

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 R. L. Siewert
Asst. Chairman International Measurement Committee.

Date February 7, 1953

Call Correct
J. S. Tilly
May 17, 1953

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/2	14 1/2	10 3/4	6 1/2	4 1/2	4	5 3/4	8	11 1/2	15 3/4
CHINE			12 7/8			8 1/2		11 1/4		18 3/4
SIDE *			21			21 3/4		17 1/8		

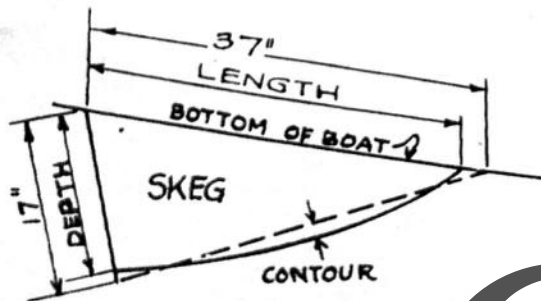
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	24 1/2	34 1/2	31 1/2	20
CHINE	16	27 1/8	24 3/4	15 5/8

RUDDER
WIDTH 18 3/8
DEPTH 31 3/8 TO $\perp$ OF POST

SKEG
DEPTH 17
CONTOUR 32 3/4
LENGTH ALONG CURVE 32 3/4

IS CONSTRUCTION AS PER
RULES & PLAN? YES.



I.S.C.



Y.R.A.

YACHT NO. 3197.

L.O.A. 22' - 8 3/4"

MAST FROM B 31' - 9"

BOOM LENGTH 14' - 7"

JIB STAY FR. B 22' - 4 3/4"

DIMENSION "A" 44"

"B" 46 3/4"

"C" 50 1/8"

"E" 85 1/4"

"G" 49 1/2"

"K" 30 1/2"

"M" 1"

"N" 8 1/4"

"O" 12 1/4"

"P" 12"

"R" 77 3/8"

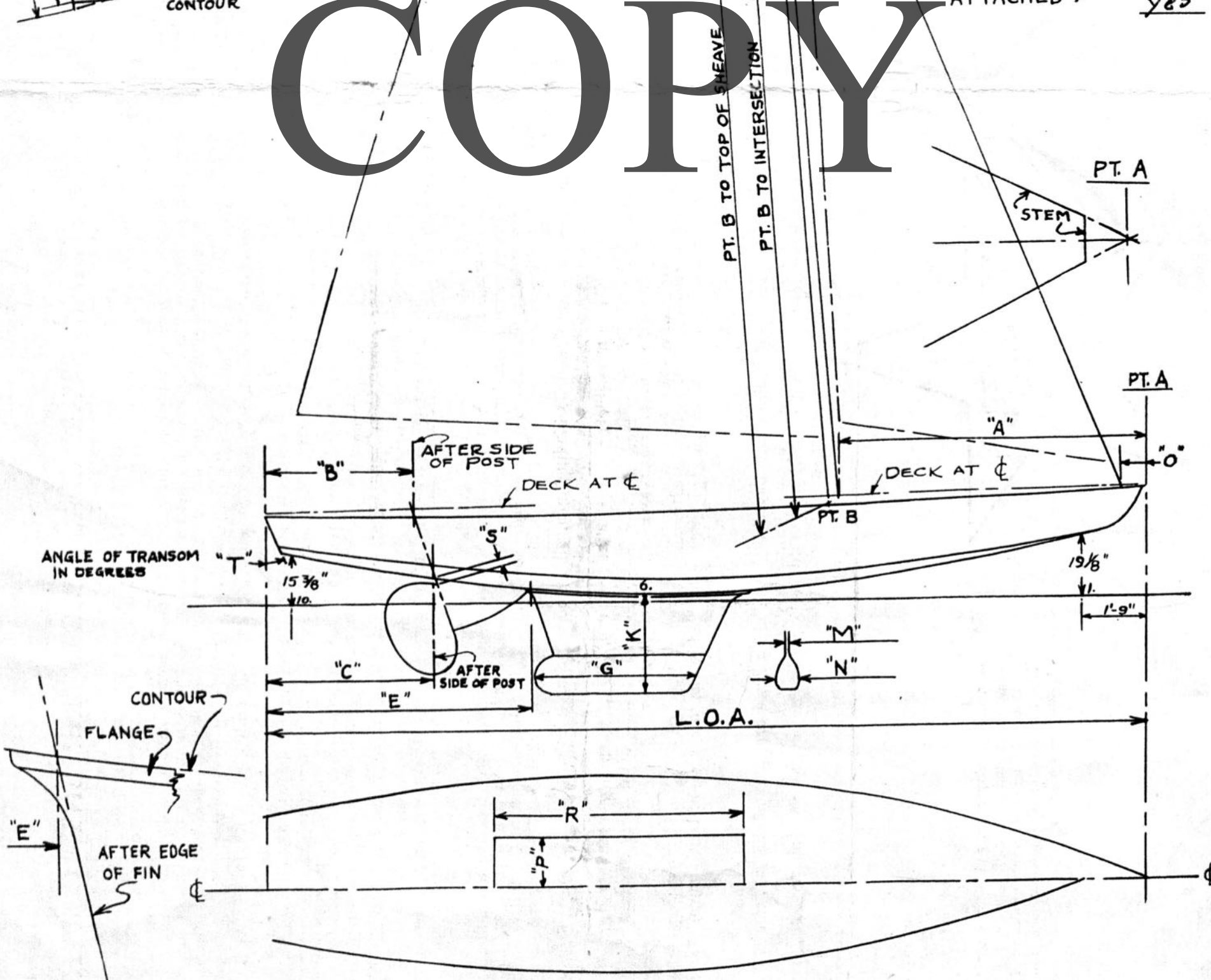
"S" 1 3/8"

