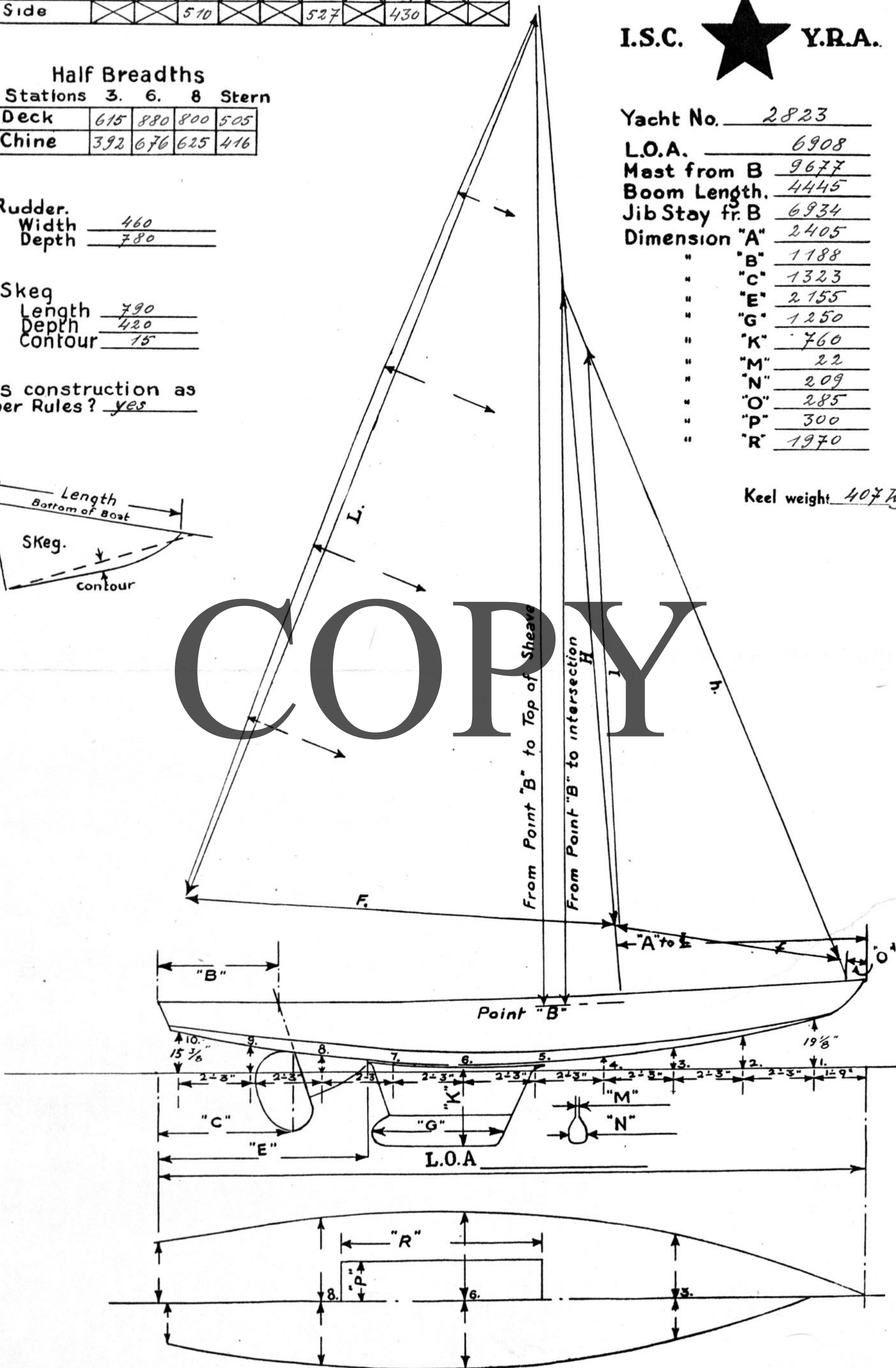
Is construction as  
per Rules? yes



I.S.C.  Y.R.A.

Yacht No. 2823  
L.O.A. 6908  
Mast from B 9677  
Boom Length 4445  
Jib Stay fr. B 6934  
Dimension "A" 2405  
"B" 1188  
"C" 1323  
"E" 2155  
"G" 1250  
"K" 760  
"M" 22  
"N" 209  
"O" 285  
"P" 300  
"R" 1970

Keel weight 407 Kg.



# 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? 2823
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "SATURN" 4. Year built? 1949
5. By whom built? Engelbert Frauscher, Gmunden Austria
6. Owner's name? Fritz Hecht
7. Address Gmunden Austria
8. Fleet Allersee 9. Remarks Frames connection at  
chine with knees from Nr 6 to Nr 16.

## CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 14.  
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 22.4.51

Signed Carl G. Schlauff

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.

Karl A.Umlauff  
Schiffbau-Diplom-Ingenieur.

Kammer am Attersee 24 Ober-Österreich.  
23. April 1951.

Mr.

Maxwell M. S m a l l,

7 Otis Lane

Bellport New York  
U.S.A.

Dear Mr.Small:

I send to You here two new Certificates for the Star No.2823 "Saturn" and a weight-certificate for the new keel.-

The first two certificates I send to Mr.Whitney Stueck on the 9.July 1949 where not approved, because the frames where not as per rules. In his letter of 24. September 1949 Mr.Stueck demand that knees must be installed alongside bottom an side frames.-

These knees are now installed from frame No. 6 to 16 incl. on each side, overlap the bottom frames 0,170 m and side frames 0,210 m and are 0.013 m thick mahagoni wood.-

A new finkeel is now installed. Therefore I filled in the new Certificate blancs.-

The owner, Mr.Hecht, beg to send bac the granted certificate as soon as possible.-

Very truly Yours

Enclosed  
2 Certificates  
1 weight-certificat.-

Air-mail.



# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. C.

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### —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.
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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.

2823

**I.S.C. ★ Y.R.A.**



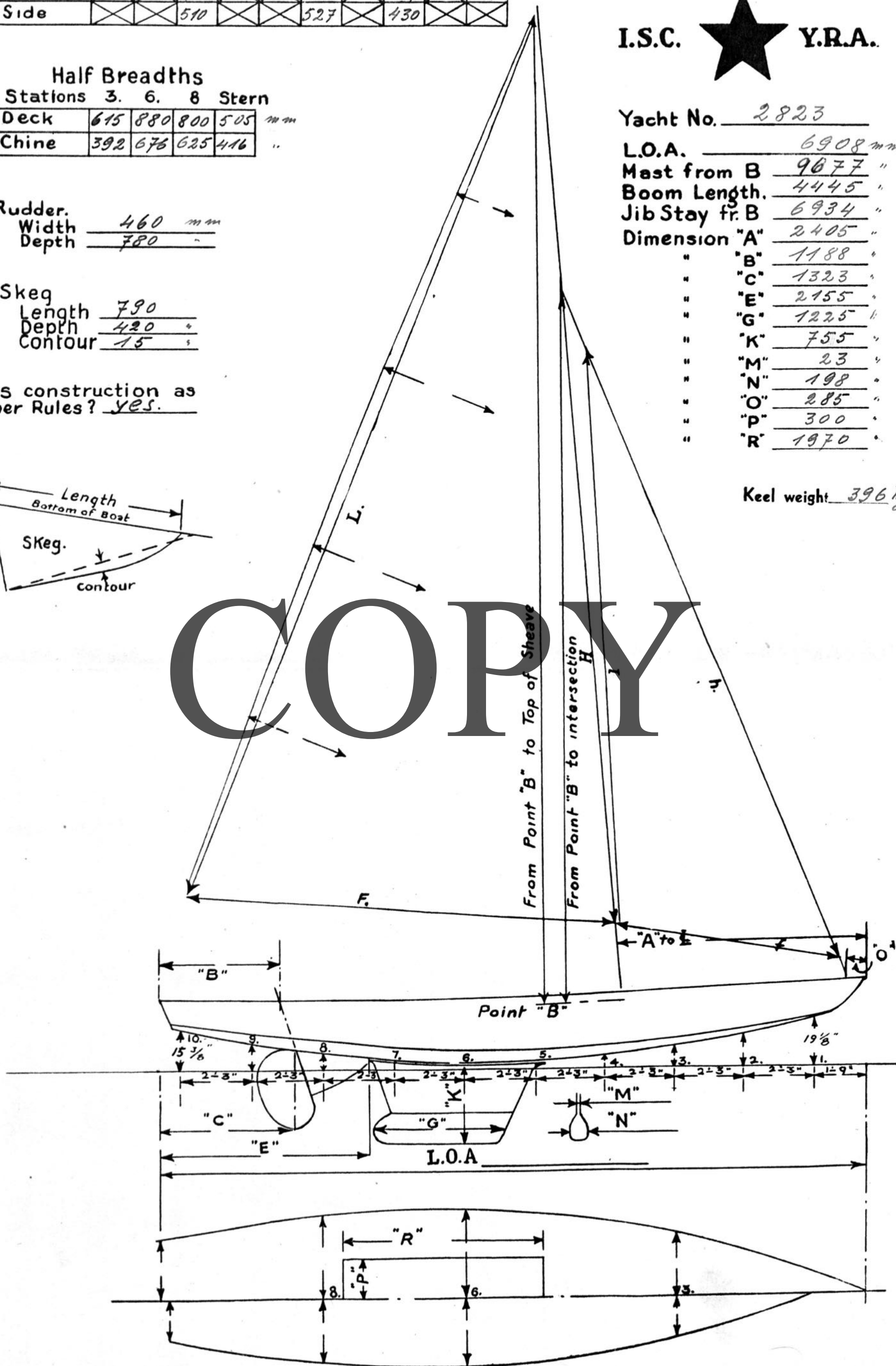
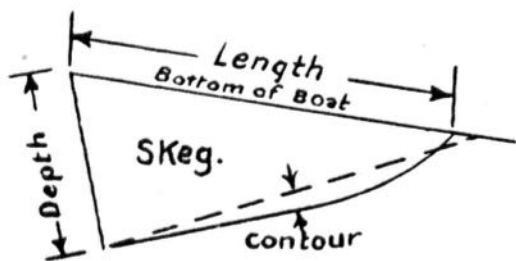
|                |          |
|----------------|----------|
| Yacht No.      | 2823     |
| L.O.A.         | 6908 m m |
| Mast from B    | 9677 "   |
| Boom Length.   | 4445 "   |
| Jib Stay fr. B | 6934 "   |
| Dimension "A"  | 2405 "   |
| " "B"          | 1188 "   |
| " "C"          | 1323 "   |
| " "E"          | 2155 "   |
| " "G"          | 1225 "   |
| " "K"          | 755 "    |
| " "M"          | 23 "     |
| " "N"          | 198 "    |
| " "O"          | 285 "    |
| " "P"          | 300 "    |
| " "R"          | 1970 "   |

