

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 International 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 International 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 OR RENEWAL IS ISSUED—**

1. This Certificate is not valid unless it bears 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. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an intergral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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 W. H. L. L. L.
Chairman International Measurement Committee.

Date 7/16/51

3085

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/2	13 3/4	9 7/8	6 1/2	4 7/8	3 7/8	4 1/2	6 3/8	11	15 3/4
CHINE			12 1/2			8 1/2		11 3/4		18
SIDE *			20			21 1/2		16 1/2		

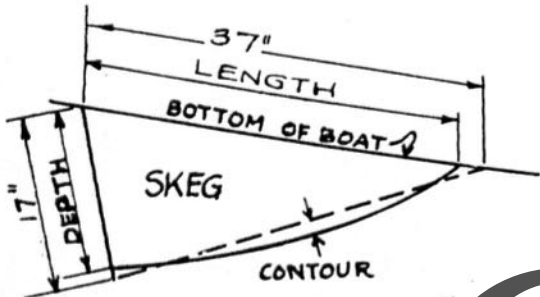
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS			
STATIONS	3	6	8	STERN
DECK	24	34 1/2	31 7/8	19 7/8
CHINE	15 3/4	26 7/8	24 3/4	16 1/4

RUDDER
 WIDTH 18 1/8
 DEPTH 31 7/8 TO ϕ OF POST

SKEG
 DEPTH 15 1/4
 CONTOUR 1
 LENGTH ALONG CURVE 35 3/4

IS CONSTRUCTION AS PER
 RULES & PLAN? YES

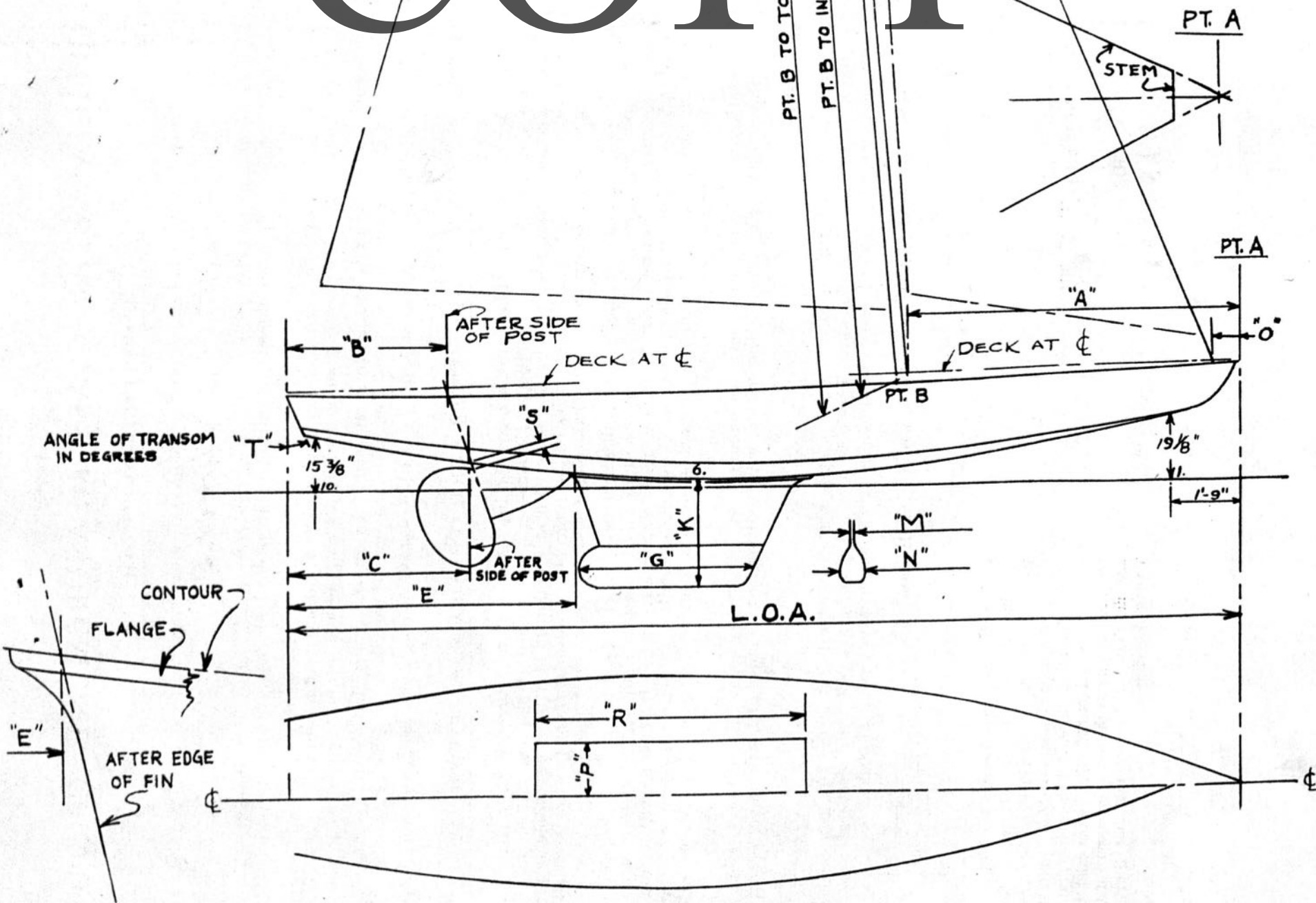


I.S.C.  Y.R.A.

YACHT NO. 3085
 L.O.A. 22'-8 1/4"
 MAST FROM B 31'-8 7/8"
 BOOM LENGTH 14'-7"
 JIB STAY FR. B 22'-5 3/4"
 DIMENSION "A" 2'-8 1/4"
 "B" 46 1/2"
 "C" 51 1/4"
 "E" 84 1/8"
 "G" 48 7/8"
 "K" 30 1/2"
 "M" 7/8"
 "N" 8"
 "O" 9"
 "P" 12"
 "R" 6'-2 1/4"
 "S" 1"
 "T" 17°

KEEL WEIGHT 298
 IS KEEL WEIGHT CERT.
 ATTACHED? YES

COPY



Yachting

Big Card For Stars

With a number of special events, skippers of Star class yachts have planned a well-rounded racing program, according to the schedule announced by Dave Dunigan, Jr., secretary of the Chesapeake Bay Fleet, of the International Star Class Yacht Racing Association.

Races are listed for every week end and holiday from May 18 until September 21.

