

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

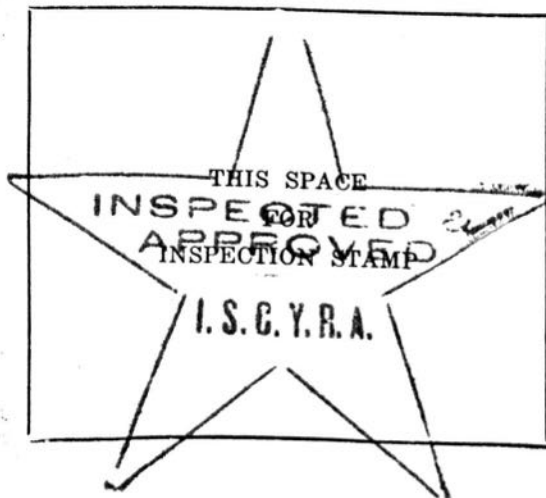
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made 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 CERTIFICATE, BASED ON REMEASUREMENTS,
SUPERCEDES THE ONE OF 8/10/49

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

Henry M. Devereux
Chairman International Measurement Committee.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

JUN 11 1950

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? 2920
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name "NORTH STAR II" 4. Year built? 1949
5. By whom built? Owner ... Lowell North
6. Owner's name? Lowell North
7. Address 2607 Hearst Ave., Berkeley, 9, California
8. Fleet San Diego 9. Remarks This Certificate is issued to supercede the one of 8/10/49; and is the result of measurements by Milton Wegeforth 6/28/49, 5/28/50; and by Ellis W. Taylor 11/26/49.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the _____ day of _____ 19____ 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 _____ Signed _____
 See Note 9, above
 Certified Star Measurer
 Chairman International Meas. Committee

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. 2920

NORTH STAR II

August 21, 1950

August 20, 1950

About 10:00 P.M. I received a phone call from the Chicago measurer, for World's Championships. R. Adair Hess. NORTH STAR has again been noted to not look like a Star Class boat.

The deck at centerline is noted to be hump-backed, while the sheer is straight. Also the radius for rounding at intersection of deck and sides is $3/4$ ", while the ruling in STARLIGHTS, January 1950, Paragraph 3 in the rulings, states this must not exceed $1/2$ ".

My decision must get to the Race Committee in time for the start, which is at 1:00 P.M., Monday, August 21.

George Elder is at the Hotel Belmont, Chicago. Telephone is Bittersweet 8-2100. I should phone or telegraph.

I told Hess that this is the second time NORTH STAR III has been questioned at the World's Championships. I told him that I had approved her June 11, 1950, based on the few remaining items which were then satisfactorily reported by the measurer. I had about 40 letters to scan for information on the topsides and the hump-back.

AUGUST 21, 1950:

I found the information in the files. It appears that the hump-back was never forced as a matter of throwing the boat out. The deck radius is noted in Stueck's letter to Ellis W. Taylor, measurer, dated 12/8/49.

STAR NO. 2920
NORTH STAR II

August 21, 1950

August 21, 1950

Pertinent letters are:

(a) Stueck to Ellis W. Taylor,	12/8/49
(b) Stueck to Milton Wegeforth,	12/8/49
(c) Stueck to Halsted,	12/29/49
(d) Ellis W. Taylor	12/19/49
(e) Wegeforth	12/23/49

See template of the boat's transom, and of spars,
which was forwarded with Wegeforth's letter 12/23/49

By Stueck's letter to Harold Halsted, 12/29/49, it
appears the excessive radius at the deck was allowed. I
cannot find a record of the actual decision to allow it.

This morning I sent my telegram to George W. Elder.
This afternoon, I air-mailed the confirming letter.

COPY
HENRY M. DEVEREUX

VIA AIR MAIL, SPECIAL DELIVERY

88 City Island Ave.
City Island
New York, 64, N. Y.
August 21, 1950

Mr. George W. Elder, Comm.
I. S. C. Y. R. A.
Hotel Belmont
Belmont & Sheridan
Chicago, 14
Illinois

Star No. 2920
NORTH STAR II

Dear Commodore Elder;

This is my confirming letter, covering the telegram which I sent you this morning in reply to the telephone call yesterday evening from Mr. R. Adair Hess.

The telegram is as follows:

RECOMMEND NORTH STAR NO. 2920 BE CONTINUED
AS NOW APPROVED. HUMP BACK AND EXCESSIVE
RADIUS AT DECK WERE APPROVED BEFORE I TOOK
OFFICE.

HENRY M. DEVEREUX

This is the second time this boat has been seriously questioned at the World Championships; 1949 and 1950. The above items are only a part of the controversy, and appear to have been settled among the first disputed points. Exceptions which were made for this boat were understood not to constitute a precedent for others.

Best wishes to you in the difficult task of running the Race Committee.

Sincerely,

HENRY M. DEVEREUX

Copy to R. Adair Hess

88 City Island Ave.
City Island
New York, 64, N. Y.
August 12, 1950

Star No. 2920

Mr. Lowell North
2655 Poinsetta Drive
San Diego, 6
California

Dear Mr. North;

This afternoon, in looking over the figures on Star No. 2920, I came across two of my own typographical errors in recording your measurements on which the final approval of June 11, 1950 was based.

With the thought that I made the same errors in the approved certificate I sent you, I am herewith enclosing an errata sheet, to attach to your approved certificate.

When convenient, please send me your old and voided certificate.

With best wishes,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

VIA AIR MAIL

88 City Island Ave.
City Island
New York, 64, N. Y.
June 11, 1950

Mr. Lowell North
2655 Poinsetta Drive
San Diego, 6
California

Subject: Star No. 2920
NORTH STAR

Dear Mr. North;

With this letter of approval, I hope the controversy on NORTH STAR is cleared up. The NORTH STAR is approved, based on the final report dated May 28, 1950, of Mr. Negeforth.

Earlier this afternoon I telegraphed you the approval. With the differentials of Eastern Daylight Saving Time, and the Pacific Coast Time, I hope the information got to you in time to do some good.

I am sorry for the delay in approving NORTH STAR. There has been some recent serious illness in my family, which set me back on all my activities.

Frankly, I could split hairs some more on NORTH STAR, but the remaining differences are so minor that nothing would seem to be gained.

Please note that the decisions in the case of NORTH STAR, as contained in this letter, are not a precedent for others. The details which caused the controversy initially are among those which are now under consideration for clarification of design and specification intent and limits.

In making measurement decisions, many things have to be said and done which seem at first to throw cold water on design and construction progress. In the controversy on NORTH STAR, we have tried to strike a happy medium between progress and still keep the STAR CLASS reasonably within the limits of a one-design class. Personally I like plywood gussets, but this is too radical a departure from characteristics of so large a one-design class. The spar shapes are many and varied, in the sum total of yacht design; and probably always open for some improvements. Here again we have the problem of a one-design class to maintain.

June 11, 1950

The following commentary may make the decisions more clear, and be of general interest.

Side Height, Station No. 10.

This was one of the big points covered by previous discussion.

Reported by Taylor, measured 11/26/49	9 1/4"
By W. W. Stueck's letter, 12/18/49,	
this is scant by	9/16"
By adding the two, we get the required height	9 13/16"
Report by Wegeforth, 5/28/50	9 5/8"
This is still scant by	3/16"

I am waiving this 3/16" scant; since due to the rounding of chine, and rounding at deck, this would be very hard to get in microscopic precision.

Side Height, Station No. 9:

WEgeforth reports this as 13". While this was not asked for, it is supporting evidence on the fairness of the sheer curve.

Side Heights, General:

By checking over the two measurement reports, it appears the sheer is somewhat "hump-backed aft", even with recent corrections. The Contour and Chine Heights have already passed measurement, and corrections had to do with the resultant sheer. To make you raise the sheer any more at Stations No. 9 and 10 would probably mean ripping the boat apart for rebuilding. This would only raise the side heights a trifle, and the resultant difference is something which in my opinion would make no difference at all in your sailing.

Spars:

From Wegeforth's report it appears you have trimmed down the spars, cutting off the "triangular corners". I take it that he includes the mast also in his sketch, since he reports it for "spars" in the general term. Your spars should now be more limber than before, and very close to the "streamlined intent". In fact they are, according to my way of thinking, "streamlined in reverse."

I am, to get this matter finally on paper in concrete form, preparing a Certificate for the NORTH STAR, showing the summary of all the measurements necessary to give you a final approval.

This Certificate is herewith enclosed. When you receive it, please return your old one to me.

Sincerely,

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

Copy to Governing Comm.
Copy to Milton G. Wegeforth

88 City Island Ave.
City Island
New York, 64, N. Y.
June 11, 1950

Star No. 2920

Mr. Milton G. Wegforth
367 Sixth Ave.
San Diego, 1
California

Dear Mr. Wegforth:

Herewith I am enclosing your copy of my letter
to Mr. Lowell North, approving the final reports on
Star No. 2920.

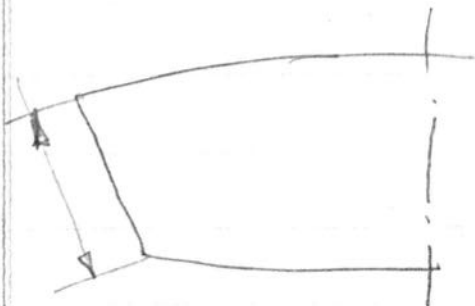
As you will see, I do not feel it is worth while
splitting any more hairs over this boat. Considering
all that has gone before, I cannot insist on any further
changes to the knees and plywood gussets, which by now
are stronger and heavier than the intent of the plans.

Thank you for this work, which I hope will not
have to be repeated for this or any other Star Class
boat.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Lowell North.



STAR #2920
6/11/50

Remaining Controversial Dimension is
Side Height, at Station #10.

Re, Stueck ltr. 12/18/49, Side Height is $9\frac{1}{16}$ " scant

Therefore: Report by Taylor
remains 12/26/49:

COPY

Scant

0-9-2

$\frac{9}{16}$

Required

$9\frac{13}{16}$

Wegeforth, 5/9/50 Report

$9\frac{5}{8}$

Still Scant

$\frac{3}{16}$ "

OK, disregard $\frac{3}{16}$ "

[Signature]
6/11/50

See my letter to
North 6/11/50.

Seabright **MARINE** Hardware Corporation
YACHT HARDWARE - NON-FERROUS FOUNDRY

367 SIXTH AVENUE
SAN DIEGO 1, CALIFORNIA

May 29, 1950

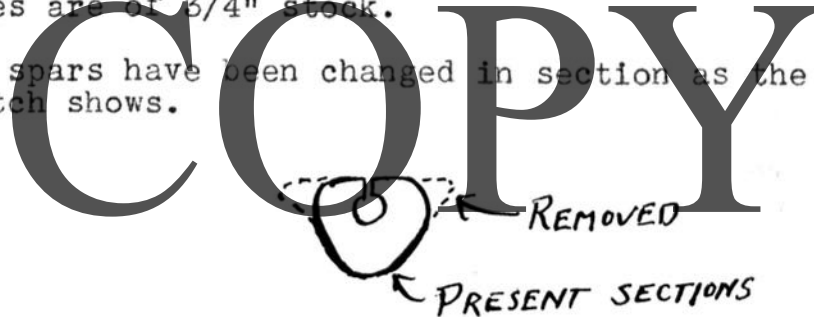
Mr. Henry M. Devereaux
88 City Island Ave.
City Island
New York 64, New York

Dear Mr. Devereaux:

Regarding the measurements to be rechecked on Star No. 2920.

