

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

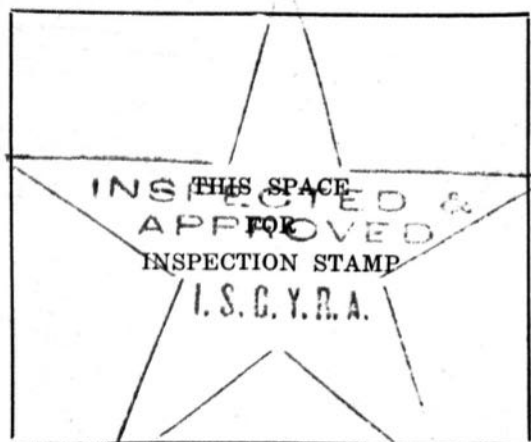
Sec. C.—INSTRUCTION TO CERTIFIED MEASURERS—

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.



2965
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.

AUG - 3 1950

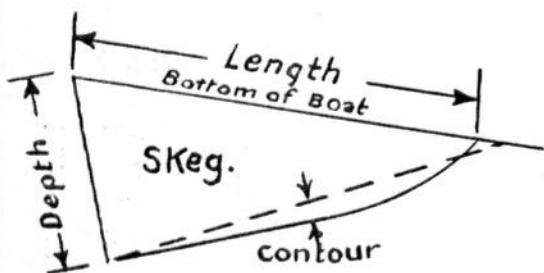
Heights.										
Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	14 1/8	10 1/16	6 13/16	4 3/4	4 1/8	5 1/8	7 1/16	11 1/4	15 3/8
Chine			11 9/16			8 3/8		11 1/2		18 1/4
Side			20 7/16			21		17 1/16		