"T" 15°

KEEL WEIGHT 895

IS KEEL WEIGHT CERT.
ATTACHED? YES

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

1. YACHT'S NUMBER? 3197.
2. Was this number cut or burned into keelson as required above? Cut.
3. Yacht's name "P. D. Q." 4. Year built 1951-52
5. By whom built? Don. Shafer.
6. Owner's Name Donald Shafer.
7. Address 3119 Point Grey Rd Vancouver B.C.
8. Fleet English Bay 9. Remarks The keel on this boat was originally purchased by Vic Palmer then sold to Don Shafer.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 6 day of August, 1952, 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 Aug. 9/52 Signed [Signature]
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.

May 17, 1954

Mr. Donald Shafer
3119 Point Grey Rd.
Vancouver, B.C., Canada

Dear Mr. Shafer:

This is to advise that Measurement
Certificate of your STAR #5197 is now approved. If
you wish your copy of Certificate signed as of this date,
please return to us.

Sincerely yours,

JOHN S. TITTERINGTON, Chairman
International Measurement Committee

JST/eg
CC - George Forbes

PARSONS BROWN LIMITED

We Insure Everything



PUBLIC LIABILITY · AUTOMOBILE

GUARANTEE BONDS · FIRE · MARINE · ACCIDENT · BURGLARY · LIFE · HOLDUP · SICKNESS · ELEVATOR · PLATE GLASS

CHIEF AGENTS
ROYAL GENERAL
INSURANCE COMPANY OF CANADA

CANADIAN MANAGERS
MILWAUKEE INSURANCE CO. OF MILWAUKEE, WIS.
COMMERCIAL INSURANCE CO. OF NEWARK, N.J.

TELEPHONE EXCHANGE · MARINE 9211
535 HOMER STREET
VANCOUVER 3, B.C.

April 28, 1954

Mr. John S. Titterington,
I.S.C.Y.R.A.,
51 E. 42nd Street,
New York 17, N.Y.

Dear John:

I have rechecked the side height at Station 1
on Mr. Shafer's boat # 3197 and this dimension,
after having been altered, is now 14-5/8 inches.

Yours truly,

ENGLISH BAY STAR FLEET

George Forbes
G.A. FORBES

Measurer

GAF/js

Note

April 3, 1953

Mr. Donald Shafer
3119 Point Grey Road
Vancouver, B.C., Canada

Dear Mr. Shafer:

The certificate for your STAR 3197 was approved in error after my letter of December 9, 1952. Unfortunately, my original interpretation as of that date must stand in order to have our policy fair and consistent where other boats are involved. Therefore, I must revoke your certificate and ask that you return it to the Central Office.

