

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

Maxwell M. Snee
Chairman International Measurement Committee.

4/23/51

3019

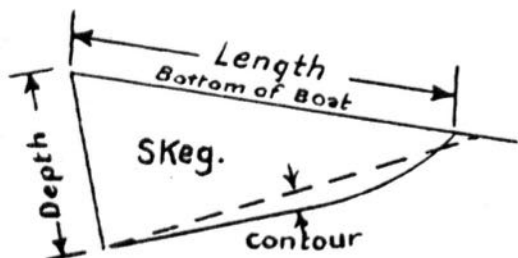
Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	486	370	255	160	90	72	96	165	267	391
Chine			307			200		290		448
Side			515			543		437		

Half Breadths				
Stations	3.	6.	8.	Stern
Deck	610	875	800	503
Chine	405	692	634	402

Rudder.
Width 455
Depth 780

Skeg
Length 870
Depth 420
Contour 23

Is construction as
per Rules? yes

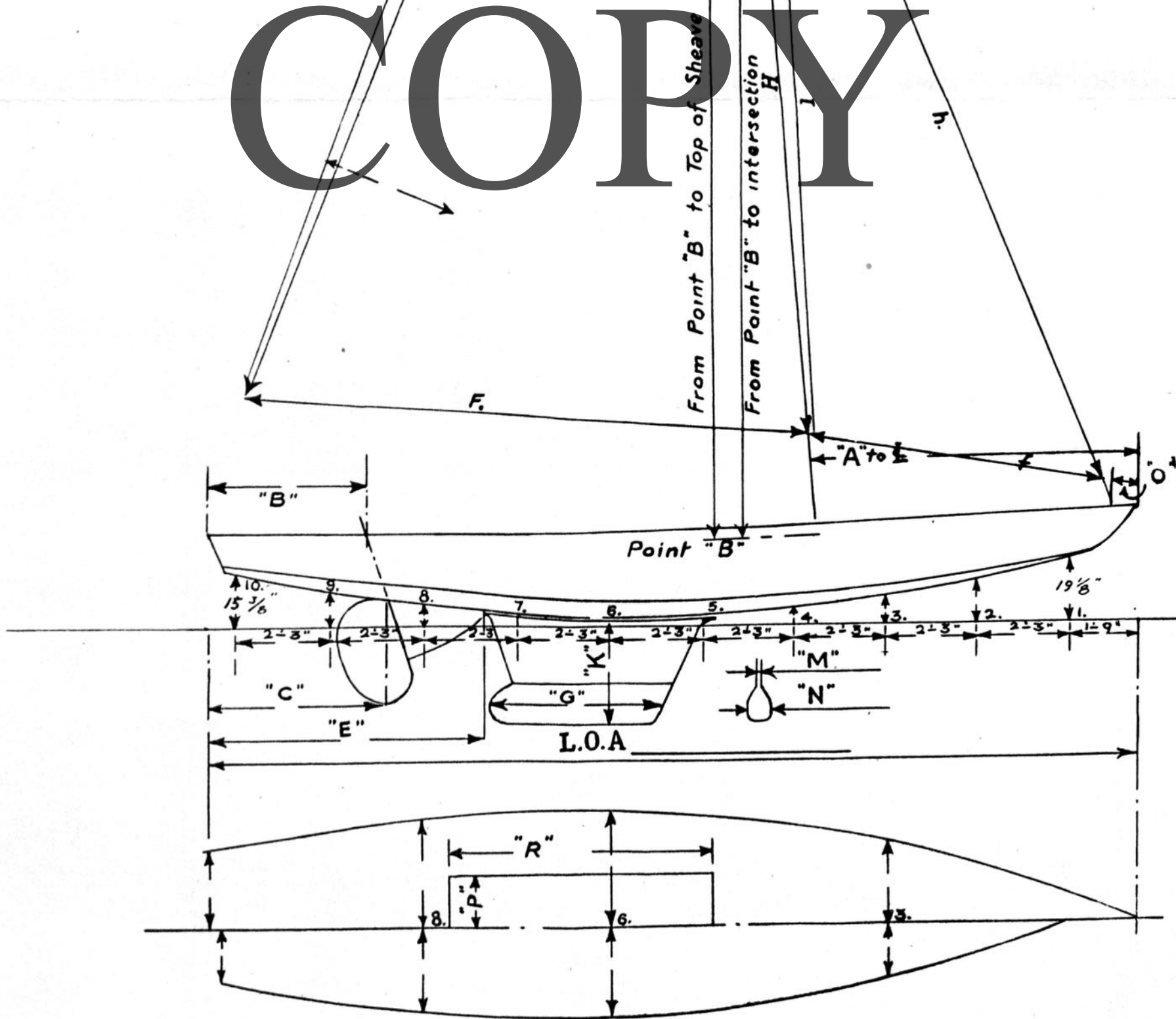


I.S.C. ★ Y.R.A.

Yacht No. 3019

L.O.A. 6910
Mast from B 9677
Boom Length 4445
Jib Stay fr. B 6933
Dimension "A" 2425
"B" 1175
"C" 1370
"E" 2165
"G" 1245
"K" 762
"M" 24
"N" 208
"O" 275
"P" 305
"R" 1995

Keel weight 399 Kg.



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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? 3019
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "MEERMAID" 4. Year built? 1950
5. By whom built? E. Frauscher Gmunden O.O. Austria.
6. Owner's name? Harald Musil
7. Address Wien VII Museumstrasse 3. Austria.
8. Fleet "Attersee" 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the day of 5 Aug. 1950 and 13/4 1951 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions on the reverse side of this form and that the above information is true and correct to the best of my knowledge and belief.

Date signed and filed 13 April 1951 Signed Karl J. Schläpfer
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.

HARALD MUSIL

WIEN VII, MUSEUMSTRASSE 3
TELEPHON B 36 2 24, TELEGRAMME: MUSKO

Vienna, 16th April, 1951

Mr. Maxwell M. Small

7 Otis Lane
Bellport New York

U.S.A.

• Luftpost

Dear Mr. Small,

I had great trouble with my Star 'Meermaid' 3019 because the pattern for the keel was not right and therefore disparities were to be found.

