

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
**INSPECTED &
APPROVED**
INSPECTION STAMP
I. S. C. Y. R. A.

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. Stewart
Chairman International Measurement Committee.

May 23, 1952

3265

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? 3265
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "COMANCHE" 4. Year built? MAY 1952
5. By whom built? J.H. REID BOAT SHOP
6. Owner's name? J.W. PRICE
7. Address ROUTE 2, Box 127, SOUTH MIAMI, MIAMI 43, FLA.
8. Fleet BISCAYNE BAY 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 12TH 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 13 MAY 1952 Signed W. W. Munroe
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.

Dick - If Price's certificate is to be approved as it stands, you should at least have filed with it a written statement as to what measurements were taken at the trials, who took them, and the actual figures.

If Wirth Monroe is not certified, I would hold out for measurement at least until the powers that be threaten to blow a fuse. 6/8/54
It seems to me they are getting pretty careless about technicalities, and even obvious irregularities - What.

Dear Harold,

I can visualize the measurement problems you had at the Olympic trials, and it does seem that the situation warranted some special decisions and deviation from the usual measurement procedure. However, our troubles don't seem to be over.

As far as I know, Wirth Monroe is not a certified measurer. I can't remember appointing him. In fact I believe he bowed out about the time we appointed Johnson. Wirth Monroe was eliminated at the same time, because he became a builder. Perhaps there is something in the file to contradict this. If not, Price's boat should be measured at once by Stan Barnes, who seems to be doing a fine job. If Wirth Monroe is not certified, and is as careless as you seem to have found him, we certainly should not send Price to the Olympics with such a certification. The Europeans will think we are really pulling a fast one, especially since we have been so particular with their measurers.

Glad to hear Price looks like a good bet. The competition should be hot!

As to Bello, I agree that the G.C. should take any action that is to be taken. After the I.R.C., G.C. & J.B. have all battled the case around, I can see no reason why I, as an individual officer, should start anything. You know how I feel on the case. However, I am beginning to share your view that the boat must not be allowed to cause trouble for the class. If Bello is ruled out, we must be doubly careful to keep our own house in order, especially on such matters as regards What.

Dick - she can issue Price's certificate - it is no longer our body - but keep copy, showing where checked and taken. simply stating "the boat is O.K." is not enough. If Bowers hasn't been checked, no certificate. Some fun!

skbit. 6/11/52

Dear Harold,

I'm not very happy over the Olympic Trial situation, but obviously there is not much we can do now. Since the M.C. has been relieved of any responsibility in the matter, I am asking Dick to certify Price's boat, with your connections. If it turns out that Wirth Munroe is not a certified measurer, where do we stand?

My purpose in asking that the boat be re-measured was not in checking the few points you measured, but to see what Munroe, whom you say is inaccurate, had done with the rest of the job.

I disagree that Charlie Dorniney's K dimension cannot possibly be out. Perhaps Barnes made a mistake, but it cannot be proven by stating the boat's pedigree. It must be carefully rechecked on the boat itself.

Apparently, Alex Bower's boat, # 3113, did not have certificate, and has had since June 1951 to get this matter corrected. Did you measure E on his boat, and if so, does Dick have a record of your actual figure for the file?

Regards,
Whit.

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



ENCIRCLES THE GLOBE

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

International Star Class Yacht Racing Association

Dick — June 2nd 1952

Checked \$3265- at

Points — 84 3/8
G — 48 1/2

COPY

P — 11 1/4 However sides slant
11 1/2 — F

Monroe was taken off list of members
because he failed to advise the fact
one Lockwood Berie pulled when
he ^(1 1/2") skinned his keel and fastened
on 14" fairing to cover up. I think
he also passed on the 3 weight certificate
all for just 900 lbs (actual was 946-912-892)

6/7

Edith —

Congratulations on your 10 years of service.
Enclosed is Cressie letter.

I've been trying to remember about
Worth Monroe. I believe he became inactive
sometime before 1948 and Johnson was
appointed by me to take his place.

Worth Brown was also taken off the list
at the same time, since he became a
Star builder.

