

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

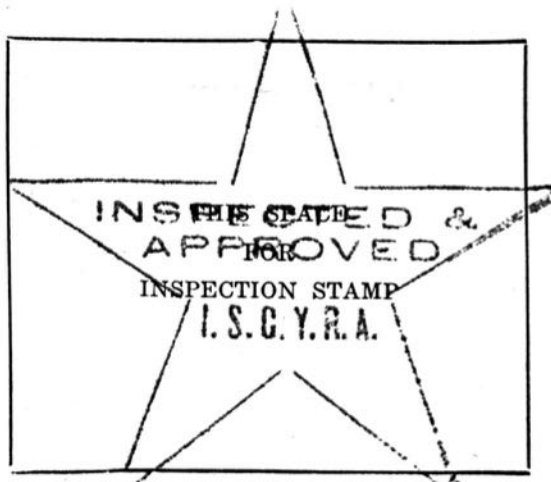
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

Henry M. Devereux
Chairman International Measurement Committee.

APR -7 1950

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

2948

Heights.

Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	14 1/8	9 7/8	6 5/8	4 1/2	4 3/16	5 3/8	8 1/8	11 1/2	15 3/8
Chine			11 3/8			8 1/2		11 7/8		17 1/2
Side			20 3/4			20 5/8		16 7/8		

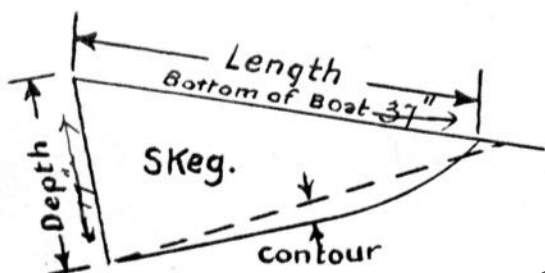
Half Breadths

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

Rudder.
Width 18 1/4
Depth 31 1/4

Skeg
Length 36
Depth 16 7/8
Contour 5/8

Is construction as
per Rules? YES



I.S.C.



Y.R.A.

Yacht No. 2948

L.O.A. 22' - 8-1/4"

Mast from B 31' - 9"

Boom Length. 14' - 7"

Jib Stay fr. B 22' - 5-5/8"

Dimension "A" 7'-6-7/8" to 8'-0-1/8"

"B" 46-1/4"

"C" 4' - 3-5/8"

"E" 7' - 3-1/4"

"G" 49-3/8"

"K" 2' - 7"

"M" 7/8

"N" 8-1/4"

"O" 8-5/8"

"P" 12"