In Austria you are a pioneer if you order a Star. Now I am pleased that the casting of the new pattern seems to be all right. The rudder depth was also not right, the cause was that a workman has broken up a bit of it. This was the second misfortune. The third misfortune was that the dimension 'E' was not right measured!

The four wrong measures are now corrected. The measurer, Mr. Umlauff, certificated this.

It takes months until you get a letter from the U.S. . So I ask you to send your answer by air-mail .

I would like to start with my Star in the beginning of June. I would be very obliged to you if you would send the certificate for my Star as soon as possible to Mr. Umlauff. Now there are only four dimensions changed and so I hope, you could judge very soon.

I expect the certificate with great interest.

Very truly,

Yours

Harald Musil

Karl A.Umlauff
Schiffbau-Dipl.Ingenieur.

Kammer am Attersee 24 Ober-Österr.
14. April 1951.

Mr.Maxwell M.S m a l l,
7 Otis Lane
Bellport New York
U.S.A.

Dear Mr.Small:

I send You here two new Certificates for the Star
3019 "M e e r m a i d" anda weight certificate for the new keel.

The dimension "K" ia now 0.762 m

the dimension "G" is now 1.245 m

the rudderdepth is now 0.780 m

and the dimension "E" is 2.165 m .-

The frames are as per rules.-

Very truly Yours

Enclosed one letter of
Mr.Musil,

and 2 certificates,-

1 weight-certificate.-

Karl A. Umlauff

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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.

2019

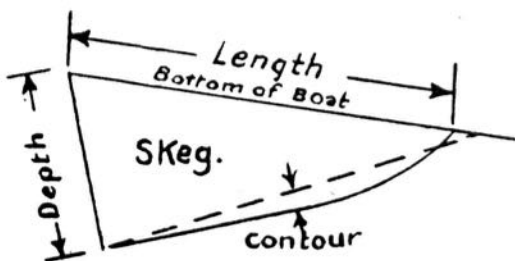
		Heights.									
Stations		1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour		486	370	255	160	90	72	96	165	267	391
Chine				307			200		290		448
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		Half Breadths			
Stations		3.	6.	8.	Stern
Deck		610	875	800	503
Chine		405	692	634	402

Rudder.
Width 485
Depth 760 774 to 813.