Unless he was appointed by Devenoux
or Small, Monroe is not a Certified
Measurer, and certificates from him
should not be accepted. There should be
a letter in my old file on Measurer's
Appointments (in the M.C. cabinet)
confirming this. I think the above is
correct.

Dick
Would you please
check your file
on this. I don't
know what to do.

W.S.

I. S. C.



Y. R. A.

Cable — ISCYRA New York
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York 17, N. Y., U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

JUNE 30, 1952

DEAR MR. HALSTED

I HAVE ISSUED A MEASUREMENTS
CERTIFICATE TO PRICE BUT ONLY BECAUSE I
WAS ADVISED BY STUECK THAT MEASUREMENT COM
WAS RELIEVED OF RESPONSIBILITY IN THE
WHOLE MATTER.

EVEN AFTER REMEASUREMENT DIMENSION G
WAS $1/8$ " UNDER, THE COCKPIT STILL MEASURED
 $1/8$ " UNDER IN THE NARROWEST PLACE, AND WE
STILL HAD NO DIMENSION "S".

IN MY HUMBLE OPINION NO BOAT THAT IS
OFF THE DIMENSIONS IN THREE PLACES (EVEN
THOUGH NOT SERIOUSLY OFF, AND NOT ON CRITICAL
DIMENSIONS) HAS ANY BUSINESS REPRESENTING
THE UNITED STATES AT THE OLYMPICS.

V.T.Y.

Dick Sievert

I. S. C.



Y. R. A.

Cable — ISCYRA New York
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York 17, N. Y., U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

JUNE 9, 1952

DEAR WHIT,

ENCLOSED PLEASE FIND A COPY OF
THE REJECTION FORM WHICH WAS SENT TO
PRICE, AND A COPY OF A LETTER THAT
SMALL SENT TO MUNROE, WHO MEASURED
#3113 (ALEX BOWEN'S BOAT), AND THE REPLY
BY MUNROE.

HARTWELL MOORE'S BOAT DID NOT HAVE
A CERTIFICATE AT THE TIME OF THE TRIALS,
BUT HAS SINCE BEEN GANTED ONE. IT
SEEMS TO ME THERE WAS STILL ANOTHER
INELIGIBLE BOAT THERE, BUT I CAN'T
THINK OF IT NOW — I'LL LET YOU KNOW
IF I DO.

SINCERELY

Dick

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

Report from International Measurement Committee

Star No. 3265

Owner J. W. H. H. H.

Builder J. B. H. H.

Measurer W. H. H. H.

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

Dimension A Measures 23 1/2" - Minimum is 24 1/4"

Dimension B Measures 42" - Minimum is 48 1/2"

Dimension C Measures 11 1/4" - Minimum is 12 1/8"

DIMENSION S - NOT INDICATED ON CERTIFICATE

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

EXCAVATING
FOUNDATIONS
CONCRETE WORK
UNDERGROUND UTILITIES
ROAD PAVING

W. T. PRICE DREDGING CORP.
ENGINEERING CONTRACTORS
3200 SOUTHWEST 27TH AVENUE
MIAMI 33, FLORIDA

CLEARING
SCARIFYING
BULKHEADS
PILE DRIVING
TELEPHONE 4-1607

16 MAY 1952

MR. W. WHITNEY STEUCK
51 E. 42ND ST.
NEW YORK, N.Y.

DEAR WHITNEY:

I FINALLY CAUGHT UP WITH MR. MUNROE,
THE OFFICIAL FLEET MEASURER, AND I AM ENCLOSED
THE CERTIFICATES FOR YOUR APPROVAL.

I SURE WOULD APPRECIATE YOUR IMMEDIATE
ATTENTION TO THIS SUBJECT AS I AM LEAVING MIAMI
TUES. OR WED. FOR BAYSHORE L.I. FOR THE OLYMPIC
TRIALS. IF THERE SHOULD BE ANYTHING WRONG
IN THE MEASUREMENTS THAT THE COMANCHE WILL
NOT MEASURE IN - I'D LIKE TO HAVE YOU TELEPHONE
ME COLLECT BEFORE WED. AS I'D ~~LIKE~~ HATE TO
TAKE A LONG TRIP TO NEW YORK FOR NOTHING.
IF ALL IS O.K. I'D LIKE FOR YOU TO GIVE THE
CERTIFICATE TO COMMODORE ELDER AND I'LL PICK
IT UP WHEN I ARRIVE.