The side measurements at station 9 and 10 are 13" and 9 5/8" respectively. The knees of all the frames in the boat have had spruce knees added over the plywood knees. The spruce knees are of 3/4" stock.

The spars have been changed in section as the following sketch shows.



I hope the above information will be adequate to enable Mr. L. North to obtain his certificate.

Very sincerely

Milton G. Wegert
Milton G. Wegert

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

Mr. Lowell North
2655 Poinsetta Drive
San Diego, 6
Calif.

Dear Mr. North;

Recently I have succeeded Mr. W. Whitney Stueck as Chairman of Measurements for the I. S. C. Y. R. A. On Sunday, February 26, 1950, we made the final transfer of papers.

I note that the re-measurement of your Star No. 2920 is still not cleared up.

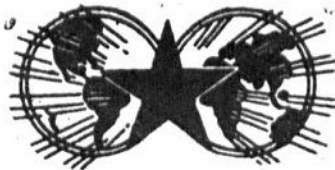
When you have this matter completed, please send me the forms which would formerly have been sent to Mr. Stueck. I already have all the data on your measurements previously taken, and all pertinent correspondence.

Very truly yours,

HENRY M. DEVEREUX

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

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

Ivoryton, Conn.
January 20, 1950

Mr. Lowell North
2655 Poinsettia Drive
San Diego 6, California.

Dear Mr. North:

Gluing strips to the after side of your mast might eliminate the flatness, but then the slot, which is measured from the after side, would be too deep. The only way I can see to correct it would be to saw it down the center and glue in a piece (between the forward and after halves) and then round off the after corners. Be sure the corners have at least a 1 inch radius through the largest part of the mast.

Rounding your boom in the manner shown is acceptable, but make the radius on the top corners at least $3/4$ " and reduce the depth of slot to 1" Max. The boom may be no wider than it is deep.

The above is semi-official only, since the new Judiciary Board is still debating the exact interpretation.

The Governing Committee insists on removal of the plywood. I can make no further headway on the subject, and suggest you write them direct.

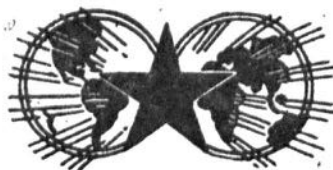
After corrections are made, have Milt Wegeforth check the results and send me dimensions. In the case of the spars, a sketch of the cross section will be helpful.

Very truly yours,

W. Whitney Stueck.

WWS:ps

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

Ivoryton, Conn.
December 29, 1949

Mr. Milton S. Wegeforth
367 Sixth Avenue
San Diego 1, California.

Dear Sir:

Thanks for your letter of Dec. 23 on North Star. All official inspections agree with yours in that the boat is well built and not exceedingly light. However, the Governing Committee will not allow plywood knees, and there is no doubt that the standard construction has been changed at the frame joints, regardless of the fact it may be improved.

My recommendation was the same as yours - that the plywood be thickened with spruce. However, the G. C. would not allow it. I have suggested that North negotiate direct with them.

Thanks for your services.

Very truly yours,

W. Whitney Stueck.

WWS:ps

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

Ivoryton, Conn.
December 29, 1949

Mr. Willard North
2655 Poinsettia Drive
San Diego 6, California.

Dear Mr. North:

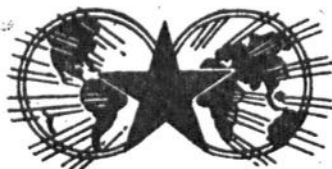
When some of the first reports and comments came in on North Star, it is true she was accused of being super-light and without fastenings. This, and many other questions, made the remeasurement necessary. Most of the objections were thereby proven false, and I am convinced that the boat is well built. My report to Lowell was the result of much correspondence and discussion with measurers and the G. C. It does not entirely coincide with my personal opinions and recommendations. My job is to carry out the decisions of the Governing Committee and to cooperate with them in seeing that boats are built according to plans and specifications.

The G. C. has always adhered to the most strict interpretation on the use of plywood. They do not consider it covered by "any kind of wood". They permit its use only where specifically stated as an option. In addition to this, Article I of the Specs., under "Requirements," is very explicit concerning deviations from the standard design, construction, etc. Your plywood gussets are certainly a design change. If this were permitted, it would lead to other changes in detail, many of which would be extreme and undesirable. If we are to keep any sort of control over the Class, this must not be allowed to happen. If you could read some of my correspondence with builders here and abroad, you would see how far astray one small change can lead.

I am sure you were perfectly sincere in building North Star as a sound boat. I know from my own experience as a builder how easy it is to misinterpret the Specs. The only suggestion I can offer is that you write the G.C. direct on adding spruce gussets without removing the plywood. This was my recommendation to them, and seems like the logical way to handle the situation. I hope you can get their permission.

(please turn to page 2)

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

-2-

I have just received the final word from Milt Wegeforth on your mast. His sketches show that it is neither round, oval nor streamlined. Also, the G. C. has decided that masts can have no flat surfaces. Your mast will have to be replaced accordingly. I suggest you save it for the future, when some changes in spar restrictions probably will be made.

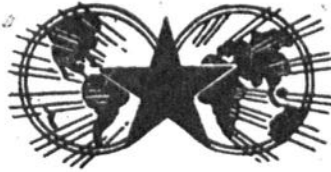
Be sure that the sheer at Sta. 10 is raised, the full amount. This must be carried forward and aft so that the sheer is fair and Sta. 9 and transom are also raised above the minimum limit. I would suggest raising Sta. 10 about 3/4 inch and eliminating as much of the "drooped" appearance as possible, to avoid future arguments.

Sincerely,

W. Whitney Stueck.

WWS:ps

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

Ivoryton, Conn.
December 29, 1949

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

Dear Harold:

Enclosed is an actual tracing of North Star's stern from Milt Wegeforth. The chine radius does not appear to be excessive, although the tracing may not be perfectly accurate at this point.

The sheer radius is a good inch, and it is very unfortunate that this was allowed. I find that the inside is reinforced with an ash batten, probably something like a rabbetted chine.

I have informed North that the mast is illegal and must be replaced.

Please return this transom tracing and the other sketches, sent with my first report, so that I can keep them with the certificates.

Sincerely,

W. Whitney Stueck.

WWS:ps
Enclosure

Seabright **MARINE** Hardware Corporation
YACHT HARDWARE - NON-FERROUS FOUNDRY

December 23, 1949

367 SIXTH AVENUE
SAN DIEGO 1, CALIFORNIA

Mr. W. W. Stueck,
Ivoryton, Conn.

Dear Mr. Stueck:

I am sending you under separate cover the required template and transom on Lowell North's Star Boat No. 1920 as you requested, along with the sections of the mast.

I have also carefully inspected the construction of Lowell North's Star Boat and I am very strongly of the opinion that his boat is not extremely light in construction. He has used 5/16th plywood knees on the lower portions of his frame and also at the top of the frame inside the sheer. The boat has an ash reinforced strip inside the sheer and he has used ash for the covering boards and throughout the cockpit trim which does not show a tendency to extreme lightness. The keelson is also constructed of ash. The use of ash and also the plywood knees on the frames, which are much larger than called for on the plans, do not seem to indicate, in my opinion, any intent to lighten the hull through the use of this material or construction. The construction is, I believe, an excellent piece of workmanship and the boat is extremely well built.

Mr. North informs me that he has been required to renew the plywood knees and insert thicker knees of spruce. I think it would be almost impossible to remove the plywood knees since they are fixed to the frame with weldwood glue and screws. If you believe it is necessary to enforce this change, I suggest that they be allowed to add the required knees over the top of the plywood knees. If this would be possible, please let me know as soon as convenient.

Very truly yours,

Milton E. Seabright

2655 Poinsettia Dr.
San Diego 6, Calif.
Dec. 23, 1949

Mr. Whitney Stueck,
Ivoryton, Conn.

Dear Mr. Stueck:

My son Lowell is away on a skiing trip so I am taking the liberty of answering your letter for him. Two of the three things you mention--increasing the side height at station 10 9/16 inch and a new boom will be done as soon as he returns. I will ask Mr. Wegeforth to get the mast data to you as soon as possible so that he can make any necessary changes during Xmas vacation.

I am afraid some people would have you believe that Lowell has built a light, flimsy eggshell of a boat that is capable of winning races by other means than by superior sailing. This is certainly not the case. He has made no effort to make a really light boat. I have seen dozens of Stars that would weigh less but I have never seen one that was stronger structurally. I believe all three official measurers will say the same. It has a hardwood keelson and the rounded sheer is all hardwood. There are more than the usual number of fastenings in the hull. Each plank had to have one or two extra in the edges to hold the tension as it was bent around the frames. The plywood gussets to which you object were not put in to save weight as shown by the fact that they are put in between many of the deck beams and side frames where nothing is required. The sizes are figured according to the stresses involved and some of them overlap the frames completely and are notched to fit against the upper gusset. Their total weight is considerably more than the spruce gussets you have requested.

Will you please have the Governing Committee cite the justification that plywood gussets are illegal? Article 3 states that plywood cannot be used on the deck, sides or bottom but nowhere else is it mentioned. Article 5 says "Any strong wood may be used" in the frames. When a plywood gusset is fastened and glued to the frames the unit becomes a knee in every sense of the word. They are far stronger than a short spruce knee with the end grain bolted to the bottom frame. This has long been a weak point in Star construction.

The deck, side and bottom frames were fastened and glued with the plywood gussets as an integral rigid unit and the plywood could not be removed without weakening the boat structurally to the point where I would consider it unsafe. This winter Lowell witnessed the near drowning of two friends during a Star race in San Francisco Bay this winter. The boat was not strong enough to take the heavy seas encountered and it opened up and sank with only seconds warning.

It was too rough for the other Stars to get to them but luckily they were rescued by a power boat after fifteen minutes in the cold water.

I am and have been Lowells regular crew for years and I have the best interests of the class in mind when I recommend that we remove any doubt about the legality of plywood gussets. As long as they weigh more than spruce knees the older boats would not suffer in competition any more than from the new plywood decks.

Will you please ask the Governing Committee to get the opinions of all three measurers, some engineers and Star builders and reconsider the matter. If you think it might be a long drawn out affair that would prevent us from sailing in the Feb. 22 Midwinter Regatta at Los Angeles I do not think Lowell would object to putting in the spruce gussets in addition to the Plywood. The increase in weight would be negligible and I really am thinking more of future Stars than of 2920.