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

Rudder.
Width 18 1/4
Depth 31 1/2

Skeg
Length 32 3/8
Depth 16 7/8
Contour 5/8

Is construction as
per Rules? YES

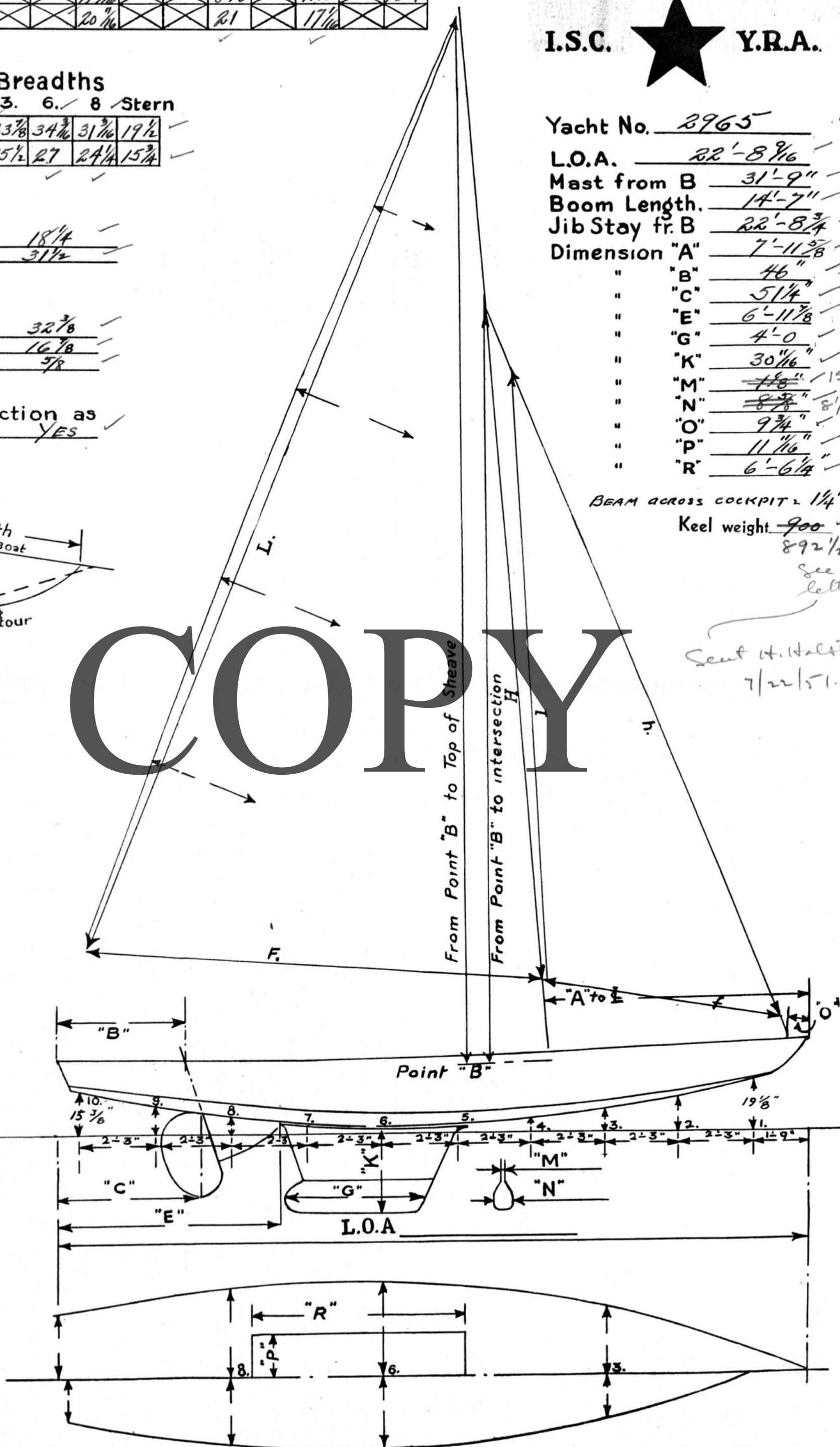


I.S.C.  Y.R.A.

Yacht No. 2965
L.O.A. 22'-8 9/16
Mast from B 31'-9"
Boom Length. 14'-7"
Jib Stay fr. B 22'-8 3/4
Dimension "A" 7'-11 3/8
"B" 46"
"C" 51 1/4
"E" 6'-11 7/8
"G" 4'-0
"K" 30 1/16
"M" 15 1/16
"N" 8 1/2
"O" 9 3/4
"P" 11 1/16
"R" 6'-6 1/4

BEAM across COCKPIT 1 1/4"
Keel weight 900
892 1/2 #
See letter

Sent H. Halsted
7/22/51.



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? 2965
2. Was this number cut or burned into keelson as required above?
3. Yacht's name "COMANCHE" 4. Year built? 1949 (DEC.)
5. By whom built? REID & BAYLES
6. Owner's name? J.W. PRICE
7. Address ROUTE 2, Box 127, MIAMI, FLORIDA
8. Fleet BISCAYNE BAY 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 18 day of JUNE 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 20 JUNE 1950 Signed Edith M. Munroe
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.

SHAW BROS. DOCKS
3040 N W North River Drive
Miami, Fla.

No 2851

Load BOAT KEEL

Date

From

Gross

lbs.

To

Tare

lbs.

Price

Net 900 lbs.

Amt.

On

Off

Weigher

Form S. J. 35T Printed in U. S. A.

88 City Island Ave.
City Island
New York, 64, N. Y.
August 3, 1950

Mr. J. W. Price
Route No. 2
Box No. 127
Miami
Florida

Star No. 2965

Dear Mr. Price;

Herewith I am enclosing the approved certificate
for your Star No. 2965.

I wish to apologize for the delay in giving this
approval. Serious family illness has retarded me in
all my activities.

Wishing you much good racing,

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
August 5, 1950

Reid & Bayles
2132 Tigertail Ave.
Miami
Florida

Dear Sirs;

In studying of the measurement reports of two Stars from your shops, I have a few remarks to make about the keels. These were: Star No. 2965, which was approved; and Star No. 2967, which was not approved due to an apparent inconsistency in the chine height at Station No. 8. In her case I am inclined to believe there was a typographical error in the report which I received.