The schedule follows:

May 18-June 8—Spring series, Gibson Island.
June 15—Love Point-Swan Point Race, Gibson Island.
June 22-July 6—Elimination series, Gibson Island.
July 11—Gibson Island-Annapolis race, Gibson Island.
July 12-13—Annapolis Y.C. Regatta, Annapolis.
July 19, 20—J. Rulon Miller, Jr., series, Gibson Island.
July 26—Lady Skippers race, Gibson Island.
July 27—Thomas Point race, Gibson Island.
August 1, 2—John Charles Thomas Trophy, St. Michaels.
August 2—Moonlight race, Gibson Island.
August 3—Special race, Gibson Island.
August 9, 10—Landon Trophy, Johnson Memorial, Oxford.
August 16—Junior skippers race, Gibson Island.
August 17—Special race, Gibson Island.
August 24—Naval Academy Y.S. Regatta, Annapolis.
August 31—Baltimore-Washington team race, Gibson Island.
September 1—Symington Memorial race, Gibson Island.
September 7—Whiting Trophy race, Gibson Island.
September 13, 14—President's Cup Regatta, Washington, D.C.
September 21—First race—Fall series, Gibson Island.

*Indicates points scored count in Summer series. Contestants must sail all but three races to qualify.

The spring series is comprised of five races, which are in the nature of tune-up events especially for the first big contest of the season, the Love Point-Swan Point race. The Star Class division of this race has the Chesapeake Bay Yacht Racing Association sanction this year for the first time.

The Thomas Point race, will be held in conjunction with the Gibson Island Yacht Squadron Poplar Island race.

The Chesapeake Bay Fleet, the headquarters of which is at Gibson Island has had eight boats added to its list for this season's racing. Three of them are new boats—My Achin' Back I, owned by William A. Boykin, Ruxton; My Achin' Back II, Bernard C. Boykin, Ruxton; and Bandit, D. J. Dunigan, Jr., Washington. Eighteen boats now are in the fleet.