I regret the confusion caused by the erroneous approval, but such things are bound to happen occasionally when members of a Committee are some distance apart and so many problems must be discussed and resolved by mail.

Very truly yours,

W. WHITNEY STUECK, Chairman
Int. Measurement Committee

WWS/eg

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

Report from International Measurement Committee

Star No. 277

Owner DON SCHAFER

Builder_____

Measurer_____

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

COPY

The following action is suggested as indicated by check marks:

- The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.
- The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

March 4, 1952

Mr. Donald Shafer
3119 Point Grey Rd.
Vancouver, B.C., Canada

Ref: STAR No. 3197

Dear Mr. Shafer:

It has always been the intent of the Specifications that the Star sheer should be held within the stated limits at all points. The points actually measured were few, for the sake of simplicity, but this does not relieve the builder of the obligation of staying within the tolerances at other points. Chine height and half breadths are other characteristics measured only at specific points, but they must conform at all points. In other words, a boat must be built to the plans, not to the measurement certificate.

I suggest that you have your boat measured and submit certificates before doing any rebuilding. The Measurement Committee will then tell you what, if anything, needs to be done.

Yours very truly,

W. WHITNEY STUECK, Chairman
Int. Measurement Committee

*Is there correspondence
prior to this. There must be
as this appears to be answer
to questions that were raised?
P.H.S.
May 21, 53*

I. S. C.



Y. R. A.

ENCIRCLES THE GLOBE

CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

2/28/52

International Star Class Yacht Racing Association

Mr. Donald Shaper
3119 Point Grey Rd.
Vancouver, B.C., Canada.

Ref: Star No. 3197

Dear Mr. Shaper:

It always has been the intent of the specifications that the star sheer should be held within the stated limits at all points. The points actually measured were few, for the sake of simplicity, but this does not relieve the builder of the obligation of staying within the tolerances at other points. Chine height and half breadths are other characteristics measured only at specific points, but they must conform at all points. In other words, a boat must be built to the plans, not to the measurement certificate.

I suggest that you have your boat measured and submit certificates before doing any rebuilding. The Measurement Committee will then tell you what, if anything, needs to be done.

Very truly yours,

Dick:- Has this boat been measured? If so, hold this letter and send certificate to me. Whit.

3119 Point Grey Road,
Vancouver, B. C.,
September 27, 1952.

Dear Sirs:

Referring to measurement certificate for Star No. 3197, you will see that the side height at station 1 is $15 \frac{5}{8}$ ". This is the correct measurement.

I would like to explain how this came about, and why I feel that this boat should receive a measurement certificate.

The plans were obtained, the boat registered and built according to all the supplied plans and limitations. This was before the new limitations on side height at station 1 and 10 were received in the "Starlights" of February, 1952.

Due to building errors that were entirely unintentional, and actually unnoticed at the time, but still within allowed tolerances, the side height at station 1 is $15 \frac{5}{8}$ ", where the standard side height is $14 \frac{1}{8}$ ". That is, it is $1 \frac{1}{2}$ " too deep.

Checking on how this might have come about, I have come to the following explanation:- since no side height measurement is given on the plans, it must be determined by the difference between the chine height measurement and the side-of-deck height measurement.

The standard chine height at station 1 is $19 \frac{1}{4}$ ". The limitation on this, from the base line, is the same as the keel plank contour since it is only $2 \frac{1}{4}$ " off the centerline. This tolerance is 1".

There is no special limitation on the side-of-deck height, so it must come under the 2% limitation. At station 1 this is $32 \frac{1}{8}$ ". 2% of this is .645", or a little over $5 \frac{5}{8}$ ".

This adds up to a $1 \frac{5}{8}$ " tolerance on side height at station 1 according to the old limitations.

I have attempted to explain why I feel that it is not my fault that the boat does not fit the new limitations. I feel that this boat should receive a measurement certificate, especially as the deviation does not seem to be particularly advantageous in racing.

Hoping to hear your decision soon, I remain,

Yours truly,

Donald Shefer

DS:MMM

I. S. C. ★ Y. R. A.

INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION

6TH DISTRICT

ENGLISH BAY FLEET

VANCOUVER, B. C.