Keel weight 396 g.

Rudder.  
Width 460 mm  
Depth 780 "

Skeg  
Length 790  
Depth 420 "  
Contour 15 "

Is construction as per Rules? yes.



# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. A.

### DESCRIPTION OF MEASURED YACHT

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1. YACHT'S NUMBER? 2823.
2. Was this number cut or burned into keelson as required above? yes.
3. Yacht's name "„Saturn“" 4. Year built? 1949.
5. By whom built? Engelbert Frauscher, Gmunden, Austria.
6. Owner's name? Fritz Hecht.
7. Address Gmunden, Austria.
8. Fleet Attersee. 9. Remarks —

### CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 8. day of July 1949 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 24 VIII 1949 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

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## 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.

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SOLD OR TRANSFERRED TO \_\_\_\_\_ of \_\_\_\_\_

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

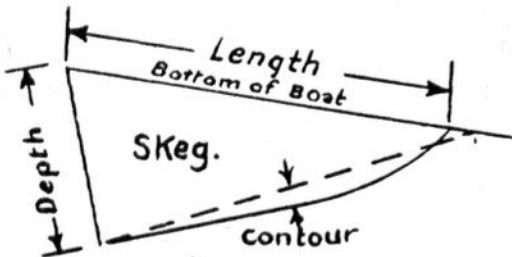
|          |          |     |     |     |     |     |     |     |     |     |
|----------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|          | Heights. |     |     |     |     |     |     |     |     |     |
| Stations | 1.       | 2.  | 3.  | 4.  | 5.  | 6.  | 7.  | 8.  | 9.  | 10. |
| Contour  | 486      | 345 | 235 | 156 | 105 | 95  | 123 | 182 | 273 | 391 |
| Chine    |          |     | 318 |     |     | 218 |     | 287 |     | 417 |
| Side     |          |     | 510 |     |     | 527 |     | 430 |     |     |

|               |     |     |     |       |
|---------------|-----|-----|-----|-------|
| Half Breadths |     |     |     |       |
| Stations      | 3.  | 6.  | 8   | Stern |
| Deck          | 615 | 880 | 800 | 505   |
| Chine         | 392 | 676 | 625 | 416   |