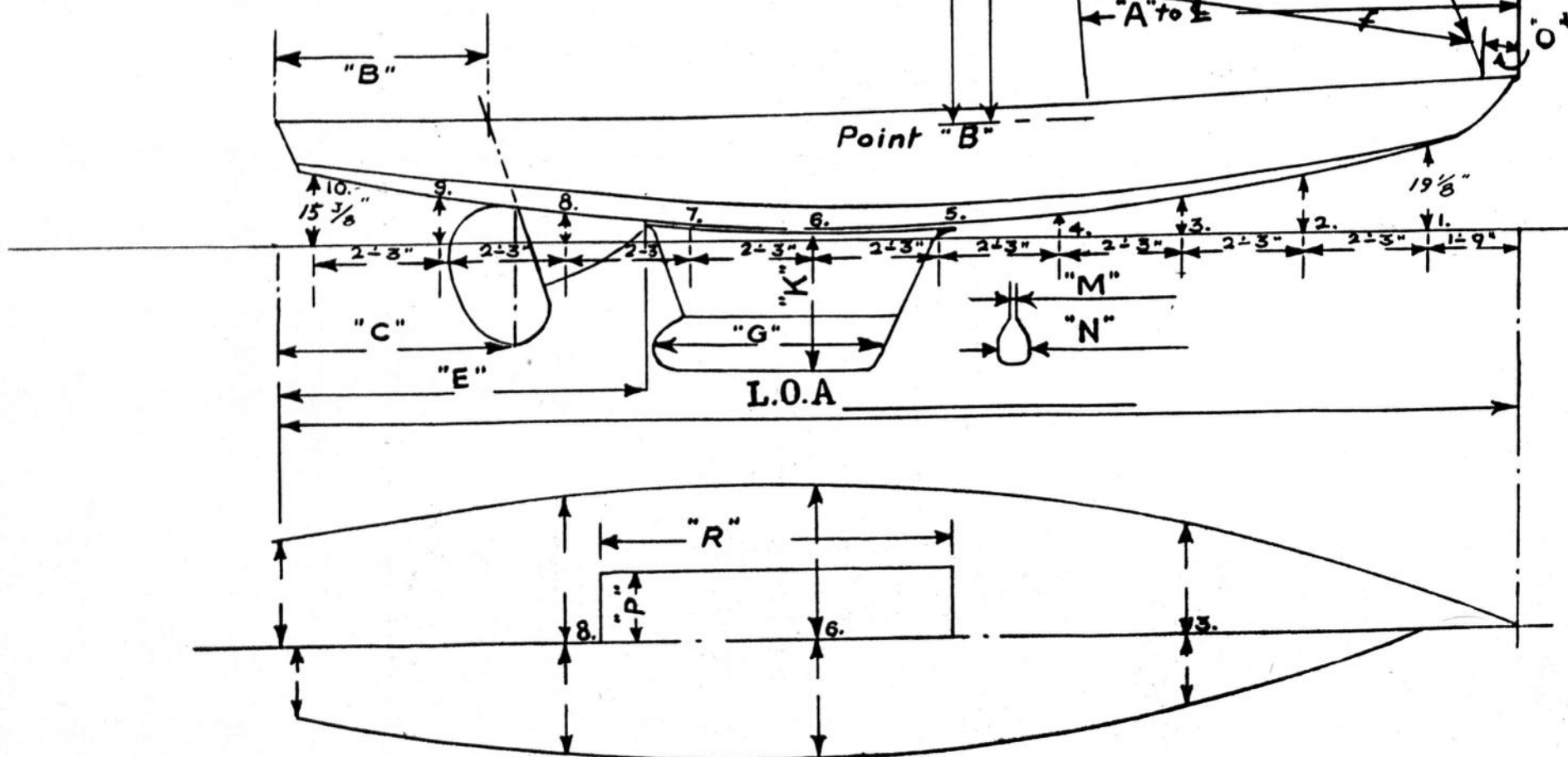
"R" 6' - 6-5/8"

Keel weight 890

*passed 4/7/50
but means to
recheck info
to speak verbally
4/7/50.*

*Measure's etc
5/7/50 corrects
this to 29 3/4"*

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? 2948
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name " BOOJUM " 4. Year built? 1950
5. By whom built? The Oxford Boatyard Company
6. Owner's name? J. B. Brickell and J. R. Speer, Jr.
7. Address Oxford, Maryland.
8. Fleet Eastern Shore 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 31st. day of March 1950 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed March 31, 1950 Signed C. Lowndes Johnson
 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.

JAMES B. BRICKELL. PRES.

~~J. RAMSEY SPEER, JR. VICE PRES. & GEN. MGR.~~

ROBERT I. WELSH. SEC'Y. & TREAS

TELEPHONE
OXFORD 2261

THE OXFORD BOATYARD CO.
OXFORD, MARYLAND

June 27, 1950.

Miss Edith U. Glass
Sec'y. I.S.C.Y.R.A.
51 East 42nd Street
New York 17, N. Y.

Dear Miss Glass:

*My Dearest -
Please see that this
is taken care of
E. Glass*

We wish to advise that the yacht
BOOJUM, Star #2948, which is registered in the
name of James B. Brickell and J. Ramsey Speer, Jr.
has been transferred to the name of James B. Brickell
and Robert I. Welsh, the writer. Mr. Brickell and
Mr. Speer have not been able to locate the original
measurement certificate, and it is suspected that the
Certificate was returned to the Star Class Assoc-
iation when the local Measurer, Mr. C. Lowndes
Johnson found a discrepancy in one of the measurements.

If the revised certificate has been
returned, we would appreciate your sending a duplicate
so that the bill of sale can be executed.

Thanking you for your cooperation,
we remain,

Yours very truly,

THE OXFORD BOATYARD COMPANY

Robert I. Welsh
Robert I. Welsh
Vice-Pres. and Treas.