October 31, 1952

Mr. R. L. Siewert,
I.S.Y.R.A.,
51 E. 42nd St.,
New York 17, N.Y.

Dear Sir:

I have rechecked the skeg length on Mr. Shafer's boat # 3197 and after cutting it down it now measures 32 inches. There has been nothing done on the side height at station 1.

I am enclosing a letter send to me from Mr. Shafer which I am forwarding as his reason why this dimension is out.

You can let me know your decision in this matter and I will forward it to Mr. Shafer.

Yours sincerely,

ENGLISH BAY STAR FLEET



G. A. FORBES
Measurer

GAF/jc
Encl.

COPY

December 9, 1952

Mr. Donald Shafer
3119 Point Grey Rd.
Vancouver, B.C., Canada

Dear Mr. Shafer:

I have been asked to review the case of your STAR 3197 which shows a side height above the limit at Station 1.

First, I would like to point out that there is nothing "new" about the side height limitations. If you will read Art. XXII of the Specifications, you will see that any point may be measured, whether shown on the certificate or not. We started measuring at additional points to discourage those who were taking advantage of the lack of checking at these points.

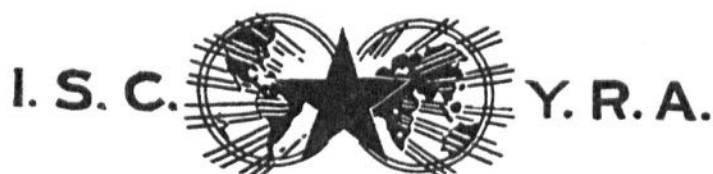
While I accept your word that the error was unintentional, I cannot accept your explanation of the tolerance. The 2% rule does not apply where a definite tolerance governs a dimension, and the chine height tolerance cannot be applied to side height. Side heights are measured as prescribed to avoid excessive deviation in appearance.

Boats have been rejected for smaller errors than yours. It is hard to say that your error should pass because it is unintentional, while another is rejected because of an effort to beat the rule. A boat is either right or wrong. I am truly sorry to do so, but I must say I believe you should alter the bow of your boat to conform to the rules.

Very truly yours,

W. WHITNEY STUECK, Chairman
Int. Measurement Committee

WWS/eg



CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

February 7, 1953

Mr. Donald Shafer
3119 Point Grey Road
Vancouver, B. C.

Dear Mr. Shafer:

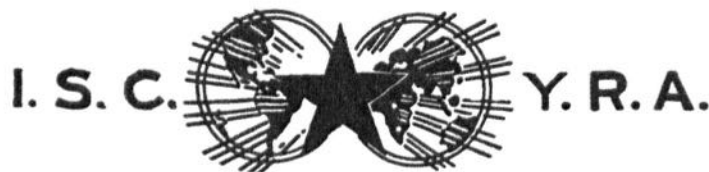
Enclosed you will find the approved Measurement Certificate for your Star #3197. We regret there has been such a long delay while the Committee has been processing this certificate.

Your explanation of why the side height at Station 1 was over the maximum limitation is not particularly clear to us. (In passing we must say that you can never take a given tolerance plus the 2% tolerance and apply the sum of the two to a dimension. Depending upon the dimension being measured, one or the other type of tolerance will apply -- never the sum of both.) However since the specific limitations on this side height were not published until after your construction was under way, and since the high side up forward will not, in our judgement, affect the speed of the boat, we have decided to approve your certificate.

With further apologies for our tardiness in this matter, may we wish you success in the coming sailing season.

Very truly yours,

R. L. Siewert
International Measurement Committee



CENTRAL OFFICE
51 EAST 42ND, ST.
NEW YORK 17, N. Y.
U. S. A.

International Star Class Yacht Racing Association

March 10, 1953

Dear Whit,

I'm afraid I have pulled a boner. I am sending certificates on # 3197 and # 3206. Shaper's cert. came to me first and I stopped it, and sent it to you. You sent your letter and the cert. back to me and I forwarded the letter to Delith to be typed + sent out. I failed, however, to make a note that the letter had been sent out and had no copy of it. Then the Wood boat came along and I rejected it without consulting you. I didn't know of any connection between the two boats and, in fact, had by this time completely forgotten the Shaper affair. Then in February, in an attempt to clean up some of the unfinished work before I came up to Mass. I came across the Shaper cert. and, not having a copy of your letter to him, thought it was awaiting attention. As you see I approved it. Now, as you can



CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Page 2

see by his letter Wood wants the same treatment.
I don't think these boats are too freakish - just
high-sided from stem to stern. ~~They're~~ ^{They're} up to the
limits on all side-heights.