Please let Lowell know as soon you have anything to report.

Sincerely yours,

Willard North

ELLIS WING TAYLOR
ARCHITECT AND STRUCTURAL ENGINEER
808 WEST THIRD STREET
LOS ANGELES 13, CALIFORNIA

MEMBER
AMERICAN INSTITUTE OF ARCHITECTS

MEMBER
AMERICAN SOCIETY OF CIVIL ENGINEERS

TRINITY 7281
MAadison 9-3387

December 19, 1949

Mr. W. Whitney Stueck
I.S.C.Y.R.A.
Ivoryton, Connecticut

Subject: Remeasurement of Star #2902

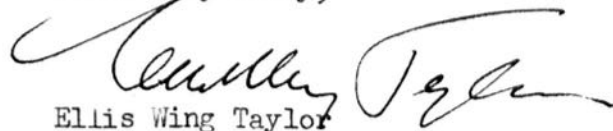
Dear Mr. Stueck:

Thanks for your letter and report on the remeasurement of the above Star. I, too, am glad that I was able to get Mr. Hesselberger to assist me. He and I have been measuring boats in Southern California for many years.

With respect to your question regarding the rounded chine both Mr. Hesselberger and my recollection is that the chine was sharp for its entire length, and that the radius, if any, was probably due to sanding down and was so small that we considered it negligible.

Hoping this answers your questions, I am

Yours very truly,


Ellis Wing Taylor

EWT:GE

BOND
U.S.A.
BERKSHIRE
11/18

Ivoryton, Conn.
December 18, 1949

Mr. Lowell North
6555 Poinsettia Drive
San Diego, California.

Dear Mr. North:

The Governing Committee and Measurement Committee have ruled as follows on the remeasurement of your boat:

- (1) The side height at Sta. 10 is 9/16 inch under the minimum limit. This causes the unusual appearance of the sheer and the deck must be raised accordingly. In doing so, the sheer line must be raised in with the other stations and care must be taken that all side heights are within the limits allowed by the Specifications. Any point on the boat, whether or not specifically shown on the measurement certificate, is subject to the prescribed limitations.
- (2) The boom is of illegal shape and a new one is required. This spar is neither round, oval nor streamlined. I would also recommend that the slot be kept within the dimensions specified for masts, as this is obviously the intent of the specifications.
- (3) Plywood in the hull is illegal unless specifically stated as optional. Also, the construction plan clearly shows that the side frames must be shaped in the form of knees, overlapping the bottom frames. It has been decided that your plywood gussets between side and bottom frames must be removed. Instead of replacing the entire side frames, you may substitute spruce gussets, 7/8 inch thick, overlapping side and bottom frames at least 5 1/2 inches, and fastened to each with at least 2 #10 bolts or rivets, in addition to the bolt already in the corner.
- (4) Action is delayed on your mast until we receive additional data from Milt Wegforth. This also applies to chine radius aft.
- (5) The measurement certificate of No. 2920 is hereby suspended until these alterations are made, inspected and reported by a Certified Measurer, and approved by the Measurement Committee.

(over please)

Ivoryton, Conn.
December 18, 1949

Mr. Lowell North
2655 Poinsettia Drive
San Diego, California.

Dear Mr. North:

The Governing Committee and Measurement Committee have ruled as follows on the remeasurement of your boat:

- (1) The side height at Sta. 10 is $9/16$ inch under the minimum limit. This causes the unusual appearance of the shear and the deck must be raised accordingly. In doing so, the sheer line must be faired in with the other stations and care must be taken that all side heights are within the limits allowed by the Specifications. Any point on the boat, whether or not specifically shown on the measurement certificate, is subject to the prescribed limitations.
- (2) The boom is of illegal shape and a new one is required. This spar is neither round, oval nor streamlined. I would also recommend that the slot be kept within the dimensions specified for masts, as this is obviously the intent of the specifications.
- (3) Plywood in the hull is illegal unless specifically stated as optional. Also, the construction plan clearly shows that the side frames must be shaped in the form of knees, overlapping the bottom frames. It has been decided that your plywood gussets between side and bottom frames must be removed. Instead of replacing the entire side frames, you may substitute spruce gussets, $7/8$ inch thick, overlapping side and bottom frames at least $5\frac{1}{2}$ inches, and fastened to each with at least 2 #10 bolts or rivets, in addition to the bolt already in the corner.
- (4) Action is delayed on your mast until we receive additional data from Milt Wegeforth. This also applies to chine radius aft.
- (5) The measurement certificate of No. 2920 is hereby suspended until these alterations are made, inspected and reported by a Certified Measurer, and approved by the Measurement Committee.

(over please)

-2-

We regret that these alterations are necessary, but feel that they are in the best interests of the Star Class, and are well within the scope of the specifications and plans. Unless radical deviations are halted, we will no longer have a one-design class.

Very truly yours,

W. Whitney Stueck.

COPY

-2-

We regret that these alterations are necessary, but feel that they are in the best interests of the Star Class, and are well within the scope of the specifications and plans. Unless radical deviations are halted, we will no longer have a one-design class.

Very truly yours,

W. Whitney Stueck.

COPY

BOND

COBBYVETTE

EVLOV2



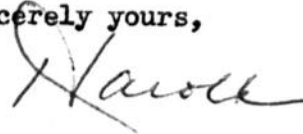
Mr. Whitney Stueck

December 15, 1949

notify Stan that it is coming in from you.

It just occurred to me that possibly you might mention your contemplating having the spar rule changed at the next annual meeting owing to a saving in material and cost and hoping that if there is any question, you will not hesitate in phoning me collect, I remain

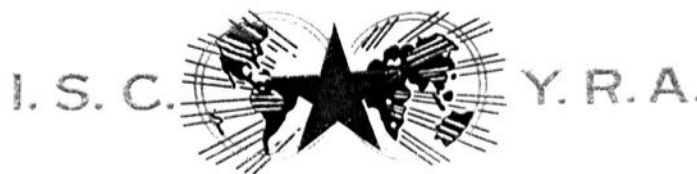
Sincerely yours,



HCH:MR

P.S.- I neglected to mention previously that apparently you were not advised by Taylor that the radius of the round on the chine was greater than the $\frac{1}{2}$ " allowed in the specifications and this also must be corrected in some way.

COPY



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.

December 15, 1949

Mr. W. Whitney Stueck
Ivoryton, Connecticut

Dear Whit,

We had a very good meeting today and discussed fully the various reports you have been submitting and as I advised you some time ago, our findings would be passed on to you for you to get up something to publish over your signature as, of course, this is where it should come from when it has to do with the boats and measurements of same.

Referring to your letter of December 8th which reports on Star Boat #2920, may I advise that everything stated by you from a recommendation standpoint is as it should be with the exception of Section 3 which should declare the spars illegal because of shape and depth of slot. I was also asked to mention to you that you do not go into many details but have something such as follows:

"Owing to the many questions made to the Measurement Committee regarding Boat No. 2920 during and after the World's Championship, this Committee had this boat remeasured and finds a few minor measurements were incorrectly taken, such as a side height at Station 10. Plywood was used for gussets and must be replaced with spruce or some other wood with a couple of bolts or rivets. The depth of slot in the spars is $\frac{1}{4}$ " too deep. The chine aft is rounded to a greater radius than $\frac{1}{2}$ ".

You will note that the Governing Committee does not suggest increasing the thickness of the gussets as plywood is not permitted and should not be left in the boat.

The Governing Committee cannot permit spars which have flat surfaces owing to a G. C. decision on an appeal back in 1929. This practically eliminates any need for an explanation such as outlined by you in the memo enclosed with your letter of November 7th, but it is suggested that in some way you might imply the spars already made and accepted by measurers, would not be rejected by you excepting under extraordinary circumstances, e.g. those that have the corners rounded off might be accepted but anything e.g. North's boom, could not under any circumstances be admitted.

I would very much like to get something for the next issue of Starlights and hope that the above can be worked out by you over this weekend as I plan to

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

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

CARLOS de CARDENAS
San Ignacio 303,
Habana, Cuba

INTERNATIONAL SECRETARY

HOWARD T. WALDEN JR.
(Central Office)

INTERNATIONAL TREASURER

ROBERT E. SMITH
(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
Lorantffy Zsuzsanna-ut 1
Budapest II, Hungary
(Central and
Southeastern Europe)
- 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)

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

FOR FLEET OFFICIALS CONSULT LOG

Ivoryton, Conn.
December 8, 1949

Mr. Ellis W. Taylor
803 West 3rd. St.
Los Angeles, California.

Dear Mr. Taylor:

Thank you very much for the excellent job of re-measuring No. 2920. It was fortunate that you could get Mr. Hesselberger, as he also has a very fine reputation with the Class as a measurer. Enclosed is a copy of my report. Your bill has been sent to the I.S.C.Y.R.A. for payment.

Only today, a new complaint came to my attention on #2920. It is claimed that, starting at about Sta. 8, the chine is rounded with an increasing radius toward the transom, until the lower corner of the transom has a radius far greater than the $\frac{1}{2}$ " allowed. Did you note any such rounding? Your report mentions only the sharp corner at the chine.

Sincerely,

W. Whitney Stueck.

WWS:ps
Enclosure.

Ivoryton, Conn.
December 8, 1949

Mr. Milton Wegeforth
3027 Russel
San Diego 6, California.

Dear Milt:

I am told by Ellis Taylor that you will furnish the mast dimensions requested in the remeasurement of #2920. I hope you can send these along soon, as we would like to make a final decision on it.

Although I can find nothing wrong with the transom itself from Taylor's measurements, someone is protesting that it is not right. Can you send me a cardboard or heavy paper template of at least one side of the transom so I can give a positive answer? This would be a big help. Please feel free to send me a bill for this and the mast job.

Regards,

W. Whitney Stueck.

P.S. As far as Taylor's certificate is concerned, it agrees with yours as closely as I would expect of two independent jobs.

WWS:ps

Ivoryton, Conn.
December 8, 1949

Governing Committee
International Star Class Y. R. A.
51 East 42nd. St.
New York 17, N. Y.

REPORT ON REMEASUREMENT OF STAR NO. 2920

Star No. 2920 was originally measured on 6/28/49 by Milton Wegeforth, and approved on 8/10/49 after correction of one measuring error.

On Nov. 26, 1949 the boat was remeasured by Ellis W. Taylor, assisted by Milton Hesselberger. It was carefully levelled, only sufficient props for steadying, and had no mast stepped at the time.