Skeg
Length 870
Depth 420
Contour 23

Is construction as
per Rules? yes.
ring frames?

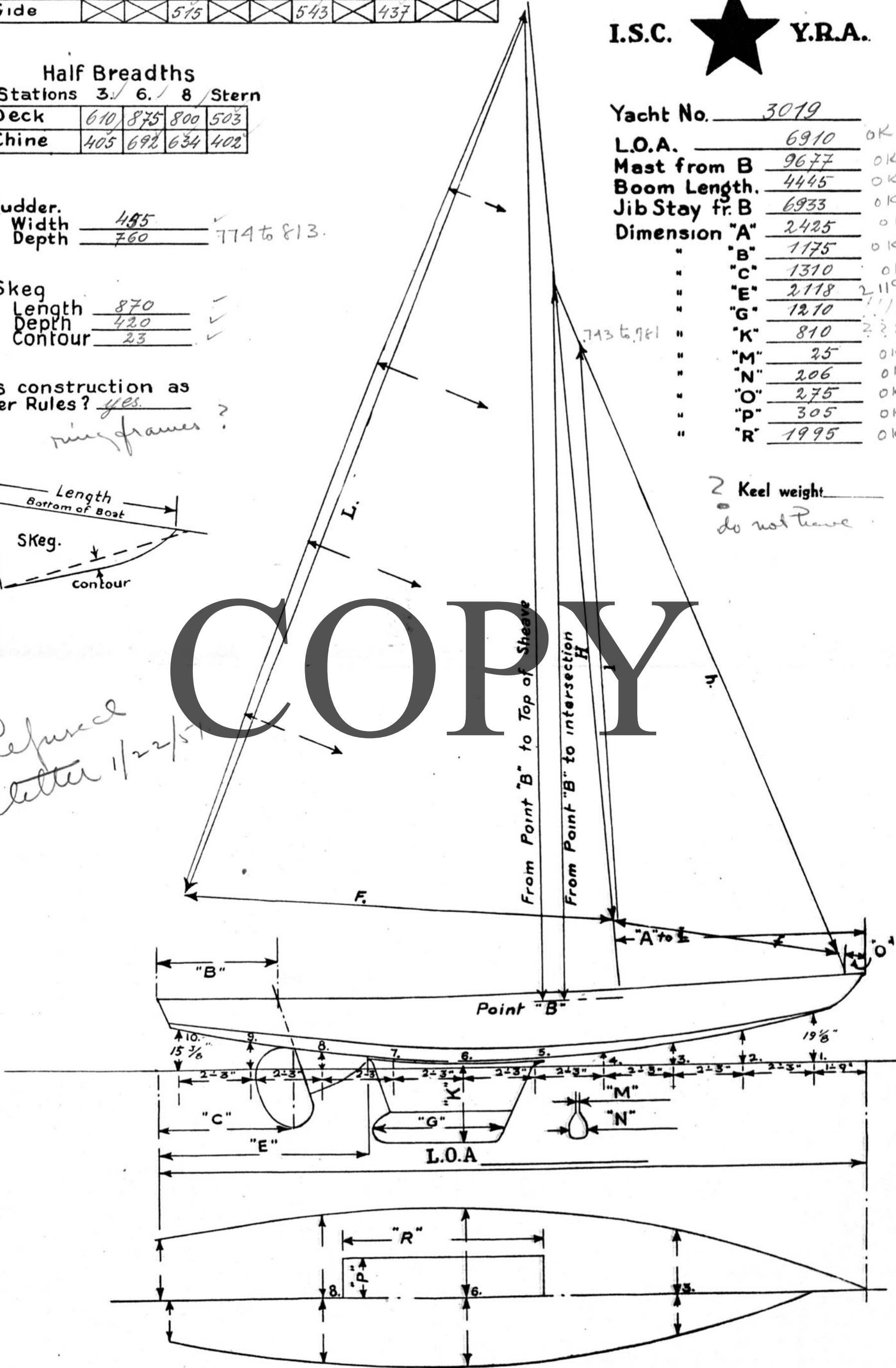


*Refused
letter 1/22/51*

I.S.C. ★ Y.R.A.