Rudder.  
Width 460 mm  
Depth 780

Skeg  
Length 790  
Depth 420  
Contour 15

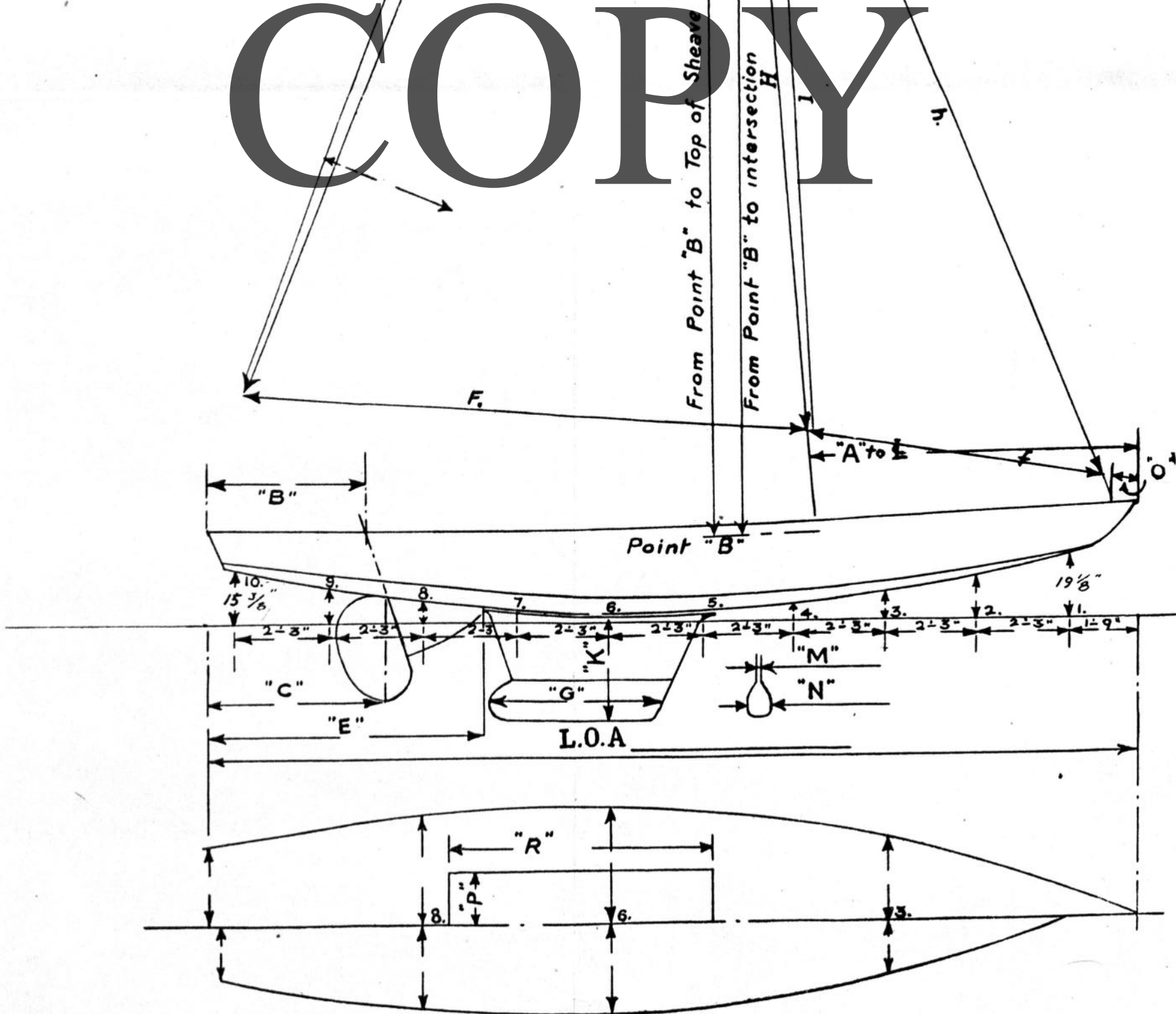
Is construction as  
per Rules? yes.



I.S.C. ★ Y.R.A.

|                |      |
|----------------|------|
| Yacht No.      | 2823 |
| L.O.A.         | 6908 |
| Mast from B    | 9077 |
| Boom Length    | 4445 |
| Jib Stay fr. B | 6934 |
| Dimension "A"  | 2405 |
| "B"            | 1188 |
| "C"            | 1323 |
| "E"            | 2155 |
| "G"            | 1225 |
| "K"            | 755  |
| "M"            | 23   |
| "N"            | 198  |
| "O"            | 285  |
| "P"            | 300  |
| "R"            | 1970 |

Keel weight 396 Kg.



# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. A.

### DESCRIPTION OF MEASURED YACHT

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1. YACHT'S NUMBER? 2823
2. Was this number cut or burned into keelson as required above? yes.
3. Yacht's name "„Saturn“" 4. Year built? 1949
5. By whom built? Engelbert Franschier, Gmunden, Austria.
6. Owner's name? Fritz Hecht.
7. Address Gmunden, Austria.
8. Fleet Attersee. 9. Remarks \_\_\_\_\_

### CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 8. day of July 1949 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 24. VIII. 1949 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.