Findings:

1. All standard offsets are reasonably close to the original figures and are well within limits.
2. Side heights were measured at Sta. 1 and 10 in addition to 3, 6 and 8. No. 1 is within limits but No. 10 is $9/16"$ under the limit. The transom was measured and found to be of normal size although previously reported as extremely small.
3. The bottom frames in way of keel, instead of being tapered from $1\frac{1}{2} \times 1\frac{1}{2}$ amidships to $1\frac{1}{4} \times 1\frac{1}{4}$ at chine (Specs. Article V) are $1\frac{1}{2} \times 1\frac{1}{2}$ throughout, but reinforced by a $\frac{3}{4} \times 1\frac{1}{2}$ strip extending 9" each side of center, thoroughly glued and fastened.
4. Method of fastening side frames to bottom frames shown in Mr. Taylor's sketch.
5. The radius between deck and side at sheer is about $\frac{1}{4}"$.
6. Mr. Taylor states that the boat seems to be adequately fastened, is thoroughly glued, and probably stiffer than most Stars. (North claims he used over 500 Everdur screws in planking alone).
7. The center line of forward deck curves upward about $3/8"$ between bow and cockpit and the after deck about $\frac{1}{4}"$ between stern and cockpit. Greatest camber - $3 \frac{3}{8}"$.
8. The boom is neither round, oval nor streamlined. The groove is $1\frac{1}{2}"$ deep.
9. The mast was not with the boat and was not measured. Milton Wegeforth is supposed to measure it and send dimensions later.

Recommendations:

1. The side height at Sta. 10 is evidently the dimension which causes the hogged sheer appearance. The 9/16" below limit is too great to ignore, especially in view of the fact that it makes the boat look far different than a normal Star. I can see no alternative but to raise the deck at this point and fair it in with the rest of the sheer.
2. The bottom frames, sheer radius, fastenings and deck camber appear to comply with the specifications. I recommend that no changes be required.
3. The shape of the boom is illegal and I recommend that it be rejected. (The slot is deeper than allowed for masts, but the wording of the Spec. does not limit size of boom slot or groove.)
4. The method of joining side and bottom frames is a deviation from the plans, although it appears to be strong. Glue is the main fastening medium, there being only one bolt. The side frames have no knees and do not overlap the bottom frames. Since deviations of this sort can lead to future excesses, it is recommended that the plywood gussets on frames 6 through 16 be increased to 7/8" thickness, using spruce and not plywood, and that two metal fastenings, 1 1/2" #10 screws or equivalent bolts or rivets, be added both along bottom frame and side frame, arranged to hold new gusset to old gusset to frames, making four additional fastenings per joint. This should make the equivalent in weight and strength of an overlapping knee type side frame.
5. The ruling on the shape of the mast will be determined by the interpretations now under consideration by the Governing Committee.
6. I recommend that the measurement certificate of No. 2920 be suspended until the above alterations are made and checked by Milton Hegelforth.
7. I suggest that this report be published in Starlights in condensed form in answer to the many questions concerning this boat.

Chairman of Measurement
Committee.

Ivoryton, Conn.
December 8, 1949

Governing Committee
International Star Class Y. R. A.
51 East 42nd. St.
New York 17, N. Y.

REPORT ON REMEASUREMENT OF STAR NO. 2920

Star No. 2920 was originally measured on 6/28/49 by Milton Wegeforth, and approved on 8/10/49 after correction of one measuring error.

On Nov. 26, 1949 the boat was remeasured by Ellis W. Taylor, assisted by Milton Hesselberger. It was carefully levelled, only sufficient props for steadying, and had no mast stepped at the time.

Findings:

1. All standard offsets are reasonably close to the original figures and are well within limits.
2. Side heights were measured at Sta. 1 and 10 in addition to 3, 6 and 8. No. 1 is within limits but No. 10 is $9/16"$ under the limit. The transom was measured and found to be of normal size although previously reported as extremely small.
3. The bottom frames in way of keel, instead of being tapered from $1\frac{1}{2} \times 1\frac{1}{2}$ amidships to $1\frac{1}{4} \times 1\frac{1}{4}$ at chine (Specs. Article V) are $1\frac{1}{2} \times 1\frac{1}{2}$ throughout, but reinforced by a $2 \times 1\frac{1}{2}$ strip extending 9" each side of center, thoroughly glued and fastened.
4. Method of fastening side frames to bottom frames shown in Mr. Taylor's sketch.
5. The radius between deck and side at sheer is about $\frac{1}{4}"$.
6. Mr. Taylor states that the boat seems to be adequately fastened, is thoroughly glued, and probably stiffer than most Stars. (North claims he used over 500 Everdur screws in planking alone).
7. The center line of forward deck curves upward about $3/8"$ between bow and cockpit and the after deck about $\frac{1}{4}"$ between stern and cockpit. Greatest camber - $3 \frac{3}{8}"$.
8. The boom is neither round, oval nor streamlined.

The groove is $1\frac{1}{4}"$ deep.

9. The mast was not with the boat and was not measured.

Milton Wegeforth is supposed to measure it and send dimensions later.

Recommendations:

1. The side height at Sta. 10 is evidently the dimension which causes the hogged shear appearance. The $9/16$ " below limit is too great to ignore, especially in view of the fact that it makes the boat look far different than a normal Star. I can see no alternative but to raise the deck at this point and fair it in with the rest of the sheer.
2. The bottom frames, sheer radius, fastenings and deck camber appear to comply with the specifications. I recommend that no changes be required.
3. The shape of the boom is illegal and I recommend that it be rejected. (The slot is deeper than allowed for masts, but the wording of the Specs. does not limit size of boom slot or groove.)
4. The method of joining side and bottom frames is a deviation from the plans, although it appears to be strong. Glue is the main fastening medium, there being only one bolt. The side frames have no knees and do not overlap the bottom frames. Since deviations of this sort can lead to future excesses, it is recommended that the plywood gussets on frames 6 through 16 be increased to $7/8$ " thickness, using spruce and not plywood, and that two metal fastenings, $1\frac{1}{2}$ " #10 screws or equivalent bolts or rivets, be added both along bottom frame and side frame, arranged to hold new gusset to old gusset to frames, making four additional fastenings per joint. This should make the equivalent in weight and strength of an overlapping knee type side frame.
5. The ruling on the shape of the mast will be determined by the interpretations now under consideration by the Governing Committee.
6. I recommend that the measurement certificate of No. 2920 be suspended until the above alterations are made and checked by Milton Wegeforth.
7. I suggest that this report be published in Starlights in condensed form in answer to the many questions concerning this boat.

Chairman of Measurement
Committee.

EATON'S
CORRASABLE

BOND

U.S.A.

Ivoryton, Conn.
November 9, 1949

Mr. Milton Wegeforth
3027 Russell
San Diego 6, California.

Dear Milt,

The Governing Committee has requested that North Star II, No. 2920, be reassured. There is nothing wrong with your original job, but the odd appearance of the boat and some of the construction features have been questioned.

In order to get an independent check on everything, Ellis Taylor has been asked to do the job. He suggests that you assist him, which is ideal. The I.S.C.Y.R.A. is paying the expenses. He will contact you, and we hope you get together on it. Lowell North expects to be home November 24 to 27 and it probably will be done then.

Regards,

W. Whitney Stueck.

WWS:ps

Ivoryton, Conn.
November 8, 1943

Mr. Ellis W. Taylor
803 West 3rd. St.
Los Angeles 13, California.

Dear Mr. Taylor:

Thanks for your letter of November 4. Please go ahead with the measuring job, using Milt Wegeforth as assistant if you can arrange it. I am writing him an explanation. You will need the following addresses:

Mr. North, Sr. (Lowell's father)
2655 Poinsettia Drive
San Diego, California.

Lowell North
2607 Hearst Ave.
Berkeley 9, California.

Milton Wegeforth
2027 Russell
San Diego 6, California.

Lowell plans to be home November 24 to 27. His father has care of the boat, which is either at his home or the Y. C.

So that you will be completely up to date, I am sending you measurer's instructions, specifications, construction plan and keel plan. 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.

(please turn to page 2)

-2-

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. Make a rough sketch of the joint between side frames and bottom frames, giving approximate dimensions. Note number of fastenings, if any. Note size and shape of bottom frames #9 through 13, in way of 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.
8. Are the sizes of deck beams according to plans and Specs, especially the larger ones?
9. Is the centerline of deck a straight line from bow to cockpit, and from cockpit to stern? What is greatest camber and where?
10. Measure on the transom as follows:
 - (a) distance from deck to bottom at center;
 - (b) camber;
 - (c) distance from a line through chines to a line through deck at side points.
11. Note anything about construction or lines which seems unusual.

I am assuming that the boat will be in a fairly level position and without distortion from props or rigging.

Thanks for your cooperation. We hope the results will settle a lot of controversy.

Very truly yours,

W. Whitney Stueck.

WWS:ps
Enclosure.

ELLIS WING TAYLOR
ARCHITECT AND STRUCTURAL ENGINEER
803 WEST THIRD STREET
LOS ANGELES 13, CALIFORNIA
~~TURNER TOLL~~
MAdison 9-3387

MEMBER
AMERICAN INSTITUTE OF ARCHITECTS

MEMBER
AMERICAN SOCIETY OF CIVIL ENGINEERS

December 2, 1949

Mr. W. W. Stueck, Measurer
I.S.C.Y.R.A.
Ivoryton, Connecticut

Dear Mr. Stueck:

On Saturday, November 26, I picked up Milton Hesselberger, one of our measurers here in Southern California, and went to San Diego to measure the 2920 in accordance with your request of November 8. It was good that I asked Milt Hesselberger to join me, because I found that Milt Wegeforth, who was to be my assistant, had an engagement when we arrived and was not available until 3:00 in the afternoon.

I enclose herewith a copy of the regular certificate showing the measurements found by us, and answers to your special questions as follows:

1. We found no difficulty in determining the keel height by our regular method.
2. Side heights at station one and ten, and indicated on the "heights" table on the certificate.
3. See sketch marked questions #3 and #4. The width of the boom did not vary appreciably, but the depth varied as indicated. Unfortunately, the mast was not with the boat, and as Mr. Hesselberger and I left Los Angeles at about 8 in the morning and did not return until 8 in the evening, we did not have time to go to the Yacht Club and get the mast measurements. We asked Milt Wegeforth to measure the mast for us, and mail the information to us, which he agreed to do. To date, we have not heard from him.
4. See sketch marked #3 and #4 for tunnel dimension. This is for the boom only. When the mast measurements are received, I will forward them to you.
5. See enclosed sketch marked #5. Please note that the frames from 9 to 13 inclusive, are fastened at this point with one bolt, that the joint is rabbeted and completely glued including a glued plywood gusset plate as indicated. The bottom frames from 9 to 13 inclusive are only $1\frac{1}{4}$ " x $1\frac{1}{2}$ ", but are strengthened

December 2, 1949

Page Two

Mr. W. W. Stueck

by a $1\frac{1}{2}$ x $1\frac{1}{2}$ x $1'6"$ piece well fastened and glued to the after side of the frames extending 9" each side of the center line of the boat.