RIW.b
encl.
copy to Mr. W. Whitney Stueck

88 City Island Ave.
City Island
New York, 64, N. Y.
August 14, 1950

Mr. Robert I. Welsh
The Oxford Boat Yard Co.
Oxford
Maryland

Star No. 2948

Dear Mr. Welsh;

This letter is a bit late. There has been some very serious illness in my family, thus retarding me in all of my activities. I am sorry for the delay in replying to your letter of June 27, which was addressed to Miss Glass, and concerned the approval status of Star No. 2948.

Star No. 2948 is still approved. My letter to Mr. James R. Speer, Jr., of July 10, 1950, confirmed this.

There is no need to revise the approved certificate. By the above noted letter I made the necessary alteration of the keel depth. The initial approval, made while Mr. Speer was in my office, was based on the explanation by him of methods used by Mr. Johnson.

If you have the approved certificate, dated April 7, 1950, please clip my letter of July 10 to it, and everything is in order. To the best of my memory I gave this to Mr. Speer before he left in the April visit. The certificate was not, and needed not, returned to me by Mr. Johnson at the time of revising a detail of the keel.

With best wishes,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

July 10, 1950

Mr. J. R. Speer, Jr.
Oxford Boatyard Co.
Oxford
Maryland

Star No. 2948

Dear Jim,

Please clip this letter to your Measurement Certificate for Star No. 2948.

The measurement of the keel depth, "K", has been clarified with Mr. C. Lowndes Johnson, the measurer, to my entire satisfaction, and does not alter in any way your approval for this boat.

The "K" dimension, keel depth, is hereby altered from 2'-7" to 2'-6 3/4". The difference is due to the methods initially used in the measurement.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

July 10, 1950

Mr. C. Lowndes Johnson
"The Harbor"
Easton
Maryland

Subject: Star No. 2948
& Miscellaneous Measurements on Stars.

Dear Mr. Johnson;

This is a belated reply to your letter of May 7, 1950. In the interim there has been some serious family illness which set me back badly in all my activities.

I have noted your correction to the "K" dimension of the keel of Star No. 2948, and altered the certificate accordingly. When Mr. Speer explained your measurement methods, I realized that the fairing strips - or recessed keel - had caused the inconsistency. Actually I fully believed the boat did measure in, and accordingly approved her. I have thus corrected the "K" dimension to read 2'-6 3/4", which is exactly the maximum allowable.

Present practices of recessing the iron keel into the keel plank, and of adding fairing strips around the keel are both recent developments; all adding to our measurement problems. They were never considered when the published tables of limitations were printed. This is something to be added in the form of corrections to specifications, probably.

In case it proves impossible to get the exact depth of the keel, "K", measurers are instructed to go to the extreme of boring a hole thru the wood keel plank, and then measuring thru this, deducting for wood thickness. I highly recommend this if you have a tough keel to measure.

Now for a few comments about the flat contours, and the rather misunderstood situation on the baseline and the 1" over and 1" under on the contour. For this, please make a small free hand sketch of the Star profile and baseline.

The table of limitations allows 1" over and 1" under on any dimension of the contour profile. This is applied literally to allow this variation on any one or all of the stations.

July 10, 1950

Thus, it is conceivable and possible that for a flat contour, Stations No. 1 and 10 could be lofted to be each 1" too low, and Station No. 6 could be lofted to be 1" too high. This would affect every other station, according to how the batten is curved. This is still permissible, since no one station would vary from the official plans by more than 1" over or under. Now consider the measurer approaching such a boat. He should be without prejudice, and not know whether the boat is intended to of flat contour. Where should be the baseline set up by the measurer, to check the contour offsets?

As a matter of practical measuring, we tell the measurers to set their baseline exactly according to the official plans offsets; 19 1/8" below Station No. 1, and 15 3/8" below Station No. 10. This gives the measurers a standard and uniform location of their baseline.

Now for a flat contour, carried to the extreme, the measurer's baseline will be initially set at the required distance below Stations No. 1 and 10. If the boat is built with both stations 1" below the official plans offsets, as noted above; his baseline is set 1" below the official plans. With Station No. 6, 1" over the official plans offsets, the measurer will report a height for this point as 2" over the official plans. It is all a matter of where the measurer's baseline is set.