GIVE MY REGARDS TO STAN OGILVY

SINCERELY

Jack Price

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.

3765

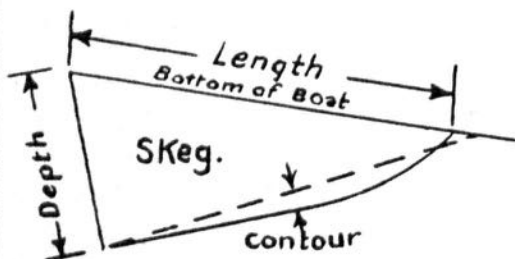
Heights.										
Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	1-7-1	1-2-0	0-9-5	0-6-4	0-4-3	0-4-0	0-5-1	0-7-3	0-11-0	1-3-3
Chine			0-11-2				0-7-6		0-11-0	1-6-1
Side	1-2-1		1-8-4				1-9-1		1-5-0	0-10-0

Half Breadths				
Stations	3.	6.	8	Stern
Deck	1-11-6	2-10-2	2-7-1	1-7-4
Chine	1-3-3	2-2-7	2-0-3	1-3-5

Rudder.
Width 1-6-1
Depth 2-6-6

Skeg
Length 2-8-0
Depth 1-5-0
Contour 0-0-6

Is construction as
per Rules? YES



I.S.C. ★ Y.R.A.