I'm sorry for the mess. It was entirely my
poor judgement and worse memory. Where do we
go from here?

COPY

Dick

April 3, 1953

Mr. Donald Shafer
3119 Point Grey Road
Vancouver, B.C., Canada

Dear Mr. Shafer:

The certificate for your STAR 3197 was approved in error after my letter of December 9, 1952. Unfortunately, my original interpretation as of that date must stand in order to have our policy fair and consistent where other boats are involved. Therefore, I must revoke your certificate and ask that you return it to the Central Office.

I regret the confusion caused by the erroneous approval, but such things are bound to happen occasionally when members of a Committee are some distance apart and so many problems must be discussed and resolved by mail.

Very truly yours,

W. WHITNEY STUECK, Chairman
Int. Measurement Committee

WWS/eg

Full copy with
certificate

24/1/53

Mr. Donald Shaper
3119 Point Grey Road
Vancouver, B.C.

Copy to Dick
Sewart

Dear Mr. Shaper:

The certificate for your Star 3197 was approved in error after my letter of Dec. 9, 1952. Unfortunately, my original interpretation as of that date must stand in order to have our policy fair and consistent where other boats are involved. Therefore, I must revoke your certificate and ask that you return it to the Central Office.

I regret the confusion caused by the erroneous approval, but such things are bound to happen ~~some~~ occasionally when members of a committee are some distance apart and so many problems must be discussed and resolved by mail.

Very truly yours,

m.c.

Keep full text
certificates on file
with other reflections

May 8, 1953

Mr. Donald Shafer
3119 Point Grey Rd.
Vancouver, B.C., Canada

Dear Mr. Shafer:

I can't blame you for being upset over the unfortunate situation caused by the accidental approval of your STAR. It is to be regretted that you didn't blow your top when the Certificate came through, the delay having caused you unnecessary work. The sudden appearance of the Certificate, without explanation, should have indicated to you that some mistake had been made.

I am sympathetic, as I have been the "goat" in similar circumstances. However, the policy of the Governing Committee has been that an illegal STAR cannot race, regardless of who is responsible for what errors in building, interpretation, or measurement. Anyone who tampers with the lines of a STAR in any way is inviting trouble, and history shows it usually catches up with him. As I pointed out previously, boats have been ruled out and alterations ordered for lesser deviations than yours.

I am referring the case to the Governing Committee. You should hear from them soon.

Very truly yours,

W. WHITNEY STUECK, Chairman
Int. Measurement Committee

WWS/eg
CC - Ex.Pres. Paul Smart

Mr. Donald Shafer
3119 Point Grey Rd.
Vancouver, B.C.

Copy for Paul Simard

Dear Mr. Shafer:

I can't blame you for being upset over the unfortunate situation caused by the accidental approval of your store. It is ~~to be~~ regretted that you didn't blow your top when the certificate came thru, the delay having caused you unnecessary work. The sudden appearance of the certificate, without explanation, should have indicated to you that some mistake had been made.

I am sympathetic, as I have been the "goat" in similar circumstances. However, the policy of the Governing Committee has been that an illegal store cannot race, regardless of who is responsible for what errors in building, interpretation, or measurement. Anyone who tampers with the lines of a store in any way is inviting trouble, and history shows it usually catches up with him. As I pointed out previously, boats have been ruled out and alterations ordered for lesser deviations than yours.

I am referring the case to the Governing Committee. You should hear from them soon.
Very truly yours,

May 8, 1953

Mr. Donald Shafer
3119 Point Grey Rd.
Vancouver, B.C., Canada

Dear Mr. Shafer:

I can't blame you for being upset over the unfortunate situation caused by the accidental approval of your STAR. It is to be regretted that you didn't blow your top when the Certificate came through, the delay having caused you unnecessary work. The sudden appearance of the Certificate, without explanation, should have indicated to you that some mistake had been made.