6. The radius of curvature of the chine is practically zero (very sharp) and the radius at the shear is about $1\frac{1}{2}"$ (0-0-4).
7. There appears to be the proper number of fastenings in this boat, and in addition, it is glued throughout. Mr. North, Sr. and Lowell both assured me that the fastenings were all Everdur.
8. Unfortunately, I failed to measure the deck beams, though it was on my list to do so. I took a squint at them with the thought, "now I'll measure those later", and they seemed to be O.K. I can request this measurement from Milt Wegforth, if you still think it is necessary.
9. The forward deck curves upward $\frac{3}{8}$ of an inch about halfway from bow to cockpit. The after deck curves upward about $1\frac{1}{2}"$, and the measurement is halfway from stern to cockpit. *Greatest*
I was not sure whether you wanted the ~~camber~~ athwart ship. However, we measured it and found it to be $3\frac{3}{8}"$ at about station five and one-half.
- 10 a. 1-2-7. b. 0-0-7. c. 0-11-1.
11. The unusual features of this boat seem to be primarily the glueing which is carried throughout. For instance, the planks are glued together and to the frames. The frames are glued wherever connected. The bottom frames at 9 to 13 inclusive being $\frac{1}{4}"$ narrow, are strengthened by the member described in 5 above, and I believe due to this strengthening and the complete glued job, that this boat is much stiffer, probably a little heavier than the average Star I have measured.

In conclusion, we will state that the boat was leveled by us; ~~raised~~ *rested* on its trailer; ~~head~~, no rigging whatsoever, and props sufficient for steadying the boat only.

Now comes the cost of the trip. It was not my intention to charge for measuring. However, since it took two of us all day, we think that the

December 2, 1949

Page Three

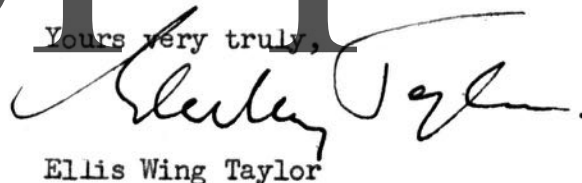
Mr. W. W. Stueck

standard measuring fee of \$10.00 per boat will be fair. You will note by the enclosed bill that our expenses consisted of telephone calls made prior to going down there, and in San Diego for coming home notifying our residences we would be late; mileage for both Mr. Hesselberger and myself because he came from Hollywood and I from Arcadia meeting east of Long Beach and taking one car from there to San Diego. This was figured at eight cents (8¢) per mile, based on information from the Automobile Club of Southern California that the average reimbursement for employee owned cars is 8 $\frac{1}{4}$ ¢ per mile; and meals which consisted of breakfast only because we had lunch at the North's house, and dinner was delayed until we each got home.

It was indeed a pleasure to have assisted you, and I would like very much to hear the results of the controversy.

COPY

Yours very truly,



Ellis Wing Taylor

EWT:GE
Encls 4

cc: Mr. Hesselberger

ELLIS WING TAYLOR

ARCHITECT AND STRUCTURAL ENGINEER

MEMBER
AMERICAN INSTITUTE OF ARCHITECTS

803 WEST THIRD STREET
LOS ANGELES 13, CALIFORNIA

~~Private~~
MAdison 9-3387

MEMBER
AMERICAN SOCIETY OF CIVIL ENGINEERS

November 4, 1949

Mr. W. Whitney Stueck
Measurer
I.S.C.Y.R.A.
Ivoryton, Connecticut

Dear Mr. Stueck:

Your letter of October 31 received, and I will be pleased to re-measure the North Star II No. 2920 in San Diego. Both you and Harold Halsted realize that I have not been very active in Star measuring for sometime. However, I will be pleased to assist you.

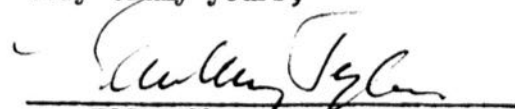
I have just returned from a vacation in Yosemite and northern California and am leaving next week for an architects convention at Palm Springs. Probably the date you mentioned as being the time that Mr. North will be home, will be about as early as I can get to the job. It would help if you could send to me, by return air mail, a brief history of what you think may have been wrong with the first certificate. That is, what part of the boat should be most carefully rechecked by me. If you do not care to do so, disregard this request, as you know I don't absolutely need it.

It will be necessary for me to have an assistant in doing this work, and it is not my policy to use an interested party in a recheck of this kind. Therefore, Lowell North, being the owner, is unsatisfactory. If Milt Wegeforth is the new measurer in San Diego, it might be well for me to ask him to act as my assistant. I may have some old tricks which he would like to know. If you would rather that Milt not act in that capacity, then I would have to take a man from Los Angeles, as I know no other capable persons in San Diego.

I note that you suggest you will pay my expenses, and a rough estimate would be about \$40.00. San Diego is 125 miles from Los Angeles, so with automobile costs, meals, and possibly compensation for an assistant, it adds up to about that much. I will keep the cost as low as possible.

Please send me about three of the latest measurement blanks.

Very truly yours,


Ellis Wing Taylor

EWT:GE
cc: Mr. Halsted

Ivoryton, Conn.
October 31, 1949

Mr. Ellis W. Taylor
803 West 3rd. St.
Los Angeles 13, California.

Dear Mr. Taylor:

The Governing Committee has requested remeasurement of North Star II, No. 2920, which is now in San Diego. Harold Halsted suggested I contact you to do the job because of your past experience with World's Championships and measuring in general. This will be a special job involving some work not regularly covered on the measurement certificate.

I would like to know if you can make the trip to San Diego to do the job for us. If so, you might give me some idea of the cost, which would be paid by the I.S.C.Y.R.A.

Milt Wegeforth did the original measuring of 2920. We have no fault to find with his work, but believe it advisable to have an independent check, especially since he is new at measuring.

Lowell North, the owner, will be at home No. 24 to 27 and would like to have it done then, but this is not essential. We are very anxious to get the matter settled and would appreciate hearing from you as soon as possible.

Very truly yours,

W. Whitney Stueck.

WWS:ps

Oct. 24, 1949

Mr. Whitney Stueck
Grooklyn, Conn.

2607 Hearst Ave.
Berkeley 9
Calif.

Dear Mr. Stueck,

I am sorry for causing you
this extra trouble and letter writing.
My parents will know the whereabouts
of my boat and they can be reached at
2655 Poinsett Dr. Telephone BO 341. I
believe the boat and spars are still
at the Yacht Club although my father
may have taken them home by now.

I will be home Nov. 24th to the 27th and
if it would be convenient with you
and the measurer I would appreciate
having the measuring that is necessary
done then so I could watch the
proceedings.

Before building my boat I got a
ruling from Mr. Ketchum that said one inch
was the maximum radius at the sheer. "Norst
Star II" has a sheer radius between $\frac{1}{2}$ " and $\frac{3}{4}$ ".

I used the plywood gussets in strengthening the joints between the ~~joints~~ side and bottom frames. I could have left them out completely and been within the specs, so I hope common sense can be used here.

As to fastenings, although I used more than 3 gals of glue in the construction, I also used more than 500 1½" or longer screws in planking alone.

COPY

Sincerely,

Lowell North

Oct. 18, 1949

Mr. Whitney Stueck
Ivoryton, Conn.

Dear Mr. Stueck,

I am a little puzzled about why remeasurement is necessary. I would like to hear from you again to find out when it could be done. I am going to school here in Berkeley at the U. of C. and I may not be able to get home before Christmas. Also I would like you to answer some questions pertaining to North Star II.

I recieved a letter a little while ago from Don Bergman, an official at the Internationals. He had checked over my boat at Chicago and in his letter he mentioned several items he thought were illegal. My boom has a triangular shape of which I believe the measurer at Chicago sent you its cross sectional dimensions. In his letter, Mr. Bergman also stated that I had a square mast. The mast is not square, although I did leave the back side flat making its section like this: 

The log states that spars shall be round oval or streamlined and I believe the sections of my spars are streamlined. All the unusual features on my boat were ideas gathered from other stars. For instance, star 2013 has a square mast and a triangular boom, and was raced in the Silver

Star North American Championships last year and at Chicago this year. If you compared measurement certificates, I believe you would find my boat very close to 2013's hull.

Other things Mr. Bergman complained about were Plywood gussets where the side frames were jointed into the bottom frames and the hogged appearance of the deck line. I made the frames standard size and added the plywood as an extra strength factor, not as a weight saver as Mr. Bergman implied. North Star 11 has a straight sheer which makes the deck line appear reversed.

I hope you will be ~~able~~ able to straighten out these matters of ^{or} ~~spare~~ shapes and ect. As you can understand, I am not eager to have my boat completely remeasured, especially after her long trailor trip. However, if the governing committee requests remeasurement, I will of course grant you my permission.

Sincerely yours,

Lowell North

Ivoryton, Conn.
October 20, 1949

Mr. Lowell North
2607 Hearst Ave.
Berkely 4, California.

Dear Mr. North:

Thank you for your letter of Oct. 18. We are asking for remeasurement of #2920 because many questions have been asked concerning her unusual features and there will, no doubt, be attempted copies.

I have reports from the Chicago measurers stating their opinions, but I cannot make a decision as to whether or not a particular point is legal without official measurement data.

If the matter is overlooked, any point that is not legal may be copied by a number of builders and cause a great deal of confusion. We should be able to say definitely, and very soon, just whether or not Joe Doakes can use a triangular boom or small transom, and if so, how small.

From what has been told me, I cannot see that your mast could be called illegal without splitting hairs pretty fine. I'm not so sure about the boom. This needs more study. I am concerned about side heights, radius of deck at side and radius of chine, plywood gussets and lack of fastenings. The latter points need further definition and interpretation. No decision can be made without a careful recheck.

I don't believe you need worry about the trailer trip and bottom dimensions in general. I am reasonably satisfied, but not certain, that the bottom contours are o.k., unless there are serious measuring errors due to excessive radius at chine and deck.

I sincerely hope we will not cause you any trouble. Please let us know where the boat is located and whom the measurer should contact for access to it and the spars. It should not be necessary that you be on hand. No decision can be made by the local measurer. He merely takes the data requested.

(over)



EATON'S
CORREASABLE

-2-

BOND

Time is important, for your own sake as well as that of the Class, so please let me hear from you as soon as possible.

No. 2013 and 2916 are also to be thoroughly checked.

Very truly yours,

W. Whitney Stueck.

COPY

WWS:ps

Ivoryton, Conn.
October 6, 1949

Mr. Lowell North
2655 Pointsettia Dr.
San Diego, California.

Dear Mr. North:

As you no doubt realize, your boat created quite a lot of comment at Chicago, both because of your excellent performance and her unusual features. I want to request your permission to have No. 2920 remeasured, at no cost to you.