Yacht No.	3019	
L.O.A.	6910	OK
Mast from B	9677	OK
Boom Length.	4445	OK
Jib Stay fr. B	6933	OK
Dimension "A"	2425	OK
"B"	1175	OK
"C"	1310	OK
"E"	2118	2119-2.374
"G"	1210	1112-5128
"K"	810	2.22
"M"	25	OK
"N"	206	OK
"O"	275	OK
"P"	305	OK
"R"	1995	OK

2 Keel weight
do not have



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3. Yacht's name "MEEERMAID" 4. Year built? 1950
5. By whom built? E. Frauscher Gmunden O.O. Austria
6. Owner's name? Harald Musil
7. Address Wien VII Museumstrasse 3. Austria.
8. Fleet "Attersee" 9. Remarks — See Measurement Book

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 5. day of August 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. A. Umlauff
Schiffbau-Dipl.-Ing.

Date signed and filed 1. Dez. 1950 Signed Dipl.-Ing. Karl F. Umlauff
 Certified Star Measurer

NOTE—If there is anything about the yacht's construction or otherwise which you believe contrary to rules or not according to standard, report this in a letter attached to this form and describe in detail with sketch if needed.

WARNING

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Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

NOTE—After last renewal space if filled, apply for new certificate.



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

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

7 Otis Lane
Bellport, New York
U.S.A.
January 20, 1951

Mr. Karl A. Umlauff
Kammer am Attersee 24
Ober Osterreich

Dear Mr. Umlauff:

I have recently replaced Mr. Devereux as Chairman of the Measurement Committee, so am now replying to your inquiry of December 17, 1950.

The dimension "K" for #3019 is too deep. The limitation on K is from .743 to .781 meters. #3019 measures .810 meters, hence is 2.9 cms. deeper than allowed. Conversely "G" is too short. The limitations on "G" are 1.235 to 1.286 meters. #3019 measures 1.210 meters, hence is 2.5 cms. too short.

These disparities are too great to allow the boat a certificate. It is apparent that the pattern from which this keel was cast is off, but by how much is uncertain since you have not included a keel weight certificate. This certificate must accompany your future report before the boat can be certified. If the keel weight is sufficient to allow it, "K" might be reduced by chipping or planing and "G" increased by welding.

I am returning one copy of the measurement report and call to your attention also that the rudder depth should be between .774 and .813 meters, whereas #3019 measures .760 meters.

This dimension should be corrected before your resubmit. Dimension "E" should be from 2.119 to 2.374, but #3019 is 2.118. It is so close that you should recheck it.

I must also insist that upon resubmittal you separately certify that the frames in this boat are as per construction plan.

*See also letter to Schachinger 3/23/51 filed under
#2805*

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

Jan 20, 1951

OTIS LANE

BELLPORT NY.

Karl A. Umlauff
KÄHNER AM ATTERSEE 24
OB. ÖSTERREICH

Dear Mr Umlauff.

I have recently replaced Mr Devereux as Chairman of the Measurement Committee, so am now replying to your inquiry of December 17, 1950.

The dimension "K" for # 3019 is too deep. The limitation on K is from .743 to .781 meters. # 3019 measures .810 meters. Hence is 2.9 cm deeper than allowed. Conversely "G" is too short. The limitations on "G" are 1.235 to 1.286 meters. # 3019 measures 1.210 meters, hence is 2.5 cm too short.

These disparities are too great to allow the boat a certificate. It is apparent that the pattern from which this keel was cast is off, but by how much is uncertain since you have not included a ^{keel} weight certificate. This certificate must accompany your future report before the boat can be certified. If the keel weight is sufficient to allow it, "K" might be reduced by chipping or planing and "G" increased by welding.

I am returning 1 copy of the measurement report and call to your attention also that the rudder depth should be between .774 and .813 meters whereas # 3019 measures .760 meters.

THE H. K. FERGUSON COMPANY
INCORPORATED

39 BROADWAY
NEW YORK 6, N. Y.
WHITEHALL 3-1681

COPY

This dimension should be corrected before you resubmit. Dimension "E" should be from 2.119 to 2.374, but #3019 is 2.118. It is so close that you should recheck it.