In 1940 I made extensive calculations, both in English and Metric, for the I. S. C. Y. R. A. Measurement Committee, with the late William H. Picken as my main contact person. In these studies, we decided that it would be possible and practical for the measurer to be instructed to set his baseline always in the same datum with reference to Stations No. 1 and 10; and then the Measurement Committee could from extensive calculations on offsets, check on whether the boat was in or out. I note the I. S. C. Y. R. A. is still providing my diagrammatic sketch to measurers, dated 1940, and the limitation cards from which I work are obviously a development of my 1940 calculations.

I believe that by taking a flat profile as an example, you can understand the system of checking on measurements.

You will note I am sending a copy of this letter to Mr. Speer.

With best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman

Copy to Mr. J. R. Speer, Jr. International Measurement Committee

July 10, 1950

Mr. J. R. Speer, Jr.
The Oxford Boatyard Co.
Oxford
Maryland

Dear Jim,

Herewith are enclosed the official letter for Star No. 2948, and copy of my letter to Mr. Johnson the measurer.

Since you are a Star Class builder, and with a design department, I thought you and Jim Brickell might be interested in the discussion about variations in profile offsets.

Perhaps you would like to study the allowable variations. If so, I recommend you start by laying down the lines of a Star, from official plans offsets, on the drawing board to a scale of $1\frac{1}{2}" = 1' - 0"$. Then, at each point to which hull offsets are given, spot off the allowed variations, plus and minus, from the table of limitations. This will give you on the body plan a set of small squares, within which the actual hull measurement points can fall and still have the boat measure in. Variations are given in only vertical and horizontal dimensions. I am speaking only of the hull proper.

I did this same system of small squares when studying this matter for the Measurement Committee back in 1940.

Some people are confused on this matter of allowed variations. It has to be explained every so often. Hence I thought you might like to see the latest discussion on it.

With best wishes to you and Jim Brickell,

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee

WM. P. LAYTHAM & SONS CO.,^{INC.}

Grey Iron & Semi Steel Castings

MARKET & 34TH STREETS
PATERSON · 3 · N · J ·
PHONE SHERWOOD 2-9600

This is to certify that the weight of
cast iron keel for Old Greenwich Boat Works,
Old Greenwich, Conn. c/o Mr. Etchell is 890 lbs.
as shipped certified by me. Shipping memo # 31886.

COPY

Wilson

F. Hornby

Weighmaster

Supt

3/28/49

Curt H Wetzel

Curt H. Wetzel Notary Public

Wm P Laytham

star # 2948

C. LOWNDES JOHNSON
"THE HARBOR"
EASTON, MARYLAND

May 7, 1950.

Mr. Henry M. Derereep,

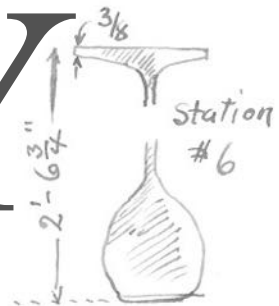
88 City Island Ave

City Island, N.Y. 64, N.Y.

Dear Henry,

Jim Speer told me that you would like me to check dimension K, the keel height on his Star Boojum No. 2948, and I did this a few days ago. It is 2 feet $6\frac{3}{4}$ " instead of 2'-7" which makes the keel about $\frac{1}{2}$ " deeper than my blue print shows. I believe it is an Etchells keel.

The flange of the keel is set in flush with the bottom plank and a tooth measurement from bottom of keel to the bottom plank under the outside edge of flange and added $\frac{3}{8}$ ".



The boat is built so heavy that she sits in the water with no one aboard about 2" below the designed waterline. Being such a flat boat this causes her to sit low in the water even if she was not extra heavy. The extreme flat contour I should think would be a disadvantage in a heavy boat; rather than what he was hoping for. No one down here expects her to be fast; although she is a beautifully built boat.

Personally I think when stations #1 and #10

are fixed dimensions and the table of limitations allow 1" under and 1" over, a boat measuring 2" should be disqualified, but apparently under a complicated interpretation of the rule on hull contour, they can get by. I think the average person would not understand it that way. and this gives a few builders a possible unfair advantage.

There is a great deal of interest in the Star Class here this summer and about ten boats will be racing at Oxford.

With kindest regards,

Sincerely yours,

to Thomas Huson,

COPY