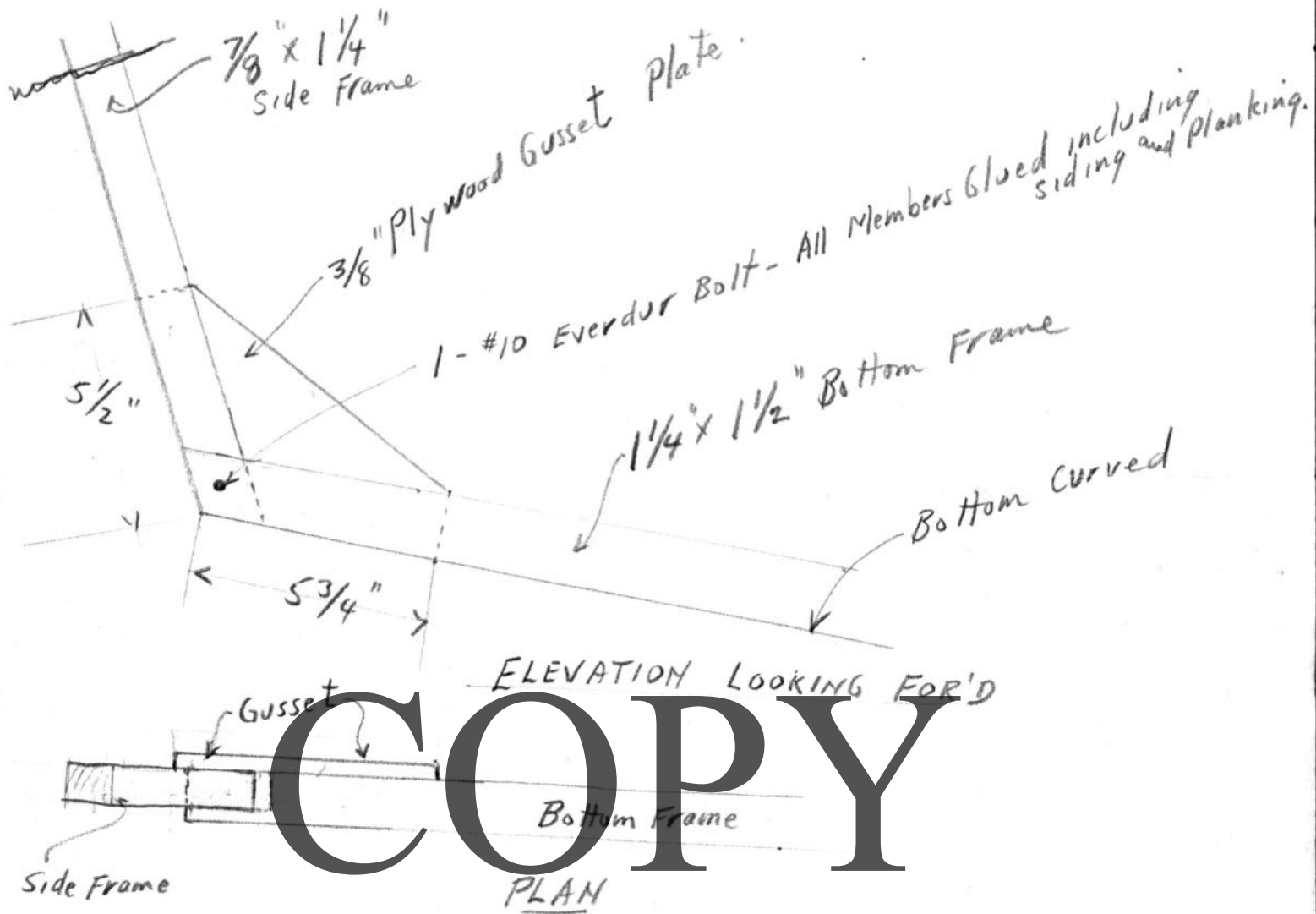
It is in the interest of the Star Class that new trends be checked carefully. Nothing that conforms with the letter and spirit of the specifications and plans can be questioned. I am sure you will have no objection to the remeasurement and will understand why it is necessary. I sincerely hope that everything is found to be in order.

Please let me hear from you as soon as possible as we wish to get the matter settled.

Very truly yours,

W. Whitney Stueck.

WWS:ps



Question # 5

ELLIS WING TAYLOR, M.A.M.Soc.C.E.
STRUCTURAL ENGINEER
ARCHITECT

EDWARD CRAY TAYLOR
ARCHITECT
A. I. A.

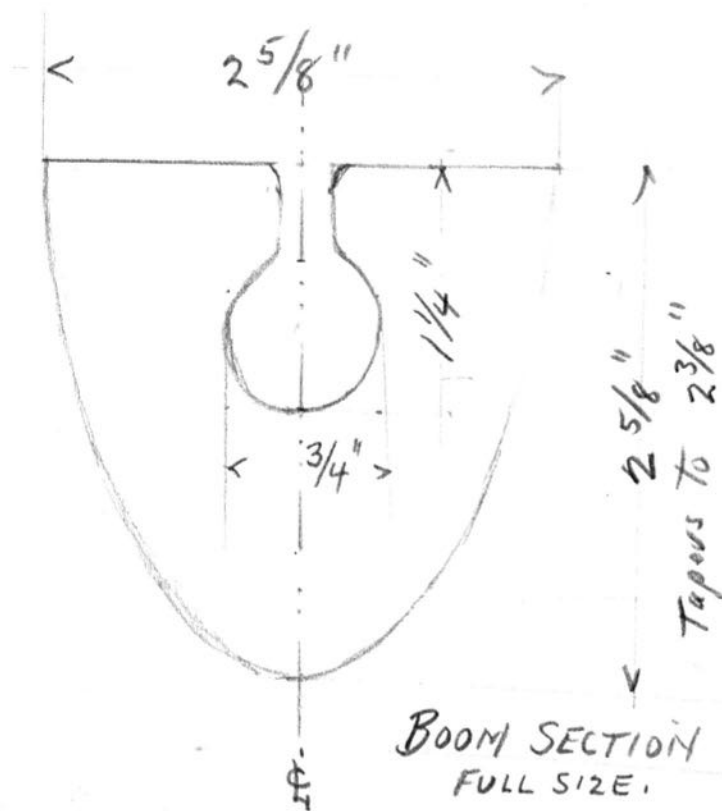
EDWARD CRAY TAYLOR AND ELLIS WING TAYLOR
ARCHITECTS AND ENGINEERS
LOS ANGELES

LEONARD M. CLAUSEN
RESIDENT ENGINEER
SAN DIEGO DISTRICT

BRANCH OFFICE: 676-677 SPRECKELS BLDG.
SAN DIEGO 1, CALIFORNIA
PHONE FRANKLIN 0678

OLD WARTIME

COPY



COPY

QUESTIONS #3 and #4.

August 12, 1950

STAR NO.2920
"NORTH STAR"II"

Please attach this to the approved certificate, which is dated June 11, 1950.

By this errata sheet, The International Measurement Committee corrects two typographical errors probably to be found in copy of the certificate sent to the owner.

The approval of Star No. 2920 is not altered.

(a) Dimension "P" Change to read 0-11-5

(b) Dimension "Skeg Depth"
..... Change to read 1-4-7

HENRY M. DEVEREUX
Chairman
International Measurement Committee

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 _____
Chairman International Measurement Committee.

Approved
6/11/50

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	1.7.1	1.1.6	0.9.3	0.6.0	0.3.7	0.3.6	0.5.0	0.7.6	0.11.3	1.3.3
Chine			1.0.0			0.8.2		0.11.3		1.6.0
Side			1.7.7			1.9.4		1.5.1		

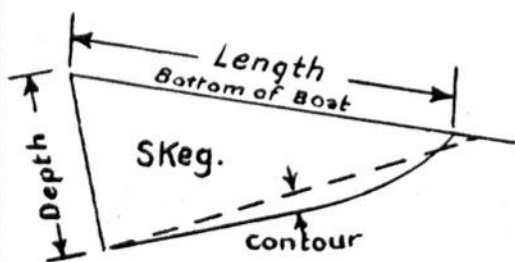
Half Breadths

Stations	3.	6.	8.	Stern
Deck	1.11.6	2.10.2	2.6.7	1.7.3
Chine	1.3.7	2.2.5	2.0.5	1.4.0

Rudder.
Width 1.5.6
Depth 2.6.0

Skeg
Length 2.9.7
Depth 1.4.7
Contour 0.0.4

Is construction as
per Rules? Yes See Exceptions in
Letter.



I.S.C. ★ Y.R.A.

Yacht No. 2920

L.O.A. 22-8-7 (22-8-7)

Mast from B X

Boom Length. X

Jib Stay fr. B X

Dimension "A" Mast not with boat See letter.

