

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

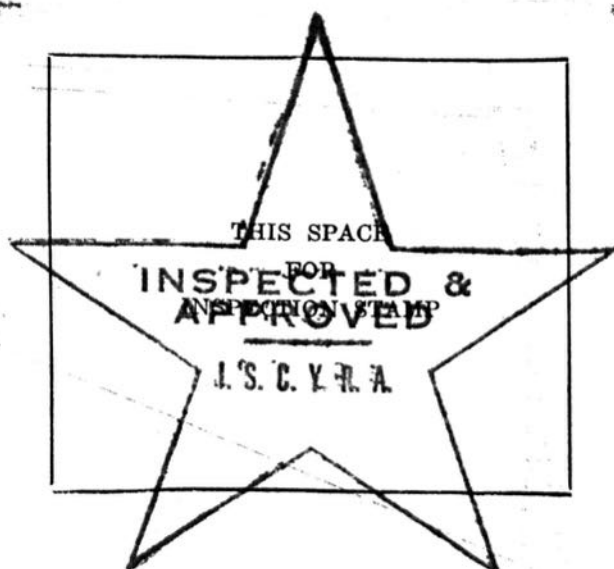
Sec. C.—INSTRUCTION TO CERTIFIED MEASURERS—

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 R. L. Stewart
Chairman International Measurement Committee.

June 23, 1952

2943

Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	13 3/4	9 1/4	5 1/2	3	2 1/2	3 3/4	6 5/8	10 1/2	15 3/8
Chine			11 1/2			7 1/2		10 7/8		17 1/4
Side			29 1/2			26 7/8		25 1/4		

measured from base line

Half Breadths				
Stations	3.	6.	8.	Stern
Deck	23 5/8	34 7/8	31 1/4	19 1/2
Chine	15 11/16	27	24 1/2	15 3/4

Rudder.
Width 18 3/4"
Depth 31 3/8"

18 1/2" max

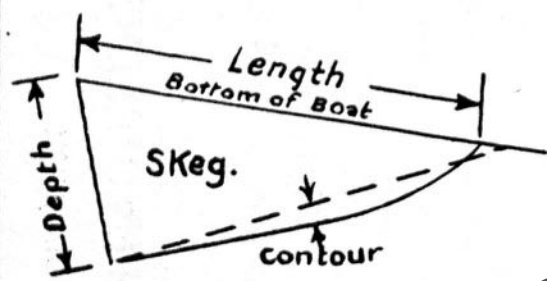
Skeg
Length 34"
Depth 16"
Contour 1"