I am sympathetic, as I have been the "goat" in similar circumstances. However, the policy of the Governing Committee has been that an illegal STAK cannot race, regardless of who is responsible for what errors in building, interpretation, or measurement. Anyone who tampers with the lines of a STAR in any way is inviting trouble, and history shows it usually catches up with him. As I pointed out previously, boats have been ruled out and alterations ordered for lesser deviations than yours.

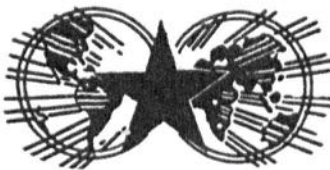
I am referring the case to the Governing Committee. You should hear from them soon.

Very truly yours,

W. WHITNEY STUECK, Chairman
Int. Measurement Committee

WWS/eg
CC - Ex.Pres. Paul Smart

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Mr. Paul Smart

5/6/53

Dear Paul,

This is the boat whose certificate Dick approved by mistake after I had rejected it. I spoke to you about these boats at the A.C. Smoker.

I am afraid it is another Bello mess. However, we made Bello and North change for side height variations. Can we excuse Shaper and his pal? Shaper has less cause to gripe than Bello, who received approval in advance, and then no unintentional error.

I suggest the G.C. sit on the matter and write Shaper accordingly. In view of past policy, I see no way to change my original rejection, mistake or not, altho I think Shaper and Bello were both handled very roughly.
Whit.

3119 Point Grey Road,
Vancouver, B.C.
April 20, 1953.

Mr. W. W. Stueck,
Chairman Int. Meas. Committee,
ISCYRA.

Dear Sir:

I have just received your letter of April 3rd and am quite put out at your proposal. You have handled the matter disgracefully.

As I pointed out in my first letters I beleived from the start that my boat should measure in. However, after receiving your letter of Dec. 9, 1952, I decided that further argument was fruitless. Since I was most anxious to have the boat certified for the first race of the season in April, I removed the keel, took the boat home, and proceeded to remove the rub strip and deck. It is necessary to remove the whole deck to keep the deck line straight.

This was well under way when I received your letter of Feb. 7, 1953 enclosing the boat's measurement certificate. Somewhat put out by the tardiness of your decision but happy to receive the certificate, I proceeded to put the boat back together again.

I replaced the decking that had been removed, the trim, the inlaid rub strip. All this required considerable expense and about fifty hours work.

By now the sides had to be refinished and since I had the boat handy, I went ahead and put a lasting finish on the boat. Thirty dollars worth of paint, and materials for an inlaid rub strip were used. Over \$100.00 hours of work was put into building up a new finish in time for the first race April 26.

So I was dismayed and not a little disgusted to receive your latest letter by which 150 hours of work and some \$50.00 have been so summarily wiped out. Not only that, but it is now too late to alter the boat in time for this year's sailing season. It is a good two month job and I have already spent three month's work on it, as our measurer can verify.

I feel completely justified in holding the measurement committee responsible for the present critical situation and fail to see how it can, in all fairness, put me to such unnecessary work and expense and rob me of a year's racing.

Trusting that I will be allowed to retain the certificate, I remain,

Yours truly,

Commodore Kitsilano Yacht Club

Donald Shafer

N.B. Copy to R. L. Siewert
Int. Meas. Committee

5.

May 27th, 1953

Commodore Donald Shafer
3119 Point Grey Road
Vancouver, B.C.

Dear Commodore Shafer:

I have written you as Executive President the results of the Governing Committee's decision in regard to your boat. I just want to send this as a personal note saying how really damned sorry we are for this mess and that we could not find any way of having two wrongs make a right.

Stewart was giving up his job and moving away and tried to finish up in a hurry some certificates that were hanging fire. He did not consult Stueck but in a hasty moment cleared your boat which Stueck had definitely rejected. It is no use my going into all the phases but quite unofficially I might say that I note in the 1953 Log that the boat was raced last year in the eliminations of the English Bay Fleet as well as in a number of other events in your area. It had no certificate then and apparently your local crowd was willing to have you race in these events. Unless they raise a question I am sure none would arise unless you went into a sanctioned championship this summer and I am sure you would find it probably much more convenient to alter the boat during the autumn and winter months than in the summer when you wish to be out on the water. So informally I might say we will expect the remeasurement to come along some time before the beginning of next year. We would like to see your boat listed in the Log with a certificate notation for 1954.