"B" 3-9-5

"C" 4-2-1

"E" 6-11-6

"G" 4-1-2

"K" 2-6-2

"M" 0-0-7

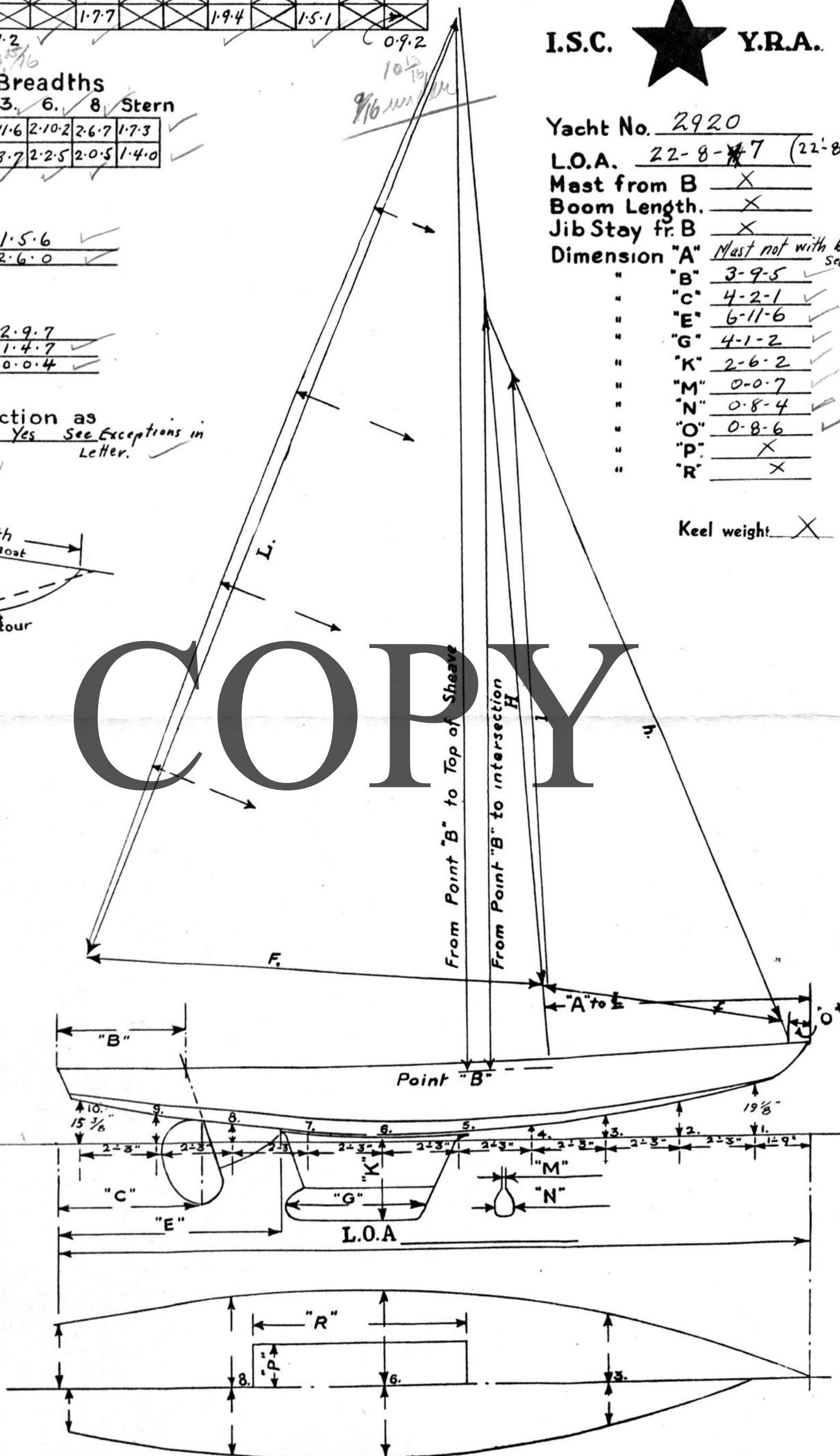
"N" 0-8-4

"O" 0-8-6

"P" X

"R" X

Keel weight X



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? 2920
2. Was this number cut or burned into keelson as required above? Cut.
3. Yacht's name "NORTH STAR II" 4. Year built? 1949
5. By whom built? Owner (Lowell North)
6. Owner's name? Lowell North
7. Address 2607 Hearst Ave, Berkeley 9, Calif.
8. Fleet San Diego 9. Remarks this is a check measurement.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 26th day of Nov. 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 Dec 2 1949

Signed

Stallan J. G.
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.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

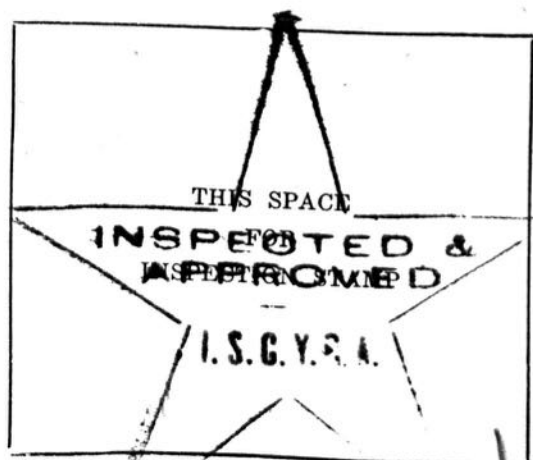
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

St. Whitney Stueck
Chairman International Measurement Committee.

8/10/49

2920

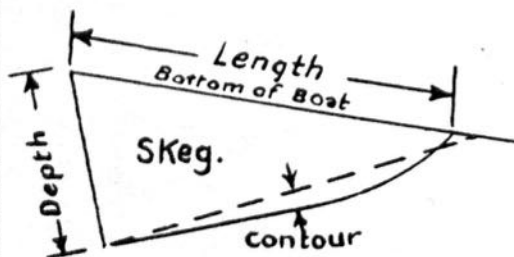
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	14"	9 9/16	6 5/16	4	4	5 1/4	8	11 9/16	15 3/8
Chine			12 5/16			8 3/8		11 3/4		18 1/8
Side			20			21 7/16		16 15/16		

Half Breadths	Stations	3.	6.	8	Stern
Deck		24 1/8	34 1/2	31 1/8	19 5/16
Chine		16 1/8	26 7/16	24 9/16	16"

Rudder.
Width 18"
Depth 31 1/2"

Skeg
Length 33 1/2"
Depth 16 7/8"
Contour 1/2"

Is construction as
per Rules? YES



I.S.C. ★ Y.R.A.

Yacht No. 2920

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

Mast from B 31' 9"

Boom Length. 14' 7"

Jib Stay fr. B 22' 9"

Dimension "A" 7' 7 3/4"

"B" 3' 9 1/2"

"C" 4' 2 1/8"

"E" 7' 1 1/4"

"G" 4' 1 1/4"

"K" 2' 6 3/4"

"M" 78"

"N" 8 1/2"

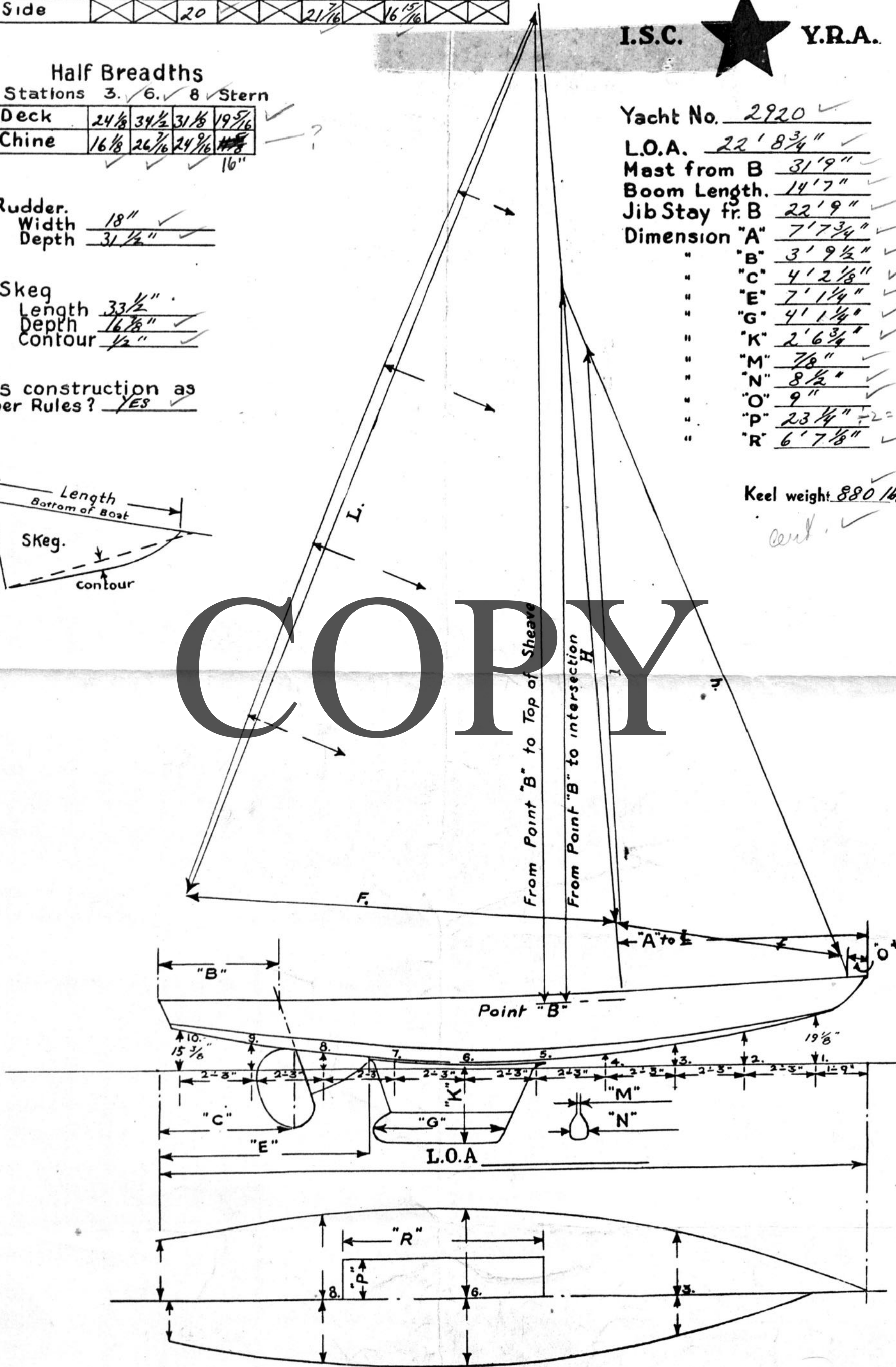
"O" 9"

"P" 23 1/4" ÷ 2 = 11 7/8"

"R" 6' 7 1/8"

Keel weight 880 lb.

cert.



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? 2920
2. Was this number cut or burned into keelson as required above? CUT
3. Yacht's name "NORTH STAR II" 4. Year built? 1949
5. By whom built? LOWELL NORTH
6. Owner's name? LOWELL NORTH
7. Address 2655 POINTSETTIA DR., SAN DIEGO 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 28th day of JUNE 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 _____ 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.

August 12, 1950

STAR NO.2920
"NORTH STAR"II"

Please attach this to the approved certificate, which is dated June 11, 1950.

By this errata sheet, The International Measurement Committee corrects two typographical errors probably to be found in copy of the certificate sent to the owner.

The approval of Star No. 2920 is not altered.

(a) Dimension "P" Change to read 0-11-5

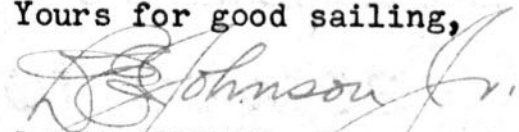
(b) Dimension "Skeg Depth"
..... Change to read 1-4-7

HENRY M. DEVEREUX
Chairman
International Measurement Committee

As for my charge, the time and effort expended were worth \$25.00 to me; however, if I'm too high, or cheating myself either one, I will leave it up to you.

Trusting everything is in order, and assuring you I will be glad to furnish any other assistance or answers necessary with this job, I remain

Yours for good sailing,


L. E. JOHNSON, JR.

LEJjr:fpr

Encls.

COPY

Ivoryton, Conn.
December 6, 1949

Mr. L. W. Johnson, Jr.
L. W. Ross & Company, Inc.
duPont Building
Miami, Florida.

Dear Mr. Johnson:

Thanks for your very interesting letter of Dec. 2. I am going to write direct to Brown for his statement on fastenings, but will not mention your report.

I am a little concerned by your troubles in measuring keel contour heights. Be sure that you measure Sta. 6 from inside of planking, as on page 4 of your instructions, drilling a small hole next to the keel if necessary, and correcting for the hole being off center. This should give you an accurate dimension at this point, which is the most important. On this particular boat, the chief complaint concerns the keel height at Sta. 6 and K dimension as noted in Par. 5 (f.) of my letter of Nov. 1.

Level fore and aft should be to the final base line as you set it up. This may involve some trial and error. A line-level may be used hanging on the center of the base line wire. Usually, the water line and bottom of keel are approximately parallel to this. If you get it within $\frac{1}{8}$ " of level in the base length, I would consider it good. Athwartship level may be gaged by placing a straight plank across the cockpit and wedging or blocking under it until distances from plank ends to chine and deck are equal both sides. A carpenter's level on this plank will tell you when she is level. You can also check by sighting past your forward plumb bob to the fin keel, if the keel is put on straight.