Is construction as
per Rules? yes

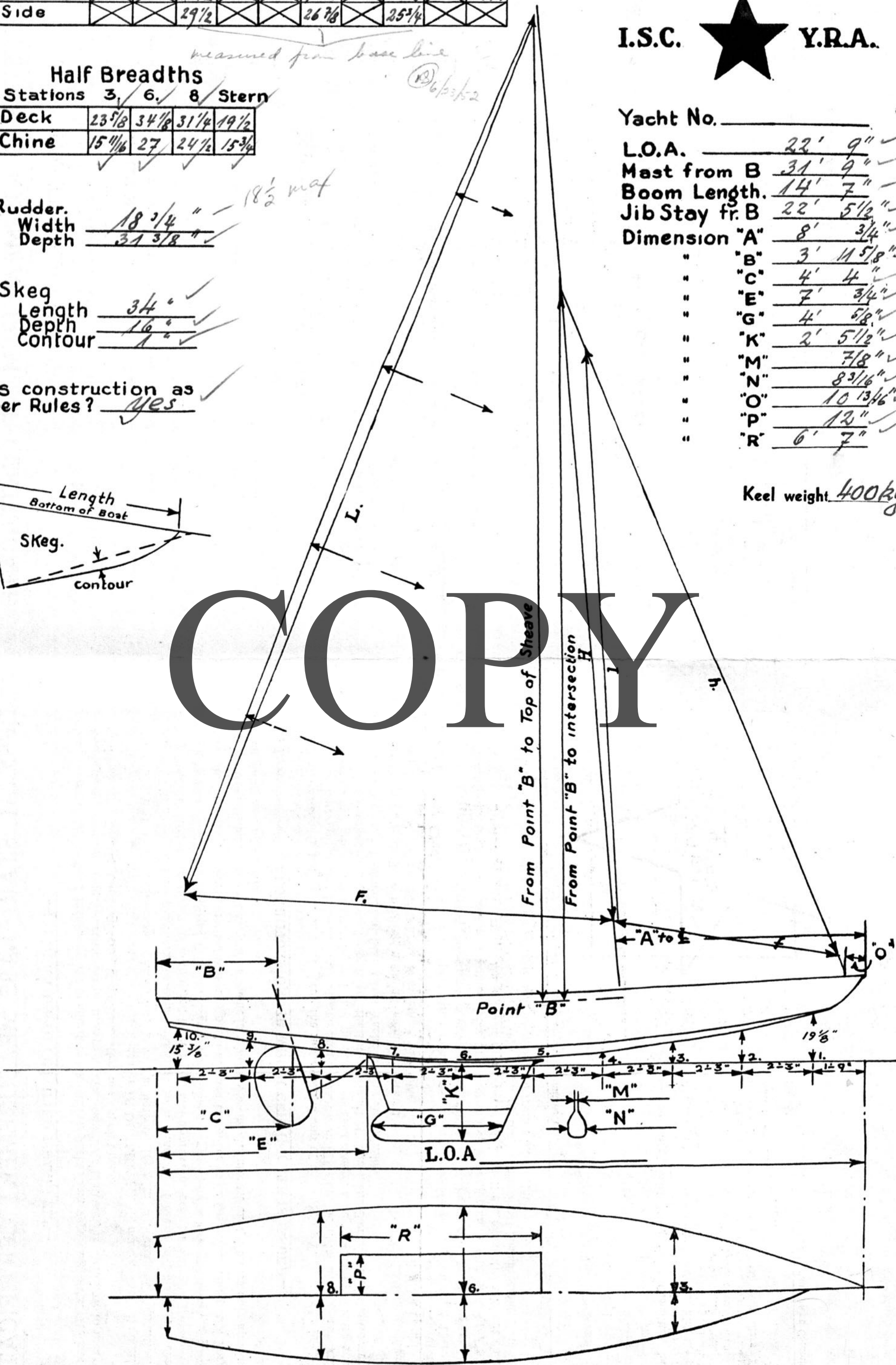
I.S.C. ★ Y.R.A.

Yacht No. _____
L.O.A. 22' 9"
Mast from B 31' 9"
Boom Length 14' 7"
Jib Stay fr. B 22' 5 1/2"
Dimension "A" 8' 3/4"
"B" 3' 11 5/8"
"C" 4' 4"
"E" 7' 3/4"
"G" 4' 5/8"
"K" 2' 5 1/2"
"M" 7/8"
"N" 8 3/16"
"O" 10 13/16"
"P" 12"
"R" 6' 7"

Keel weight 400kg



COPY



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? ~~3242~~ 2943
2. Was this number cut or burned into keelson as required above?
3. Yacht's name " Biba " 4. Year built? 1949
5. By whom built? Abeking & Rasmussen Bremen-Lemwerder, Germany
6. Owner's name? Hans Greven
7. Address Wallmenroth
8. Fleet
9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 25th day of April 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 Lemwerder, N. R. 49 Signed F. H. Mueberg
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 H. Brunner-Scherb of Villingen/Baden/Germany.

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 1. XI. 1949 Signed Hans Greven 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.

Hermann Brunner-Scherb
Richthofenstrasse 3
Villingen/Schwarzwald
Germany

Villingen, June 11th 1952

The International Star Class
Yacht Racing Association
51 East 42nd Street
NEW YORK 17, N.Y.
Attention of Mr. Harold C. Halsted.

Re: Star Boat 2943 "SABINCHEN" ex "BIBA".

Dear Mr. Halsted,

In my letter of May 9th a.c. (a copy of which I beg to enclose) I told you that this year's regattas on Lake Constance are immediate. Yesterday I received the conditions for the said regattas. I see that the inscriptions must be made by the 30th inst. and that a valid Measurement Certificate must be submitted to the regatta's director by the said term.

