

**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.

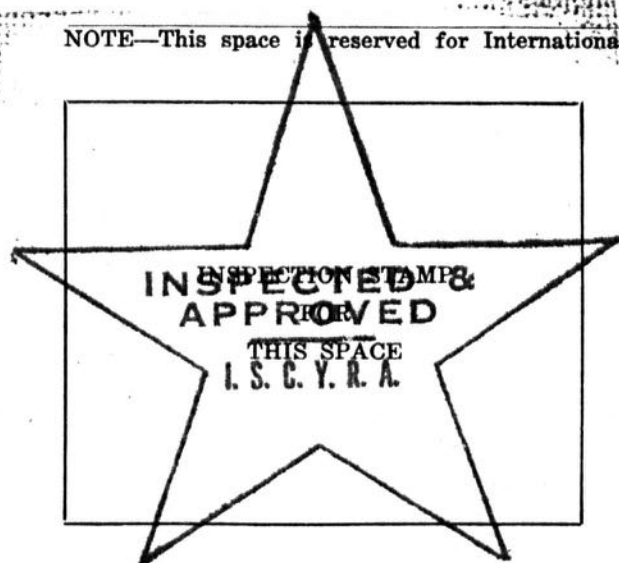
**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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 integral 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. Siuweit  
and, Chairman International Measurement Committee.

Date July 29, 1952

| STATIONS | 1      | 2  | 3       | 4      | 5     | 6      | 7     | 8        | 9  | 10       |
|----------|--------|----|---------|--------|-------|--------|-------|----------|----|----------|
| HEIGHTS  |        |    |         |        |       |        |       |          |    |          |
| CONTOUR  | 19 1/8 | 14 | 9 1/16  | 6 7/16 | 4 1/4 | 3 3/8  | 4 5/8 | 7 3/16   | 11 | 15 3/8   |
| CHINE    |        |    | 12 9/16 |        |       | 9 3/16 |       | 11 15/16 |    | 17 15/16 |
| SIDE *   |        |    | 20 3/16 |        |       | 21 3/8 |       | 17 3/8   |    |          |

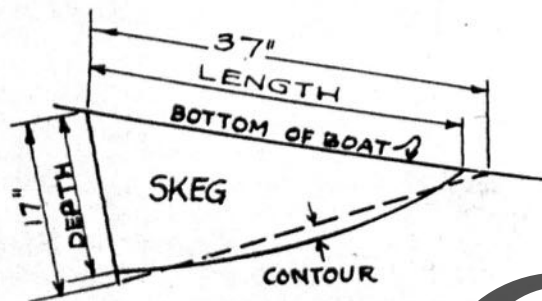
\* MEASURED ALONG SURFACE OF PLANKING

| STATIONS      | 3      | 6       | 8      | STERN  |
|---------------|--------|---------|--------|--------|
| HALF BREADTHS |        |         |        |        |
| DECK          | 24 1/8 | 34 3/16 | 31 1/8 | 19 1/2 |
| CHINE         | 15 3/4 | 26 3/8  | 24 5/8 | 15 3/4 |

RUDDER  
WIDTH 18 1/2  
DEPTH 31 15/16 TO  $\phi$  OF POST

SKEG  
DEPTH 17  
CONTOUR 1  
LENGTH ALONG CURVE 34 1/8

IS CONSTRUCTION AS PER  
RULES & PLAN? YES



I.S.C. ★ Y.R.A.

YACHT NO. 3232

L.O.A. 22'-8"

MAST FROM B 31'-3 3/4"

BOOM LENGTH 14'-7 1/8"

JIB STAY FR. B 22'-8"

DIMENSION "A" 7'-6"

"B" 3'-9 7/8"

"C" 4'-3 7/8"

"E" 7'-1 1/2"

"G" 4'-1 1/2"

"K" 2'-6 1/2"

"M" 15/16"

"N" 8 1/2"

"O" 9 7/16"

"P" 11 3/4"

"R" 6'-7 1/2"

