

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.

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FRED BOESCH
SCHIFFBAU-INGENIEUR

TELEPHON: 3 6182
POSTCHECKKONTO V 17655

BASEL, DEN 28. 9. 1950
WETTSTEINALLEE 192

Mr. Henry M. Devereux I.S.C.Y.R.A.
Naval Architect
88 City Island Ave.
City Island
New York 64, N.Y.

Dear Mr. Devereux,

Enclosed you will find the filed measurement certificate in duplicate for Star No. 3058 and also his keel weight certificate for approvement by the Measurement Committee.

I hope that you have received my letter from August, the 23th and 25th 1950. The boat-builders are waiting for your informations by reason of the frame-construction as reported on my letter.

Thanking you and with kind regards, J am

Yours very truly

Fred Bösch

Encl.: 2 filed measurement certificates Star No. 3058
1 keel weight certificate " " " .

January 4, 1951

Mr. Fred Boesch
Wettsteinallee 192
Basel, Switzerland

Dear Sir:

May I refer to your letter of September 28th addressed to Henry Devereux, whom we have had to dispose of, as he was not taking care of the business of the Star Class Association.

The measurements of Star Boat #3058 enclosed show certain inconsistencies as i.e. the side height at Station 6 which you note as 18 $\frac{1}{4}$ " is considerably higher than the maximum allowed of 17-27/32". This also shows up at the chine height Station 10 where the allowed minimum is 17-3/8" and you show 17 $\frac{1}{4}$ ".

I am inclined to feel that your figures are wrong somehow as, if there is a variation, they both should go the same way and your figures would not give a true line to the boat.

I would appreciate your advising on the above as soon as convenient.

In reply to your request for an answer to your letters of August 23rd and 25th, may I ask that you repeat same as I cannot find them in the files and awaiting your reply, I remain

Very truly yours,

HCH:MR

H. C. Halsted

cc: Mr. Hugo Ulrich

Halsted is wrong - OK'd on 2/13/51
Small - her letter

FRED BOESCH
SCHIFFBAU-INGENIEUR

TELEPHON: 3 6182
POSTCHECKKONTO V 17655

BASEL, DEN 12. Januar 1951
WETTSTEINALLEE 192

Mr. H.C. Halsted, President
Central Office
International Star Class Y.R.A.
51 East 42nd Street
New York 17, N.Y., U. S. A.

Dear Sir,

I thank you for your letter of January 4th with the news, that my letters of August 23th and 25th are lost.

Enclosed you will find the copys of the above mentioned letters, adressed to Mr. Devereux. To my letter of August 23th I have not any copy of the Measurement certificate of the Star No. 2749 "Selvaggia", since I had send this to Mr. Devereux.

Referring to the measurements of Star No. 3058 "Stormy Weather" I inform you, that the chine height at Station 8 (not Station 6) is $17 \frac{1}{4}$ ". The figure $18 \frac{1}{4}$ " in the measurement certificate is a mistake in writing.

The chine height at Station 10 with $17 \frac{1}{4}$ " is correct. Because this Star had a flat measurement, the base line is raised by half the excess of Station 8 ($18 \frac{1}{2}$ " minus $2 \frac{3}{16}$ ", divided by 2 = $21/32$ "). The corrected chine height at Station 10 is therefore $17 \frac{8}{32} - 21/32 = 16 \frac{19}{32}$ ". The allowed minimum is $16 \frac{3}{8}$ ", the allowed maximum $18 \frac{3}{8}$ ".

Please inform me, if this opinion is not right. I would appreciate your advising on the above as soon as convenient. I remain

Very truly yours

Fred Bösch

Certif. sent
2/13/51

Encl.

but see my letter regarding
rim frames under #2749 - in
reply to Bösch

No rim frames according to Bösch by letter 2/27
filed under #3061

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? 3058

2. Was this number cut or burned into keelson as required above? Yes

3. Yacht's name "Stormy Weather" 4. Year built? 1950

5. By whom built? Walter Boesch, Yachtwerft, Kilchberg, Switzerland

6. Owner's name? Hugo Ulrich, Villa Neubrunn

7. Address Täbach 1st. G., Switzerland

8. Fleet Bodensee 9. Remarks SCR

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 20th day of September 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 24. Sept. 1950 Signed Fred Böck
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.



WALTER BOESCH KILCHBERG/ZCH.

YACHTWERFT

SCHWEIZ

CHANTIER NAVAL

SUISSE

Telephon (051) 91 42 23

Telegramme: Boesch-Werft-Kilchberg

Postcheck-Konto VIII 849 Zürich

Bank: Schweiz. Kreditanstalt / Crédit Suisse
(Depositenkasse Zürich-Enge)

OH

IHR ZEICHEN:
VOTRE RÉF.:

IHRE NACHRICHT VOM:
VOTRE COMMUNICATION DU:

DATUM: 23. Sept. 50
DATE:

Bestätigung

Der Unterzeichnete bestätigt hiemit, dass der
Ballastkiel von STAR-Boot

STORMY WEATHER Reg.-No. 3058

fertig bearbeitet netto 395 kg wiegt.

Kilchberg-Zch., 23. September 1950.

WALTER BOESCH YACHTWERFT

Walter Boesch