So I have 15 days only remaining for the solution of my difficulties.

Therefore I would be greatly obliged to you for any interim answer with details which I can use as document for a preliminary admission if you cannot send me the documents I asked for.

I beg to apologize my pushing you and I hope you understand the start fever of a Star Boat Sailer.

Awaiting your soon reply, I remain

Very truly yours,

Brunner

Hermann Brunner Scherb
Richthofenstrasse 3
Villingen/Schwarzwald
Germany

Villingen, May 9th 1952

The International Star Class
Yacht Racing Association

51 East 42nd Street

NEW YORK 17, N.Y.

U.S.A.

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for comment. From their answer I beg to submit you the
following points:

".... In its time Measurement Certificate
and keel weight certificate were sent to I.S.C.Y.R.A.
We beg to give the following explanation of the measures
refused by I.S.C.Y.R.A.:

1st) We measured the side height in its time, viz. still
before 1949, according to the measurement specifications
valid till then, that is:

Side height measurement at upper edge deck vertically
to base line, whereas to-day the effective height is
measured on the side of the boat. Hence follow the
great differences, e.g.:

at Station No. 3	29 1/2"	compared with	21"	} See report from Mea- surement Committee Star No. 3242
at Station No. 6	26 7/8"	"	21 7/8"	
at Station No. 8	25 3/4"	"	17 27/32"	

If the measurement is taken according to the present
specifications, it is quite okay, and the results would
be the smaller measures complying with the specifications.

2nd) Compared with to-day's specifications and drawings, the
rudder of your boat is 1/4" = 6,5 mm. too wide.
However, it is easy to correct that measurement, taking
away 6,5 mm. from the backedge of the rudder.

3rd) We do not understand why for dimension C I.S.C.Y.R.A. require a maximum of 47". To-day's standard is the standard measurement of 51 1/4" and maximum 52 9/32". We just got the approval of our new star boat with dimension C = 52".

So far the comment of the builder A. & R.

May I call your attention to something else? The report from the International Measurement Committee is carrying the number 3242 which was passed on to us by mistake. From what write Messrs. A. & R., I am inclined to suppose that the Measurement Certificate numbered 2943 in 1949 with keel weight certificate must still be in possession of the International Measurement Committee.

I should be greatly obliged to you, if you would kindly induce the Measurement Committee to reply as soon as possible. Especially I should appreciate a plain answer as to dimension C. In the mean time I shall have taken away 6,5 mm. from the rudder width.

Is Mr. Friedrich Herrmann, Lindau (Lake Constance) a Certified Measurer ? If so, and if you deem it necessary, I should have the boat remeasured by Mr. Herrmann.

The first regatta on Lake Constance being immediate, I am interested in full information and you would much oblige me by accelerating the whole affair, so as to allow me to have my boat afloat by the end of June.

Awaiting your kind advice, I remain

Very truly yours,

Hermann Brunner-Scherb
Richthofenstrasse 3
Villingen/Schwarzwald
Germany

Villingen, May 9th 1952

The International Star Class
Yacht Racing Association

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NEW YORK 17, N.Y.
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Awaiting your kind advice, I remain

Very truly yours,

W. Bruns

COPY

$$\begin{array}{r} 17 \\ 11 \end{array} \frac{1}{16} \frac{8}{16}$$

$$\begin{array}{r} 29 \\ 21 \end{array} \frac{2}{16}$$

$$\begin{array}{r} 19 \\ 9 \end{array} \frac{3}{32} \frac{14}{32}$$

$$26 \frac{1}{32}$$

$$\begin{array}{r} 14 \\ 10 \end{array} \frac{7}{16} \frac{7}{16}$$
$$\frac{25}{7/16}$$

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

6/19/52

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Dear Dick -

Enclosed find letter from Hermann Brunner Scherb. Please check the archives and find out what Hermann is talking about.

Many European measurements used to take side heights from the base. There is a conversion formula on the tolerance card.