In addition to the Chesapeake Bay Fleet, there are also the Eastern Shore, Western Shore and the Naval Academy Fleet.

Homemade Star Boats Use War-Born Names

By Pete Chambliss

A fleet of new star class yachts—the My Achin' Back series, the name of which started on the battlefields of France and was developed by the muscle-hardening process of boat building—will pitch and toss the Chesapeake this summer. At least two of the craft will be flying the burgee of the Gibson Island Yacht Squadron.

My Achin' Back Stars are owned by William A. Boykin 3d and his brother, Bernard, of Ruxton, who are building two of them, My Achin' Back I and My Achin' Back II, in their garage. One will be ready for launching in May and the other soon afterward.

Wounded In France

The name of the first My Achin' Back originated in France, soon after the 29th Division landed. Bill Boykin, then a captain with an advanced artillery unit, was struck by a fragment of shrapnel just under the shoulder blade and was sent to England for hospitalization.

Came the end of the war, Bill and Bernie became interested in star boat racing with the Chesapeake Bay Fleet at Gibson Island. Bill purchased the star class yacht Swell. It was O.K., but he didn't like the name. After the scraping, sanding and painting that went into the reconditioning of the boat for the racing season the most appropriate new name for Swell seemed to be My Achin' Back. And that's the name she sailed under last season.

Rowboat First Craft

Looking to this season's racing, the Boykins decided to build their own stars, despite the fact that their only previous experience in boat building was the construction of a six-foot rowboat, in which they navigated Lake Roland as youngsters.

So they started last fall to as-

semble their materials. They purchased two knockdown Star frame kits, which included stems, transoms, Keelsons, mast-steps, rudders and the moulded iron keels, which will be bolted on last. One of the hardest jobs was to find suitable lumber for planking. Finally enough spruce was located and work got under way.

Workshop In Garage

The knockdown frames were set up in the garage and work began in earnest. Despite kibitzing friends, the difficulties of getting materials and the exactness with which the work must be done, the stars progressed. So strict are the measurement requirements in Star class racing yachts that only one half an inch variance is allowed in the length of 22 feet 8½ inches and only five eighths of an inch in the beam dimensions.

The Boykins maintain a work schedule of about four nights of each week, and double duty on most Saturdays, and the two yachts are rapidly rounding into shape. Bill's craft, My Achin' Back I, is planed and decked over and is just about ready for her first coat of paint; Bernie's My Achin' Back II is planked and ready to have her decking put in place.

Just how many hours of back-breaking labor have gone into the construction of the boats, the Boykins don't really know. There were no time clocks, nor union hours, but they've put in considerable time.

