

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.

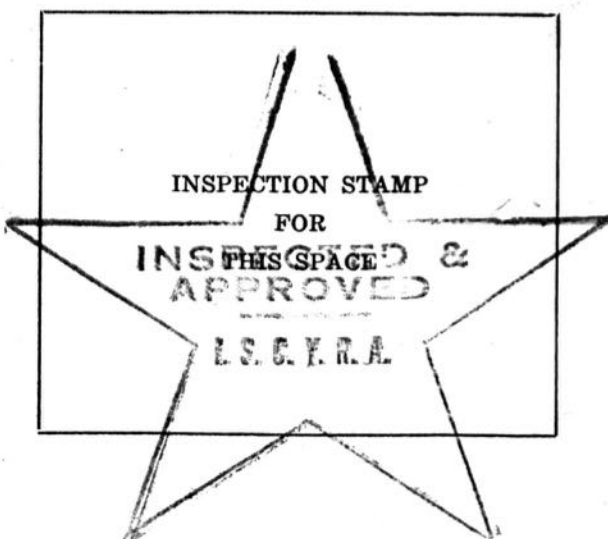
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 Paul H. Smart
as to Chairman International Measurement Committee.

Date July 23, 1953

3314

our cards only
to to 4 3/16 at this point

now 14 9/16

ALSO MEASURE STATIONS 1-S AND 10-S

STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	9 9/8	14 1/4	70 3/8	7 1/4	5 7/8	4 1/2	4 7/8	7 1/4	7 1/16	9 5/8
CHINE			13 3/4			9 5/16		12		7 7/8
SIDE	14 3/4		20 1/4			31 1/4		7 7/8		10 1/2

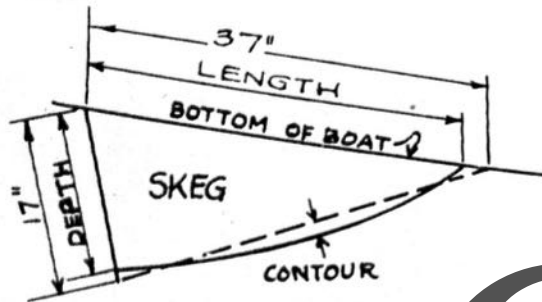
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
DECK	24 1/8	34 3/8	31 9/16	2.0
CHINE	16 1/16	26 5/8	24 1/16	15 13/16

RUDDER
WIDTH 18 1/4
DEPTH 31 1/2 TO ϕ OF POST OK

SKEG
DEPTH 16 1/2
CONTOUR 3 1/4
LENGTH ALONG CURVE 34 1/2 OK

IS CONSTRUCTION AS PER RULES & PLAN? YES



See letter
July 21, 1953
Charles D. Smith
measurer

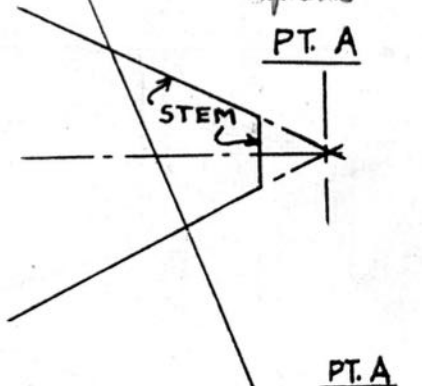


YACHT NO.	3314
L.O.A.	22' 8 1/2" ✓
MAST FROM B	31' 9" ✓
BOOM LENGTH	14' 7" ✓
JIB STAY FR. B	22' 5 1/2" ✓
DIMENSION "A"	91" ✓
"B"	45 1/8" ✓
"C"	4' 3 1/2" ✓
"E"	6' 11 5/8" ✓
"G"	48 7/8" ✓
"K"	30" ✓
"M"	1" ✓
"N"	8 1/2" ✓
"O"	10 1/4" ✓
"P"	12" ✓
"R"	6' 7 3/4" ✓
"S"	2" ✓
"T"	17" ✓