I send my MC correspondence to Edith for typing and mailing, keeping a carbon of my pencil copy in my file. I think it is best to have our answers typed, especially those going abroad.

Regards,
Edith.

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

Report from International Measurement Committee

Star No. 2943

Owner Hermann Brunner-Scherb

Builder Abeking & Rasmussen

Measurer F. W. Gramberg

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

Side height measurement at Station #3 is 29 1/2" - maximum at this point is 21"

Side height measurement at Station #6 is 26 7/8" - maximum at this point is 21 7/8"

Side height measurement at Station #8 is 25 3/4" - maximum at this point is 17 27/32"

Rudder width measures 18 3/4" - maximum is 18 1/2"

Dimension C is 52" - maximum is 47"

No keel weight certificate was submitted.

COPY

The following action is suggested as indicated by check marks:

— The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.

— The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.

X

— The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.

— The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.

— The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.

— The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

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

Report from International Measurement Committee

Star No. 3242

Owner H. Brunner-Scherb

Builder Abeking & Rasmussen

Measurer F. W. Gramberg

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

Side height measurement at Station #3 is 29 1/2" - maximum at this point is 21"

Side height measurement at Station #6 is 26 7/8" - maximum at this point is 21 7/8"

Side height measurement at Station #8 is 25 3/4" - maximum at this point is 17 27/32"

Rudder width measures 18 3/4" - maximum is 18 1/2"

Dimension C is 52" - maximum is 47"

No keel weight certificate was submitted.

COPY

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- ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- ☒ The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.
- ☐ The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- ☐ The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

Return \$3 No Tel?

April 1, 1952

Mr. Hermann Brunner-Scherb,
Villingen-Schwarzwald Richthofenstr. 3
Germany

Dear Sir:

I am very sorry to advise that there has been a misunderstanding regarding your newly purchased boat, and the No. 3242 we cannot permit you to use, as this boat was issued a number in 1949 and is 2943.

Unfortunately, the number application filled out and sent through by you we assumed was to be applied to a new boat, and for this reason we passed on #3243, and it was not until the other day when it was noticed on your Measurement Certificate that this was not so, but you had bought the boat from Hans Greeven. When we looked up this man's record, we discovered that he had owned the "Biba", No. 2943, since 1949, and that he was transferring it to you.

Please note that we are changing our records accordingly, and you will be noted as the owner of #2943. #3242 is withdrawn from you and is being awarded elsewhere.

If there is any question regarding the above, please contact Capt. Erich F. Laeisz, Trostbrücke 1, Hamburg 11, Germany, who, we are quite sure can straighten you out on the above situation.

Very truly yours,

HCH:ER
c/c to Capt. E.F. Laeisz

H.C. Halsted



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

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

Star # 3242

Owner Hans Greven

Builder Abeking + Rasmussen

Measurer Frederick W. Gramberg

The measurement Certificate, etc.:

Side height measurement at Station #3 is
29 1/2" - maximum at this point is 21"

Side height measurement at Station #6 is
26 7/8" - max at this point is 21 7/8"

Side height ~~at~~ measurement at Station #8 is
25 3/4" - maximum at this point is 17 27/32"

Rudder Width measures 18 3/4" - maximum is
18 1/2"

Dimension C is 52" - maximum is 47"

No keel weight certificate was submitted.

The following, etc.:

X The boat must be ~~not~~ rebuilt, etc.

DISTRICT SECRETARIES

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

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

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

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

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

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

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

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

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

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

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

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

IMPORTANT

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

★ CENTRAL OFFICE ★

INTERNATIONAL STAR CLASS Y. R. A.

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

CORRESPONDING SECRETARY

(Reports, Numbers, Number Tax, Forms, Dues,
Plans & Specifications—\$15.00 per set;
Sail Plan—\$3.00)

EDITH U. GLASS
(Central Office)

EXECUTIVE OFFICERS

PRESIDENT

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

VICE-PRESIDENT

L. REEVE BOWDEN
(Central Office)

INTERNATIONAL SECRETARY

ROBERT E. SMITH
(Central Office)

INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.
(Central Office)

DISTRICT SECRETARIES (continued)

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

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

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

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

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

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

DEPARTMENT OFFICIALS

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

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

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

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

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

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

Publicity Committee—
A. F. WAKEFIELD
Vermilion, Ohio

FOR FLEET OFFICIALS CONSULT LOG

Hermann Brunner Scherb
Richthofenstrasse 3
Villingen/Schwarzwald
Germany

Villingen, May 9th 1952

The International Star Class
Yacht Racing Association

51 East 42nd Street

NEW YORK 17, N.Y.