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.

May 9, 1950

Mr. Henry M. Devereux  
88 City Island Avenue  
City Island 64, New York

#2823

Dear Henry,

I have received a general letter from Austria and one of the details involves boat #2823, certificate for which the secretary claims has been refused. Possibly it might be a good idea if you could state what is the trouble, in as few words as possible, so that I may go into this situation with him.

At the same time I am sorry to repeat again that the questions outlined in my letter of May 2nd have not been answered and I would much prefer answers before our next meeting so that any further information needed may be obtained by me.

Sincerely yours,

HCH:MR

8/17/50 my letter to Hans Schachinger 8/6/50  
was approved by Halsted before  
mailing. Henry Devereux

Correspondence in file on  
"frames"

2823

Cross File: Star No. 2823

Special Rulings

88 City Island Ave.  
City Island  
New York, C4, N. Y.  
August 16, 1950

Mr. Hanns Schachinger, Secty.  
Carinthia Fleet  
I. S. C. Y. R. A.  
105 Koschatstrasse  
Klagenfurt  
Karnten, Osterreich

Dear Mr. Schachinger;

This is a belated reply to your letter of April 20, 1950, which was addressed to the head office of the International Star Class Yacht Racing Association. The office sent your letter to me for answer.

I must apologise for the delay in writing you. The matters you mentioned have taken some study. Then there has been some very serious family illness which has retarded me in all of my activities.

The last letter, previous to yours, on Star No. 2823, the SATURN, owned by Mr. Fritz Hecht, is one written by Mr. W. Whitney Stueck, and dated September 24, 1949. This was written to Mr. Hecht, when Mr. Stueck was Chairman of the International Measurement Committee. This must be the letter you mentioned, in which the special frame construction was not allowed; and in which Mr. Hecht was told to make some alterations in order to have the boat approved.

Star No. 2823 is still not approved, due entirely to this matter of the frames.

I cannot at this time find the letter which you also mentioned, in which the Measurement Committee was reported to have approved glued construction. This letter must have been written before Mr. Hecht's boat was built.

August 16, 1950

The matter of glued construction, where metal fastenings are not used, has been the subject of some very serious study by the Measurement Committee and the Governing Committee the early part of this year. Some Stars had been built this way, using glue instead of metal, principally on fastening the frames, deck beams, and planking. We learned that these glued Stars fell apart while racing. After this, the glued construction was decided to be not allowed.

The Official Plans and the Specifications are all intended to provide for the boats all being fastened with metal. No allowance is made for glue. The Official Plans are quite clear on just how the frames, both top and bottom, should be made.

When measurers report on the Stars, they all have to answer the question "Is construction as per rules?" Perhaps this idiom of technical English is not clear to you. In plainer English this means "Is the construction in accordance with the plans and specifications?"

It is possible that measurers will make a mistake when reporting on the construction. When we receive the reports, we have to depend on their word. Perhaps the men who measured the Olympic boats which you saw made a mistake. Or perhaps a special ruling was made to allow these boats to compete.

I must assure you that, after the failure of the glued Stars, we will be strict on insisting on metal fastenings.

If you still have the letter which approved the special type of construction which I now tell you is not allowed, I wish you would tell me the date of this letter and the name of the man who signed it.

I am sorry to have to disappoint you in this letter. Perhaps you will see the reasons for our insistence on the metal fastenings, even though some Star men acting in good faith have built boats which we now have to disapprove.

With best wishes to yourself and the men of the Fleet,

Sincerely,

HENRY M. DEVEREUX  
Chairman

International Measurement Committee

Copy to Mr. Fritz Hecht.

**Heinrich Robert Detamble**

Eisen- u. Metallgießerei u. -Dreherei  
**GMUNDEN, OBERÖSTERREICH**

Bahnhofstraße, Eck 17

Bankkonti: Bank für Handel, Gewerbe und  
Landwirtschaft in Gmunden  
Kreditanstalt Bankverein Linz  
Telegramme: Detamble Gmunden  
Telephon Nr. 122

GMUNDEN, am 8. Juli 1949

Herrn H e c h t ,

Gmunden.

Ich bestätige Ihnen hiemit, dass die von mir  
bezogene Flosse 396 Kg wiegt.

*H. Detamble*  
*Gmunden*

Obrige Flosse wurde von mir auf Starboot N. 2823  
eingebaud.

**Engelbert Frauscher**

*Engelbert Frauscher*  
**GMUNDEN**  
Weyerstraße 8  
O.-Ö.

COPY