KEEL WEIGHT _____
IS KEEL WEIGHT CERT. ATTACHED? YES

certificate attached that
Keel is off #1005

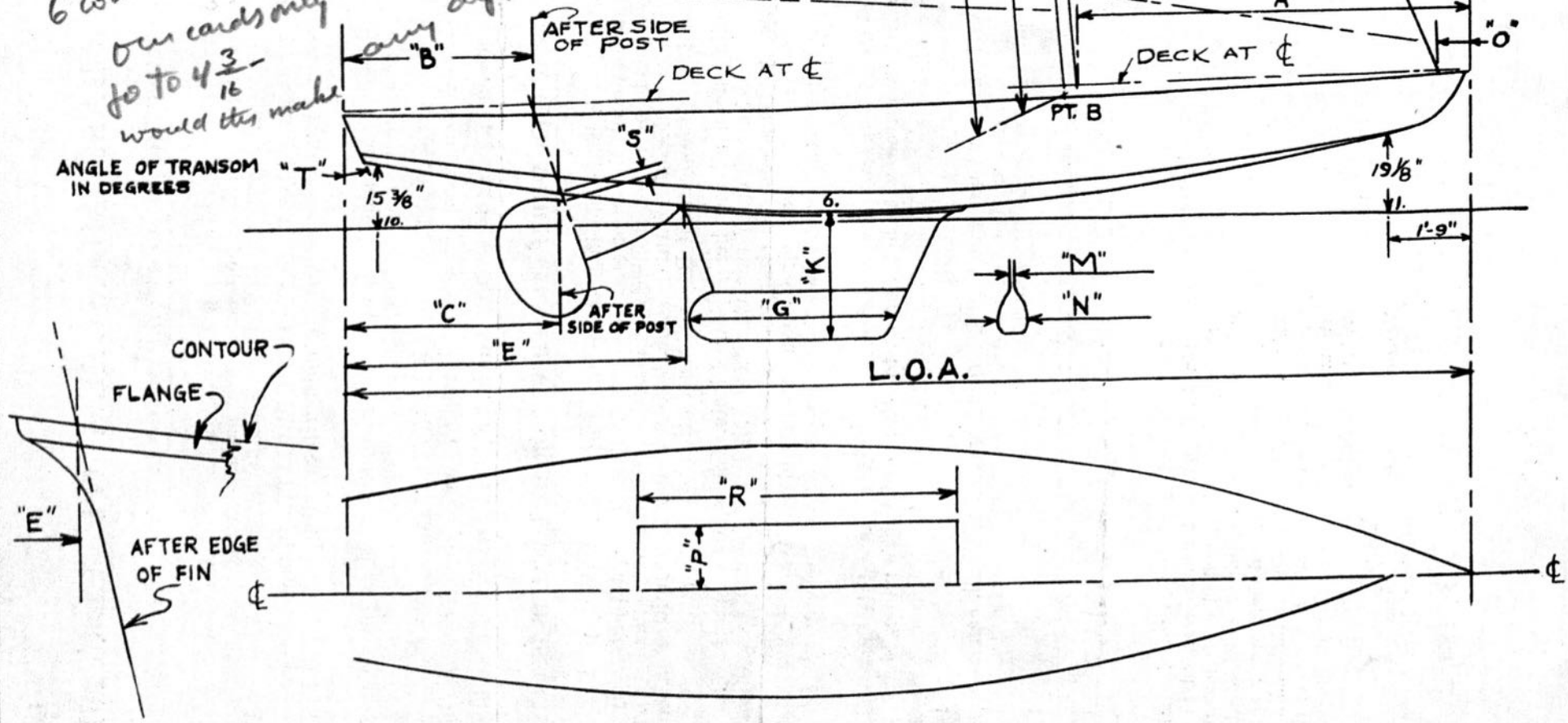
This checked
P.T.S.



out. Height
1 S. 3 over 16
3 chine 3 over 32
5 c 5 over 32
6 chine 5 over 32
6 contour 4 1/2 -
our cards only
to to 4 3/16
would this make

any difference in the other measurements that are out

ANGLE OF TRANSOM IN DEGREES



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? 3314
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "GOOSE" 4. Year built 1953
5. By whom built? Bruce Carroll
6. Owner's Name Bruce Carroll
7. Address 5908 Ellen Ave. Cleveland, Ohio
8. Fleet CLE 9. Remarks #6 contour established thru hole in hull

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 24th day of May, 1953, 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 28, 1953 Signed Chester B. Smith
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.