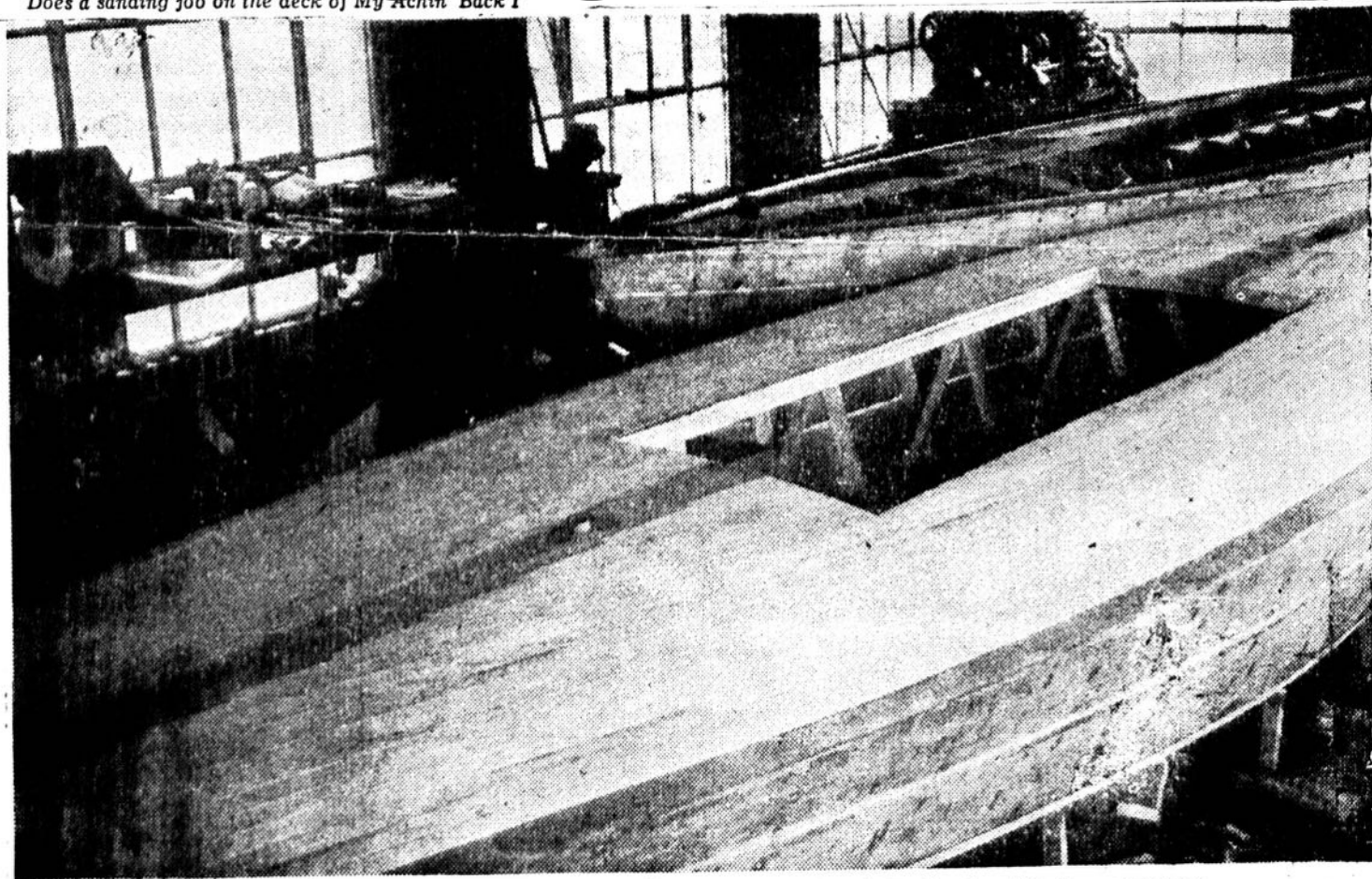
And time has meant money to them. They don't know exactly what the Stars will cost, but they are certain the boats will be afloat and ready to go, except for the price of their sails, at a cost of less than \$500 each. The latest quotation on a good Star is said to be about \$2,200, minus sails!



WILLIAM A. BOYKIN JR.
Does a sanding job on the deck of My Achin' Back I



BERNARD BOYKIN
Young boat builder adjusts rudder post on My Achin' Back II



Two star-class yachts which are being constructed in garage of William A. Boykin, Jr., at his home at Ruxton

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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 3085
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "SNALLYGASTER" 4. Year built 1951
5. By whom built? HIPPINOTT BOAT WORKS, RIVERTON, N.J.
6. Owner's Name CHARLES STEIN
7. Address 231 ST. PAUL PLACE, BALT. MD.
8. Fleet CHESAPEAKE BAY 9. Remarks KEEL BY OLD GREENWICH BOAT CO.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 16TH day of JUNE, 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 JULY 8, 1951 Signed Bernard J. Goffe

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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.



J. T. EVANS CO.

Premium **COAL** Anthracite

LUMBER - BUILDING MATERIALS

FUEL OIL



Vita-Var Paints

Glass

Hardware

Phone 9-0302

Riverton 9-0303

Riverton N. J.

194

Sold to

Address

Del'd to

<i>Leppincott Boat Works</i>	
<i>Wgt of Boat Hull</i>	
<i>898 #</i>	
<i>in hull</i>	
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DEALER'S SOLID FUEL LICENSE #

Gross Weight _____ lb.

Tare Weight _____ lb.

Net Weight _____ lb.