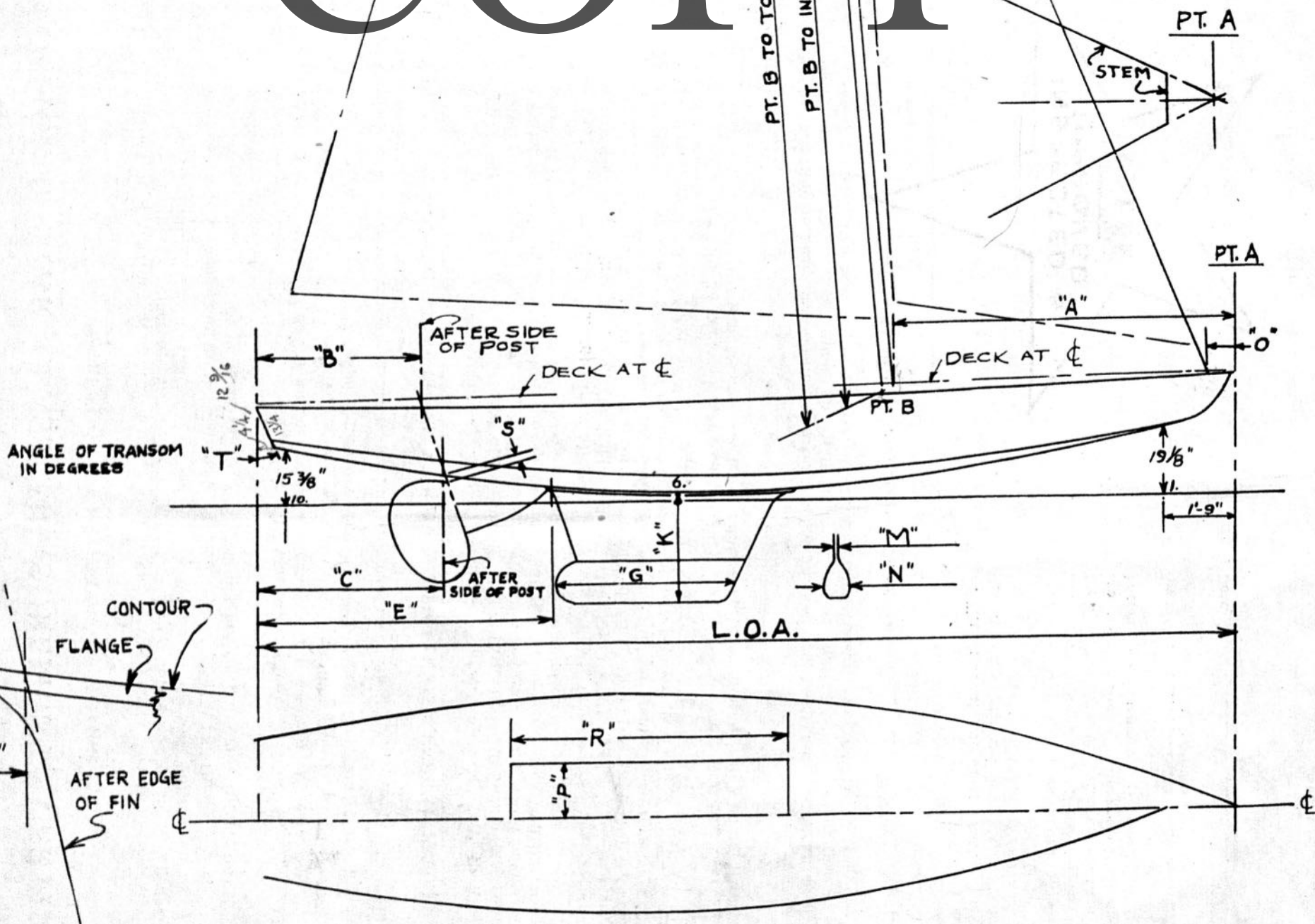
"S" 1 7/8"

"T" 18° 40' T. 3382

KEEL WEIGHT 900 #

IS KEEL WEIGHT CERT.  
ATTACHED? YES

COPY



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

Report from International Measurement Committee

Star No. \_\_\_\_\_

Owner \_\_\_\_\_

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

DESIGNED BY  
  
FRED W. GOELLER  
NAVAL ARCHITECT  
QUINCY, MASS.  
THE MARK OF DISTINCTION

May 24, 1952.

Mr. Maxwell Small, Chairman,  
Measurement Committee, I.S.C.Y.R.A.  
Otis Lane, Bellport, New York.

Dear Mr. Small:

Enclosed please find Measurement Certificate ( in duplicate) of STAR No. 3232, BLACK ROGER II, Charles B. Winslow, Owner, together with the weight certificate of the keel.

I hope to have two more within the next week or ten days although I am somewhat handicapped at present through having recently undergone an operation for hernia.

In the revised 1951 certificate is the statement under "WARNING" "If structural alteration or repairs are made \*\*\*\*\* the yacht must be <sup>re</sup>measured".

Just for my own information would a remeasurement be required for a STAR boat which is having a complete new deck laid?

The boat in question is the SPIRIT, Father McDonald (?) of South Boston, Owner, (I haven't checked the number) which sank last fall and is now being put back in shape including a brand new deck. The builder states that no remeasurement is required because this work does not cover over fifty per cent of total construction.

I am not looking for additional work nor have I entered into any argument on this subject - am merely asking for my own satisfaction.

I trust that the enclosed Certificate is in order and with best wishes for a successful 1952 season, I am,

Sincerely,

  
Fred W. Goeller.





July 19, 1952.

Mr. Maxwell Small, Chairman,  
Measurement Committee, I.S.C.Y.R.A.  
Otis Lane, Bellport, New York.

Dear Mr. Small:

Re. the measurement at Station 6, on the BLACK ROGER II, Star No. 3232, Charles B. Winslow, Owner, I have very carefully checked the height of the chine, above the bottom of the keel, and it is exactly  $5 \frac{1}{8}$ ". This added to the  $3 \frac{7}{8}$ " of the bottom of the keel above the base gives exactly 9" for the chine, above the base line.

In regard to the boom, this was officially measured last year for the Black Roger II, and accepted. However in getting ready this year Winslow added a shackle to hang it up for painting and I measured to what I thought was the maximum length he could use. But now that the rig is in the boat, the true measurement is  $14' - 6 \frac{1}{2}"$ .

Trusting the foregoing clears up any discrepancy, I am,

Sincerely,

*Fred W. Goeller*  
.....  
Fred W. Goeller.

**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? 3232
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "BLACK ROGER II" 4. Year built 1952
5. By whom built? JAMES W. SMOLLETT, QUINCY GR, MASS.
6. Owner's Name CHARLES B. WINSLOW
7. Address 75 OAK STREET BRAINTREE, MASS.
8. Fleet BOSTON HARBOR 9. Remarks \_\_\_\_\_

**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 21<sup>ST</sup> 22<sup>ND</sup> day of MAY, 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 MAY 24, 1952 Signed Wred A. Goeller  
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.