July 8th, 1953

Mr. Bruce W. Carroll
5908 Ellen Avenue
Cleveland 2, Ohio

Dear Mr. Carroll:

The measurement of your Star #3314 has created an unprecedented difficulty and the Measurement Committee held up the report pending making further investigation.

Basically it was out in five places on heights measurements, each time being out about $1/8$ inch or $1/4$ inch. The basic difficulty is created by your measurement of Station 6 Contour as $4-1/2$ inches. We have 26 different figures for this base measurement and this figure controls all other heights measurements but the highest of our 26 figures is $4-5/16$ at this point. As your figure is $4-1/2$ at this point you will see it is about $1/4$ inch greater than the highest of our 26 figures.

I am now trying to get a ruling from the Measurement Committee on this matter and see if working out new figures for your given $4-1/2$ inch Station 6 Contour will bring the other measurements within the allowance. I hope in a few days to hear definitely on this matter.

Sincerely,

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

PHS:MW

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

Report from International Measurement Committee

Star No. 3314

Owner Bruce Carroll

Builder Bruce Carroll

Measurer Chester B. Smith

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

OK now
see remeasure-
ment upon letter
of Chester B. Smith
July 21, 53
MTH

Heights:

Station 1 Side = $14\frac{3}{4}$ ($14\frac{9}{16}$ is maximum allowed)
" 3 Chine = $13\frac{3}{16}$ ($13\frac{3}{32}$ is " "
" 5 Contour = $5\frac{1}{8}$ ($14\frac{27}{32}$ " " "
" 6 chine = $9\frac{5}{16}$ ($9\frac{5}{32}$ " " "
" 6 contour = $4\frac{1}{2}$ ($4\frac{3}{16}$ " " ")

note: Any boat over $4\frac{3}{4}$ at Station 6 contour is too flat. This boat measures $4\frac{1}{2}$ there and station 1 and 10 are $19\frac{1}{8}$ and $15\frac{3}{8}$, therefore the boat is $\frac{5}{16}$ too flat, and is definitely out. This is the most important contour measure-

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.

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

Report from International Measurement Committee

Star No. 3314

Owner Bruce Carroll

Builder Bruce Carroll

Measurer Chester B. Smith

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

Heights:

Station 1 Side = $14\frac{3}{4}$ ($14\frac{9}{16}$ is maximum allowed)

" 3 Chine = $13\frac{3}{16}$ ($13\frac{3}{32}$ is " "

" 5 Contour = $5\frac{1}{8}$ ($14\frac{37}{32}$ " " " "

" 6 chine = $9\frac{5}{16}$ ($9\frac{5}{32}$ " " " "

" 6 contour = $4\frac{1}{2}$ ($4\frac{3}{16}$ " " " ")

note - Any boat over $4\frac{3}{16}$ at Station 6 contour is too flat. This boat measures $4\frac{1}{2}$ there and at Station 1 and 10 are $19\frac{1}{8}$ and $15\frac{3}{8}$, therefore the boat is $\frac{5}{16}$ too flat, and is definitely out. This is the most important

The following action is suggested as indicated by check marks:

— The points in question must be remeasured by a Certified Measurer and *countour measure -* the results submitted to the Measurement Committee. *meant of all.*

✓ — 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.

MEASUREMENT COMMITTEE ISCYRA

MAY 25, 1953

I CERTIFY THAT THE KEEL ON YACHT NO. 3314 WAS
TRANSFERRED FROM MY OLD YACHT NO. 1005 IN THE
SAME CONDITION AS IT WAS MEASURED AND WEIGHED
WITH NO ALTERATIONS MADE.

Grace L. Canale

COPY

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

Report from International Measurement Committee

Star No. 3314

Owner BRUCE CARROLL

Builder _____

Measurer Chester B. Smith

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

Heights:-

Station 1 side = $14\frac{3}{4}$ ($14\frac{9}{16}$ is maximum allowed)
 $\frac{3}{16}$ " over.