Vehicle Lic. # _____

Registered Weigher _____

No. E 49346

Driver _____

A. M.	CUSTOMER'S COPY Received by _____
P. M.	

MOORE BUSINESS FORMS, INC., NIAGARA FALLS, N. Y.

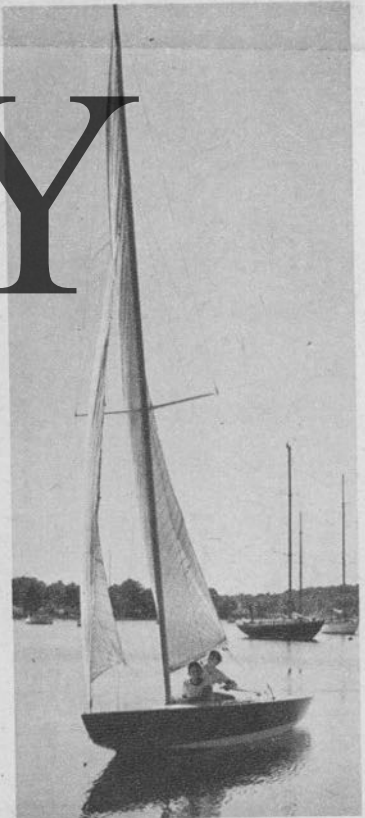
How It Turned Out

THE Snallygaster's on the loose again.

Not the fabulous creature that has so often terrorized parts of Western Maryland, but Charles Stein 3d's Starboat, named for it.

We told you about Charles and his boat last September, just before the International Star championships at Gibson Island, in which he, at 17, was the youngest skipper. He had gained the right to represent the Chesapeake Bay fleet in that event by winning two out of three elimination races.

Charles didn't capture the international title—he finished twenty-eighth among the 49 contestants—but this year he and his boat seem to be back in form again, for a few weeks ago he sailed her to victory in a 12-mile event sponsored by the Gibson Island Yacht Squadron. His time was 1 hour 48 minutes.



The Snallygaster

HOPKINS NURSING

Preparing Leaders Since 1889

3085

Hi Phil -
Lots of Star activity back there!
See you soon, I hope.

Bernie

JOHNS HOPKINS
UNIVERSITY

410.955.4284
www.son.jhmi.edu

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tolls for the use of roads and
bridges in Pennsylvania. I think
it's well worth it to drive on good
roads.

There should be a car inspection
here in Maryland as in Pennsyl-
vania and I'm sure there would be
fewer accidents, besides helping
our police force with their prob-
lems. MRS. FLORENCE HARP.

Baltimore, Sept. 5.

"Safety Slogans

TO THE EDITOR OF THE EVENING
SUN—Sir: You hear many slog-
ans today about careful driving
to avoid accidents—"Drive Slowly,"
"Drive Carefully," "Save A Life;
It May Be Your Own," etc., etc.,
but they don't mean a thing to a
lot of drivers.

I think the real slogan to use is
"Don't Show Off While Driving."
The other fellow is not impressed
by how fast your car can go or
passing him on the road. It does
not require any brains for one to
put the foot on the gas. All cars
are fast and so "Don't Show Off."
The other fellow can do the same
as you if he wants to, but he is
probably smarter and is not looking
for any trouble.

FRANK J. EPHRAIM.

Baltimore, Sept. 5.

"Vote On Sunday"

TO THE EDITOR OF THE EVENING
SUN—Sir: Since elections in this
country are held for the benefit of
all Americans, and since we want
the participation of as many peo-
ple as possible—why not vote on
Sunday? MRS. M. LAZURUS.

Baltimore, Sept. 5.

How To Fly Flags

TO THE EDITOR OF THE EVENING
SUN—Sir: An ornament that shall
adorn the staff of the Maryland
flag shall be a cross bottony, ac-
cording to House Bill 865, passed
by the General Assembly of Mary-
land to become effective June 1,
1945. The Maryland flag on the
Memorial Plaza displays an eagle.
The proper ornament for the
United States flag is a round ball.
The flag does not have any fringe.

CORNELIUS VERNON,
Commander, Post 35, Ameri-
can Legion.
Baltimore, Sept. 5.