I appreciate your suggestions concerning checking boats annually, etc. However, with boats all over the world, and many languages and techniques involved, it is a tough job to get even an original certificate that is reliable. The annual partial check at the World's Championship is about the best we can do, and, if conscientiously handled, is very effective. Your present problem is the result of the one at Chicago.

Sincerely,

W. Whitney Stueck.

WWS:ps

Ivoryton, Conn.
December 6, 1949

Mr. Worth Brown
Brown's Boatyard
2143 N. W. Thirty Second Ave.
Miami, Florida.

Dear Mr. Brown:

In connection with the remeasurement of No. 2916, we would appreciate a report from you on the fastenings used on the boat. The information required is as follows:

1. The approximate size, type and number of metal fastenings used in bottom and side planking to hold it to frames.
2. The same information concerning fastening of sides to bottom at chine.
3. Ditto, decking to frames.
4. Ditto, side frames to bottom frames and deck beams.

We are sorry to bother you for this information, but I'm sure you will understand the need for it. We hope that the remeasurement job will settle permanently all questions concerning the boat.

Very truly yours,

W. Whitney Stueck.

WWS:ps

L. W. ROSS & COMPANY, INC.

MANAGEMENT

**duPont Building
Miami, Florida**

December 2, 1949

**Cable - Rosscom
Phone - 82-5693**

Mr. W. W. Stueck
P. O. Box 165
Ivoryton, Connecticut

Dear Mr. Stueck:

This acknowledges your letter of November 21st regarding the metal fasteners required on Stars. You may or may not have wondered why I asked this question. The reason for it was that it is rumored Star No. 2916 which you requested re-inspection on has been built with wooden dowls. Some rumor has it that it is all dowed, other has it that it is partially dowl, partially metal fasteners.

Unfortunately, at the time of construction, I did not see the planking after it was placed on the hull before the normal plugs were put in, which dividual inspection would appear the same as dowls.

I find myself in an embarrassing position in this particular case, as I discussed the matter with Woodie Pirie in the process of checking his boat this past week, and his statement was that as far as he knew the boat would not be built other than legal by Mr. Brown. I asked Mr. Brown regarding it, and his statement was "there are metal fasteners along the chine, but I won't say how many." At that time, knowing Mr. Brown as well as I do and Mr. Pirie (who spent a major part of his time at the boat yard while the boat was being built), I told him that if he was willing to accept the fact that the boat might be questioned by someone else at a later date due to this rumor, I would just leave it at that. However, as I have thought the matter over and considered the reply from the builder, Mr. Brown, I feel that some comment should be made on the matter. I understand this rumor spread as far as Nassau and Chicago, and I have been told that the boat was checked in Chicago and found as specifications.

I am rather at a loss to know what to do in this particular situation, as I do not feel it my place to state that there is an illegality in the boat through this condition of fasteners, and I do not feel that I should force the issue. I would appreciate your advice on the matter, and if you require any action, it would help me if your letter were so worded that the complaint came from somewhere else besides Miami. Mr. Pirie and Mr. Brown both have a good reputation in the yachting world, and it is not my intention or wish in any way to tear it down.

In remeasuring No. 2916, the only time which I had, unfortunately, was a cold blustering day for Miami, and I had to do the work out in the open. It was most difficult to establish an accurate base line; and because of this fact, I am not thoroughly satisfied with the longitudinal contour figures. That is, those dimensions dropped from the hull to the base line along the center of the boat fore and aft. It seems to me that only approximate accuracy may be obtained at best in the area that is occupied by the fin and skeg. As the thickness of the fin itself, plus the radius of it, plus fairing of the keel flange makes it almost impossible to gain accurate dimensions through stations five, six and seven, at least. I am satisfied with the dimensions which I got in all other places.

While I feel Mr. Pirie will be somewhat provoked at me, I plan to set up the base line again and once more check the longitudinal dimensions. The wind blowing the plumb bobs around is not conducive to good accuracy. Unfortunately, I am only able to do this work on a Saturday or Sunday when the boat is usually in use. Likewise, my time for drawing up your special half breadths have caused me some delay; however, they will be forthcoming promptly.

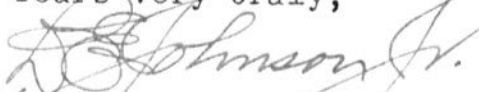
COPY
The writer freely acknowledges that he is relatively new at the game of measuring boats and that the procedures which your instructions set forth have been worked out by men who are much more versed with this type of work than I am; however, it seems that in addition to requirements on Star boats that would be a major assistance in keeping the entire fleet standard would be some form of a through-deck inspection hole at approximately station six, located mid-way between the center line of the boat and the chine on each side of the bottom for accurately determining the thickness of your planking. Boats over a period of time are worked, sanded, or planed until the bottoms become much thinner than is standard. However, without a major operation, it is rather difficult to check this, however a plug about one to one and one-half inches in diameter with a back plate on it which would secure on the inside of the boat so that it might be flush on the outside would facilitate such a check. (See enclosed sketch) It also seems that an annual spot check of all boats by an impartial measurer would be highly in order. I suppose these thoughts have all been brought out long before my time; however, I will be interested in how they sound to you.

A point which is not clear in the instructions says that the boat must be set approximately level. Should this be to the deck line fore and aft or to the water line fore and aft, which I understand is the way the boat is ordinarily built?

- 3 -

Trusting I have not bored you with this lengthy letter and that you will reply at your earliest convenience, I remain

Yours very truly,



L. E. JOHNSON, JR.

LEJjr:fpr

Encl.

COPY

L. W. ROSS & COMPANY, INC.

State of California Department of Agriculture Bureau of Weights and Measures
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

Load..... Date.....
 From.....
 Gross 11420 lbs To.....
 Tare 540 lbs Price..... Truck Lic. No. # 2920
 Net 880 lbs Driver..... Trailer Lic. No. # 2920
 On..... Off.....
 Carrier..... Deputy Weighmaster.....

*North Star
 # 2920
 Lowell Naeff*

HAGE & LYNCH - Public Weighmaster
 235 Market St., San Diego, California

6/11/50
 Recheck by Devereux

95.06
 21.39
 116.45

9.752 + 4.625 = 14.377
 14.377 + 21.39 = 35.767

9.75
 9-6-0
 10.791 x 0.10 = 1.0791
 35.767 - 1.0791 = 34.6879

10.791
 1358
 10.433

2920

COPY

Established 1886

THE CHARLES C. LEWIS COMPANY

697 Oakwood Avenue

WEST HARTFORD, CONN.

Phone 7-7121

DEPENDABLE STEEL WAREHOUSE SERVICE



Established 1886

THE CHARLES C. LEWIS COMPANY

697 Oakwood Avenue

WEST HARTFORD, CONN.

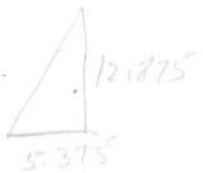
Phone 7-7121

DEPENDABLE STEEL WAREHOUSE SERVICE



Sta. 1 #2920
 Std. Chino Ht. 1-7-2
 Desk Side 2-8-1
 1-0-7 = 12.875"

Desk H.B. 0-7-5
 Chino H.B. 0-2-2
 5-3 = 5.375"



165
 29
 194
 13.75" = 13 7/8"

#2920 Sta. 10
 Desk Ht. 2-3-1
 Chino Ht. 1-5-3
 9-6 = 9.750"

Desk HB 1-9-3
 1-4-6
 4-5 = 4.625"

95
 21
 116 = 10.8
 10 13/16

COPY

63 YEARS OF DEPENDABLE SERVICE

63 YEARS OF DEPENDABLE SERVICE

2607 Hearst Ave
Berkely 4, Calif.



Mr. Whitney Stueck
Ivoryton, Conn.

COPY

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

WU 5014 PD=SANDIEGO CALIF JUN 10 219A=

HENRY M DEVEREX=

88 CITY ISLAND AVE CITY ISLAND NYK=

RACING SUNDAY WIRE COLLECT APPROVAL OF MEASUREMENTS ON
NORTH STAR=

LOWELL NORTH=

COPY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Bierman Pharmacy
207 City Island Ave., City Is., N. Y.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	☒ SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1207

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To MR. GEORGE W. ELDER 19
 Street and No. BELMONT HOTEL
 Care of or Apt. No. Place CHICAGO, ILLINOIS

RECOMMEND NORTH STAR NO. 2920 BE CONTINUED AS NOW
 APPROVED. HUMP BACK AND EXCESSIVE RADIUS AT DECK
 WERE APPROVED BEFORE I TOOK OFFICE.

(Signed)

HENRY M. DEVEREUX

**A NEW
CURTIS
SERVICE**

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., \$5 • the Post, 1 yr., \$5 • LADIES' HOME JOURNAL, 1 yr., \$3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

Sender's name and address (For reference)

Sender's telephone number

Home →

2655 Poinsettia Dr.
San Diego 6.



BETA THETA PI

Dear Mr. Stueck,

I would like to get a few matters
OK'd so I can fix up my boat during
my weeks vacation which starts ~~the~~
Jan 21st.

I will have to modify my old mast
to fit the new regulation since I won't
have time to make a new one or the money
to buy one before summer. Instead of
cutting it down to round off the back,
I would rather glue a couple of pieces on
to the back and round it off that way.



Could I add two pieces here about $\frac{3}{16}$ " thick?

My boom is big enough so I will be
able to round it off without weakening it
too much:  thus making it streamlined.

I would certainly appreciate it if
you could take care of these matters for me
and also if you can find out about ~~the~~ adding
the spruce to the plywood gussets. Sincerely yours,

Lowell North

COPY

$$A = 2\frac{3}{4}" \quad B = 2\frac{5}{8}"$$

AT BLACK BAND

$$A = 3" \quad B = 2\frac{5}{8}"$$

4" ABOVE "

$$A = 3" \quad B = 2\frac{5}{8}"$$

AT SPREADER

$$A = 2\frac{1}{2}" \quad B = 2\frac{3}{8}"$$

AT 1/8 HALLYARD

$$A = 1\frac{5}{8}" \quad B = 1\frac{1}{2}"$$

AT MAIN SHEAVE

SEC. AT BLACK
BAND.

COPY

AT BLACK BAND

4" ABOVE "

AT SPREADER

AT 1/2 HALLYARD

AT MAIN SHEAVE

APPROX SEC. THRU LENGTH
OF MAST ABOVE SAIL GROVE
ENTRANCE.

COPY

This was forwarded with
Milton Wegeforth ltr. 12/23/49.

8/21/50 NOTES BY HENRY M.D.

1. See Stueck letter to
Ellis W. Taylor, 12/24/49.
2. Stueck letter to
Milton Wegeforth 12/24/49
3. Ellis W. Taylor ltr. 1
4. Wegeforth letter in 1