I must also insist that upon resubmittal you ~~must~~ separately certify that the frames in this boat are as per construction plan, ~~of~~ ^{you} ~~not~~, ~~that they have been~~ have received a letter from Mr Halsted explaining the difficulties experienced with ring-frames, and ~~no~~ ~~now require this~~ further certificate can be issued until this specific condition limitation is reported by the ~~manufacturer~~.

COPY

Very truly yours.

Maxwell M. Small
Ch. Insmt Committee
OTIS LANE
BELLPORT NY, USA.

Orig + 1 to Uncl.
me - 2

Halsted 1

THE H. K. FERGUSON COMPANY
INCORPORATED

39 BROADWAY
NEW YORK 6, N. Y.
WHITEHALL 3-1681

COPY

You have received a letter from Mrx. Halstead explaining the difficulties experienced with ringframes, and no further certificates can be issued until this specific limitation is reported by the measurer.

Yours very truly,

Maxwell M. Small

COPY

Karl A.Umlauff
Schiffbau-Diplom-Ingenieur.

Kammer am Attersee 24 Ob.Österr
17. Dezember 1950.

To the
Measurement Committee
Honorable Henry M. Devereux Chairman,
88 City Island Ave.
City Island 64 N.Y.C.

Dear Sir:

Enclosed I send You the Measurement Certificate
of the Yacht No. 3019 "M e e r m a i d".-

The dimension "K" is bigger as per rules. The owner
wishes to have the official opinion upon this dimension. Please
send me your answer as soon as possible.-

Yours very truly

Karl A. Umlauff

1 enclosure.

COPY

*If large - insist on new keel unless
bottom of trub can be planed off*

*Ask about frames - (are they a
laminated ring or as shown on
plans, with knees)*

Reply sent 1/22.

① I have substituted Devereaux.

limits on G 1.235 to 1.286 meters

$$\begin{array}{r} 3019 \quad \frac{1.210}{- 2.5} \text{ cm too short in length} \end{array}$$

limits on K .743 to .781 meters

$$\begin{array}{r} 3019 \quad \frac{.810}{- 2.9} \text{ cm too deep} \end{array}$$

No weight given so cannot judge equities but observes the foundry pattern is off + reel must be replaced.

Please certify that frames are per plans - not laminated only - on this you have received recent instructions from H. Halsted - This as separate statement to me for ^{me for} ~~me for~~ committee records. Since cert. ~~same~~ will not be issued without.

② Am returning copy of report + report on 3019.

Other faults not as serious but should be rectified before resubmission of report.

(a) Rudder depth should be between 774 + 813.

3019 is 760 which is too short.

(b) ~~L.O.A. should be 6908 to 6935,~~

(c) "E" should be 2119 to 2374.

3019 is 2118

CC 1 + orig to Unlauff # 3019
me - + - Refuses +
Halsted 1 -

You have received a letter from Mr. Halstead explaining the difficulties experienced with ringframes, and no further certificates can be issued until this specific limitation is reported by the measurer.

Yours very truly,

Maxwell M. Small

*Copy to Merrill?
Bridges?*

COPY

Carbon

*by small
I believe you
wanted this
returned for your
files
edit glass*

7 Otis Lane
Bellport, New York
U.S.A.
January 20, 1951

Mr. Karl A. Umlauff
Kammer am Attersee 24
Ober Osterreich

Dear Mr. Umlauff:

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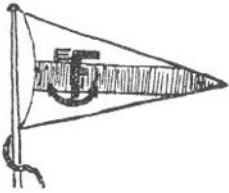
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BOOTSWERFT
ENGELBERT FRAUSCHER
GMUNDEN, WEYERSTR. 8

KONTO NR. 167 BEI DER BANK FÜR HANDEL, GEWERBE UND LANDWIRTSCHAFT IN GMUNDEN

GMUNDEN, am 14. 4. 1951
OBERÖSTERREICH

B E S T A E T I G U N G

Ich bestätige hiermit eidesstattlich, dass die Flosse für
den Star 3019 laut Wiegezettel und Faktura der Giesserei
Epple-Buxbaum 399 kg wiegt.

Engelbert Frauscher
Boots-
GMUNDEN
Weyerstraße 8
O.O.

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