Add Snallygaster

TO THE EDITOR OF THE EVENING
SUN—Sir: Your article in *The
Evening Sun* of August 22, 1951,
on the snallygaster, in response to
the request of a writer in the
Forum, prompts me to submit the
following additional comment on
that legendary Maryland creature,
the snallygaster. Having read with
interest the news items regarding
snallygasters which have appeared
from time to time in the *Sunpapers*,
my son's new Star boat was given
the name Snallygaster as a distinc-
tive name for a Maryland racing
boat.

The true snallygaster is a crea-
ture said to inhabit the Blue Ridge
country, especially the Middletown
Valley of Maryland. The word
snallygaster is derived from the
German *schnelle geist*, meaning a
fast-moving ghost. Persons claim-
ing to have seen the snallygaster
describe it in appearance as a large
birdlike creature, with wings, four
clawed limbs and a large beak.
There is an excellent depiction of
one, by the *Sunpapers'* artist Stees,
which appeared in an article in
the rotogravure section of the
Sunday Sun March 7, 1948.

Snallygasters fly about at night,
raiding chicken coops and barns,
and frightening children out after
dark. At times they enter houses
in daylight to seize and carry away
some household article. In such in-
stances their movements are so
rapid that their presence escapes
notice, and is discovered only by
the mysterious disappearance of
some household object. Not infre-
quently, the snallygaster will re-
turn and deposit the article it has
snatched in some strange place. As
a child, I knew an old lady, who
when she misplaced her eyeglasses
and could not find them, would ex-
claim, "the snallygaster must have
taken them," and subsequently the
missing spectacles would be found
in some place other than that
where the old lady had last placed

volume on "Maryland" in the
American Guide Series (Oxford
University Press, 1940) is authority
for the fact that a snallygaster was
known to inhabit the vicinity of
Barleywood in the Middletown Val-
ley district. In 1948, an alleged
"Flying Saucer" seen over Hagers-
town was subsequently identified
by an astronomer as being a large
snallygaster, evidently blown out
of its usual haunts by a severe
storm, was observed on the East-
ern Shore; an account of this was
published in *The Evening Sun*.

A Middletown Valley farmer
who comes to our house with
produce informs me that he has
seen snallygasters on four occa-
sions, three times when hunting
on South Mountain, and once when
a snallygaster raided his barn. He
stated that the best protection
against the snallygaster's raids
and pranks is to paint a seven-
pointed star on the barn. The star
must be drawn very accurately, or
it will not be effective.

CHARLES F. STEIN, JR.

Baltimore, Sept. 5.

German Beach Attire

TO THE EDITOR OF THE EVENING
SUN—Sir: I would like to correct
the false impression probably given
to many people by an article under
"Fashion Notes" in your *Evening
Sun* dated Saturday, September 1.

The article was sent from Detroit
where a Miss Baleslawa Lukowski
stated that it is permissible for
women to wear a tiny bra and
panties at the German beaches.

I am a former German now living
in America and up until two years
ago I lived in Germany all my life.
To be dressed indecently as de-
scribed by the article mentioned
above is absolutely against the law
in Germany as it is here in the
United States. I know for certain
that the authorities there would
have reacted the same as ours did
here if any person would have
appeared in such so-called "beach
attire"—be it either men's shorts
or women's panties.

ANITA G. RASKEN.

Baltimore, Sept. 4.

Mantises Visit Downtown

From Gardens To Sidewalks

By FRANK A. WOODFIELD

PRAYING mantises, merciless foes
of insect pests, and as such
a benefactor of mankind, are "in-
vading" downtown Baltimore. Why
these strikingly unusual insects,
which seem to be relics of pre-
historic ages, are being found in
heavily built-up sections of the
city; why they have forsaken the
olds meadows and gardens they

that a lost child could find its
way home by inquiring of the
mantis—the mantis would point
the way with one of its forelegs.
And not too many years ago per-
sons could be found who were con-
vinced the mantis consorted with
witches, and even the devil.

It would have been a name of

Mr. Billopp

Other People's Troubles

Other people's troubles are hay
fever, from which you fortunately
have escaped. They are bad cases
of poison ivy against which you
have successfully built up a re-
sistance.

They are a love affair in which
one person in the family is moping
because another person is indiffer-
ent while you, on the other hand,
have been happy.

CHINESE
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