Sincerely,

PHS:MW

May 27th, 1953

Commodore Donald Shafer
3119 Point Grey Road
Vancouver, B. C.

Dear Commodore Shafer:

As Whitney Stueck, Chairman of the Measurement Committee informed you by letter of May 8th, he was referring the case of your boat to the Governing Committee. At the Committee's meeting yesterday the entire matter was reviewed including the measurement certificate for #3197 and all of the correspondence concerning it.

We realize it would be of little use and no help for us to express our extreme regret for the unfortunate situation that developed from the issuance of the certificate by Mr. Siewert and his letter of February 7, 1953. However, the fact remains that we are extremely distressed at the mistake made in so issuing this certificate and at the subsequent inconvenience, labor and expense incurred by you as a result.

Neither the assistant's mistake in this matter nor our concurrence in it would correct the definite and excessive divergence from the proper measurement and under the rules a Star even once granted a certificate may be measured at any time and if found not in conformity the certificate may be revoked. I trust you will understand that no matter what feelings we might have any action except the insistence upon the correction of this situation would be highly improper for the Governing Committee to take. There are over 3,000 other boats to whom the Committee has an obligation to insist that no Stars be accepted as qualified that are not within the given rules and existing tolerances. We must protect the Class as a whole and can only apologize to you for the error which occurred. We are not a business concern and all who give their time to the work of the Class do it on a gratuitous basis. There is no method of insuring that no human error will creep in and inasmuch as the Measurement Committee says it cannot approve this Star until altered to come within the rules and remeasured, the Governing Committee is powerless under the rules to approve any illegal Star.

Therefore, we must insist that the boat be altered in the instance under discussion and remeasured before it can receive a certificate. Without a certificate it cannot represent in any champion-

Commodore Donald Shafer

-2-

May 27th, 1953

ship or sanctioned event the fleet of which you are a member. We trust, therefore, that you will at your earliest convenience either make yourself or have these alterations made and the resultant measurement submitted by an official measurer so that the certificate may be reprocessed.

Sincerely,

Executive President, I.S.C.Y.R.A.

COPY

PHS:MW

3197

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MEMO TO*letter to**owner**copy to measurer**advising Cert**approved If he**wants his cert. signed**as of May 17 1954**return to me***COPY**

3119 Point Grey Rd.,
Vancouver, B.C.

May 13, 1953

Mr. W. Whitney Stueck,
Kusner, Int. Mess. Com.

Dear Sir:

In reply to your letter of
May 8, it appears that you have
been misinformed about the
"accidental" approval of my boat.
The certificate was received with
an explanation from R. L. Seewert.
Since this explanation of the
approval was precisely my view
of the matter, I certainly was
not aware of any so-called
"mistake."

This letter indicates that the
approval was far from
'accidental', but that it had been
given considerably thought.

As a short result I
am on the R. Fleming position
a) having spent \$250.00 of
materials and labor to acquire
the best finished hull in the
fleet

b) having an unapproved
hull with the racing season
well under way.

A question you must
and legal right to deprive
me of a year's racing and
\$250. because you change your
minds so suddenly.

also, in the first place, to disallow
a boat which measured in under
every existing measuring restriction
at the time it was built. As
I have mentioned before, the error
was unintentional and I am sure tied
up the new restrictions was
published in the "Starlight".

I feel that the very
minimum you can do is to
allow me to keep the
certificate for this year's
racing season, and let me
change the boat next winter
if necessary. This would
still leave me the loss of
labor and materials, forcing
me to practically do the job
twice, but I would still

be able to race this season.

I am suggesting this
hoping that you could take
it up with the governing
committee in the event of
a decision adverse to me.

Very truly yours,

Donald G. Sheper

COPY

INVOICE

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F. NYE - Manager

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VANCOUVER, B.C., Feb. 19th 1949

Mr V. Palmer

Your Order No.

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Invoice No. 1085

Net

Del. Slip No. 9788

1 Star Keel 895 #

79.00

Deposit

25.00

8 % D.S.T.

54.00

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3 % P.S.T.

58.32

1.75

60.07

Paid

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