The following tabulation will make the keel problem evident:

	Star No. 2965	Star No. 2967	Measurement Committee Standard
K ...	30 11/16"	30 3/8"	Min: 29 1/2" Max: 30 3/4"
G ...	48"	48"	48 5/8" to 50 5/8"
M ...	1 1/8"	1 1/4"	7/8"
N ...	8 5/8"	8 9/16"	8 1/4"

Your keels are the correct weight, but their dimensions are so large in some cases that it seems on the border line of whether to approve or not approve. We have some discretion in this matter, and I have used it to approve these two keels.

I do not know the foundry methods of the manufacturer of these keels, but it seems as if the pattern may be wracked in the sand a great deal. I wish you would caution the foundry about this.



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.

July 27, 1951.

Mr. Maxwell M. Small
Otis Lane
Bellport, N. Y.

Dear Max:

I take pleasure in returning to you the papers submitted in response to my recent letters regarding the keels on Boats 2827, 2965 and 2967. Fortunately, have discovered that the only keel in question is on Boat 2827, and I have received a letter from Warren Young advising that he is taking off his keel, will weigh it and advise us what the result shows. With three keels having been cast at the same time and two overweight, it seems only reasonable that the third is also overweight, and under the circumstances the Governing Committee has advised Young as well as the other authorities that he could not race until the keel had been weighed and if overweight that he had to replace it, or as in the case of Jack Price, have the excess ground off.

Hoping that we will not run across any more of these situations, I remain,

Sincerely yours,

H. C. Halsted.

hch;e

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
Lorantfy 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

WIRTH M. MUNROE

YACHT DESIGNER

MARINE SURVEYOR

COCONUT GROVE, MIAMI 33, FLORIDA

RESIDENCE: 3485 MAIN HIGHWAY

MAILING: POST OFFICE BOX 196

12 July 1951

Mr. Maxwell M. Small
Chairman Int. Star Class Meas. Comm.
7 Otis Lane,
Bellport, N. Y.

Re: Keel change on #2965
"Comanche"
J. W. Price, owner

Dear Mr. Small;

Enclosed is a letter from the firm of Warriner & DesRocher, Inc. verifying the weight of the revised keel for Star #2965.

This is the original keel as measured in the existing certificate except that the web has been planed down to bring it closer to the required thickness and weight.

The only changes are in the following measurements, "M" - 15/16", "N" - 8 1/2" and the weight reduced to 892 1/2 pounds. All other measurements remain as in the original certificate. OK

Please make the above corrections to your records and notify Mr. Price if they are approved.

Sincerely,

Wirth M. Munroe

OK notified Price 7/16/51
certificate still good

Small.

ESTABLISHED 1910

ENGINEERS - MACHINISTS

Warriner & DesRocher, Inc.

27 S. E. FIFTH STREET

Miami, Florida

PHONES:

3-5727

3-5728

3-5729

NIGHT 4-2619

July 10, 1951.

Mr. Jack Price.
% W.T. Price Dredging Corp.
3200 S.W. 27th St.
Miami, Fla.

Dear Mr. Price,

We wish to verify the weight of the Star Class keel, which we recently planed down for the boat "Comanche" as being eight hundred and ninety two and one half pounds, 892 $\frac{1}{2}$ #.

If we can be of any further service, please feel free to call us.

Yours very truly,

Iliah Baker
Warriner & DesRocher.
Acc't.

IB

Reid & Bayles

-2-

August 5, 1950

In the future, I hope your keels may be kept to dimensions closer to the Measurement Committee standards. Any greater deviation than the ones noted above may be the cause of rejection of the keels, even though they may meet the weight requirements. I know that Star keels are difficult to cast properly. This problem comes up every so often, and I am sorry it had to come up on two of your boats.

Wishing you better luck with the next keels,
and all success in your building programs,

Sincerely,

HENRY M. DEVEREUX

Chairman

International Measurement Committee

COPY

August 5, 1950

STAR NO. 2965
NO. 2967

See letter to the builders, Reid & Bayles, concerning the overages of keel dimensions.

Letter is dated 8/5/50, and filed under General Correspondence.

HENRY M. DEVEREUX

See also letter to Wirth M. Munroe, 8/5/50, on same subject, filed Measurers.

HENRY M. DEVEREUX
COPY

*Sent to H. Halsted 7/22/51
Gunnell.*