Yacht No. 3265

L.O.A. 22-8-1

Mast from B 31-9-0

Boom Length 14-7-0

Jib Stay fr. B 22-9-0

Dimension "A" 7-9-2

"B" 3-10-5

"C" 4-3-2

"E" 6-11-1 ³/₈

"G" 4-0-0 ¹/₂

"K" 2-6-2

"M" 0-0-7

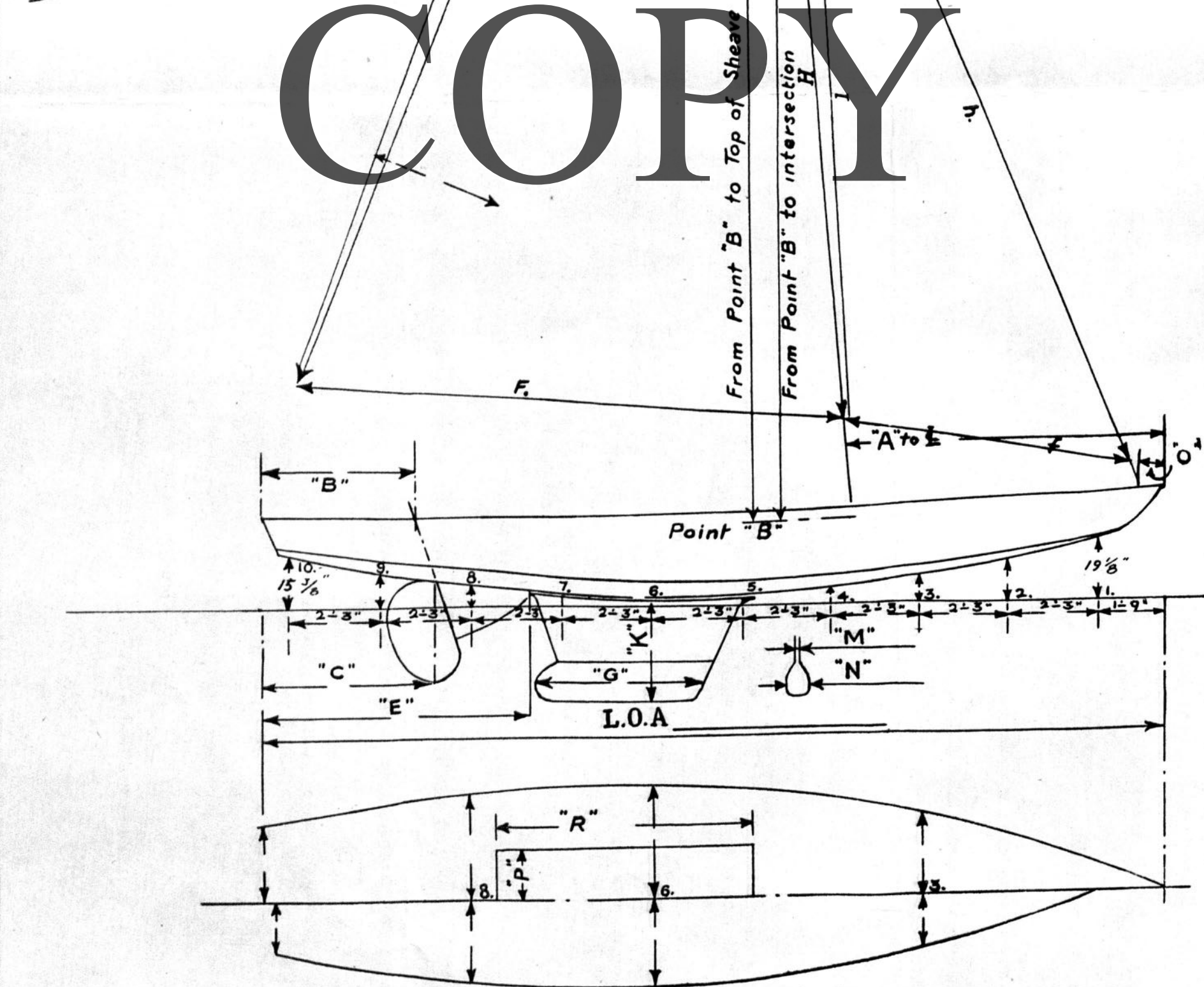
"N" 0-8-4

"O" 0-8-7

"P" 0-11-2 ¹/₄

"R" 6-6-3

"T" 18°
Keel weight 885



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? 3265
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "COMANCHE" 4. Year built? MAY 1952
5. By whom built? J. H. REID BOAT SHOP
6. Owner's name? J. W. PRICE
7. Address ROUTE 2, Box 127, SOUTH MIAMI, FLA.
8. Fleet BISCAYNE 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 15TH 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 16 MAY 1952 Signed W. M. Munroe
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.

Hick Siemert: P.M.

As follows:

#3265 Jack Price's Comanche

What is wrong:

Dimension "E" measures $83\frac{1}{8}$ " (inches)
Minimum for E is $83\frac{7}{16}$ ".

Dimension "G" measures 48"
Minimum for G is $48\frac{5}{8}$ ".

Dimension P measures $11\frac{1}{4}$ "

Minimum for P is $11\frac{3}{8}$ ".

Dimension S (no measurement)

Hick called Habited & will
pick up above quote tomorrow
and deliver personally.

Quen

#3265

John H. Reed.
4101 Aurora St.
Coral Gables, Fla.

April 15, 1952.

ESTABLISHED 1910

Warriner & Des Rocher, Inc.

ENGINEERS - MACHINISTS

27 S. E. FIFTH STREET

PHONE: 9-1995

Miami, Florida

ZONE 36

To verify weight on keel machined by
us

885#

INSTALLED ON HULL # 3265-

With M. Munroe
MEASURER.

16 MAY 1952

COPY

Thanks a lot for checking keel position on Conmanche. Don't you think it would be a good idea to have whoever issues the Measurement Certificate date it before the first Trial race? It could be dated May 23rd or even 24th. The Europeans are very technical, especially the Scandinavians and British, who dislike the Stars and the U.S. also. We don't want Price put out on some minor count, like not having been eligible to sail in the Trials. Probably he could get away with it, but lets play it safe. There is nothing illegal about it anyway. I saw the original measurements and envelope, that was addressed to Stueck at 42nd St. and that must have been sent well in advance. as it was returned to Miami and Price received it before he started to trail North. For that matter, I believe that the duplicate measurements reached the office before the Trials started and all you really did waste a check an error. When you send in the corrected keel position dimensions, tell them about the date. Do not forget that Russia has an entry and those birds would like nothing better than to pin some minor technicality on the U.S. entry.

I assume that you will be back racing at Bellport shortly and hope that you both stop in.

Sincerely

24 Academy Lane,
Bellport, N.Y.

Dictated to personal
Part of the
St. Elde
COPY