U.S.A.

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Very truly yours,



CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

International Star Class Yacht Racing Association

JUNE 23, 1952

DEAR MR. BRUNNER,

WE REGRET VERY MUCH THE DELAY IN
ISSUING APPROVED CERTIFICATE FOR STAR NO. 2943.
YOUR LETTER OF MAY 9, 1952 WAS APPARENTLY
MISPLACED AND THEREFORE WENT UNANSWERED.

THE EXPLANATION OF SIDE HEIGHTS
IS SATISFACTORY AND WE HAVE CHECKED AND
FIND THEM WITHIN LIMITS.

OUR RULING ON DIMENSION C WAS
IN ERROR. 52 INCHES IS QUITE ALL RIGHT
AT THIS POINT.

MR. FRIEDRICH HERRMANN IS A CERTIFIED
MEASURER, BUT YOU SHOULD HAVE NO NEED FOR
HIS SERVICES ON THIS BOAT SINCE WE ARE
ENCLOSING HERewith YOUR COMPLETER CER-
TIFICATE.

SINCERELY

R. L. Seiwert

INTERNATIONAL MEASUREMENT
COMMITTEE.

I. S. C. ★ Y. R. A.
APPLICATION FOR NUMBER
BUILDER'S ROYALTY RETURN

The Royalty (Number Tax) On
Each Star Class Yacht Built Is
➡ TWO and ONE HALF (\$2.50) DOLLARS ➡

NOTICE—Plans and Specifications are not transferable and are sold subject to this royalty (or number tax) being paid by the builder, all right, title, and interest in and to the said plans having been bought from the designer by this Association, which reserves the right to refuse to grant a number or to issue a measurement certificate to any yacht on which the said royalty has not been paid or which was not built by a recorded owner of official Star Class plans.

International Star Class Y. R. A.

INSTRUCTIONS

1. For each yacht built, one of these forms must be filed with the International Secretary of the Association.
2. Attached to each form, must be a check or money order, made payable to the International Star Class Y. R. A.
3. Typewrite or print distinctly, in filling out form.
4. A receipt, Form R-2, will be sent to the builder, on which the yacht's official number will be shown.

—To Be Filled Out by Applicant For Number Making Return—

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

Write nothing in this space

No. 3242

(X)

A. M. Deason

The undersigned hereby applies for an official number for the Star Class yacht which*
has been sold (hull completed) to—
is being built (work started) for— p.t.o.
has been ordered (deposit paid) by—

Owner's Name Hermann Brunner - Scherb

Address Villingen-Schwarzwald Richthofenstr.3

G e r m a n y

Yacht's Name (if known) "Sabinchen (former Biba)"

In what fleet will yacht be sailed? Flotte Bodensee (BOD)

Builder's Name Abeking & Rasmussen Lemwerder , Germany (AR)

Address _____

Note—Receipt will be returned to address above given.

I hereby certify that the above information is true and correct to the best of my knowledge and belief and that the said yacht has been or will be built from official plans procured from the I.S.C.Y.R.A., and I agree to notify the I.S.C.Y.R.A. of any change in ownership prior to delivery.

Date 25. 9. 1951

Signed A. M. Deason

* Cross out the two lines that do not apply.

THIS APPLICATION
MUST BE SENT TO

INTERNATIONAL STAR CLASS Y.R.A.
51 EAST 42nd STREET, NEW YORK 17, N. Y., U. S. A.
(Cable Address ISCYRA, New York)

Make checks payable to International Star Class Y.R.A.

The yacht has been acquired from her former
owner Mr. Hans Greeven by Mr. Hermann Brunner-
Scherb . See form-j

COPY