" 3 chine = $13\frac{3}{16}$ ($13\frac{3}{32}$ is maximum - $\frac{3}{32}$ " over)

" 5 contour = $5\frac{1}{8}$ ($4\frac{29}{32}$ is maximum - $\frac{5}{32}$ over)

" 6 chine = $9\frac{5}{16}$ ($9\frac{5}{32}$ is maximum - $\frac{5}{32}$ over)

" 6 contour = $4\frac{1}{2}$ ($4\frac{3}{16}$ is max on our card # 26)

Note: The above measurement discrepancies were results from using Card # 26. If there was a

The following action is suggested as indicated by check marks: card for $4\frac{1}{2}$

— 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.

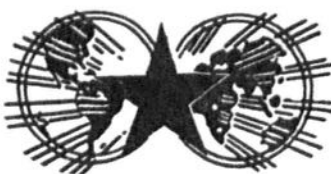
— The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.

— 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.

would
then
measure-
ments
come in
what's
the
answer?
PHS.

I. S. C.



Y. R. A.

ENCIRCLES THE GLOBE

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

7/9/53

International Star Class Yacht Racing Association

Dear Paul -

The reason there is no end beyond $4\frac{3}{16}$ at Sta. 6 is that any boat beyond this is too flat. If #3314 measures $4\frac{1}{2}$ " at Sta. 6, and 1 and 10 are $19\frac{1}{8}$ and $15\frac{3}{8}$, then the boat is $5\frac{1}{16}$ " too flat, and is definitely out. This is the most important contour measurement of all.

Hansen is in trouble again. If he plans off the chines, then they will have to be remeasured to be sure he didn't take off too much. Also, by doing this, he has reduced the plank thickness. I would not question this, except that in one case, he must have taken off $\frac{3}{8}$ " which is $\frac{1}{2}$ the plank thickness. If the effect is quite noticeable it must mean that the chine is no longer a fair curve. This may be illegal, see lines 7 thru 10 of Table of Limitations. Hollows are not allowed. Transverse sections must be arcs.

I would say that #3378 had no more than $\frac{3}{16}$ planed off. I would pass this boat. #3333 must have had $\frac{3}{8}$ taken off at Sta. 1. Too much! #3355 had $\frac{1}{4}$ " taken off at 1 & 10. I would leave it up to Small's judgement as to whether the contours are hollow, the bottom sections are arcs, and the structure has been altered (i.e. plank thickness). This is a borderline case, and might be passed this year, in view of the rather sudden emphasis on side heights.

Regards,

Phil.

P.S. Please send me some more of these letterheads.

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

Report from International Measurement Committee

Star No. 3314

Owner BRUCE CARROLL

Builder BRUCE CARROLL

Measurer Chester B. Smith

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

Heights:-

Station 1 side = $14\frac{3}{4}$ ($14\frac{9}{16}$ is maximum allowed)

" 3 chine = $13\frac{3}{16}$ ($13\frac{3}{32}$ is maximum - $\frac{3}{16}$ " over)

" 5 contour = $5\frac{1}{8}$ ($4\frac{29}{32}$ is maximum - $\frac{5}{32}$ over)

" 6 chine = $9\frac{5}{16}$ ($9\frac{5}{32}$ is maximum - $\frac{5}{32}$ over)

" 6 contour = $4\frac{1}{2}$ ($4\frac{3}{16}$ is maximum - as shown on card 26)

Note: the above were taken from card #26 - $4\frac{3}{16}$.
This certificate shows station 6 contour as $4\frac{1}{2}$.

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

My question is this: If we had a 1 inch other measurements in 2 1/2 inch would it bring

July 8th, 1953

Mr. Whitney Stueck
Old Saybrook, Conn.

Dear Whit:

I am in trouble again. Bruce Carroll, owner and builder of #3314, had the boat measured but it showed out as per the enclosed check list. The set of cards from which I am working and which came from Dick Stewart showed 26 different figures for Station 6, beginning with Card 1, 1-1/4 inches, and running through Card 26, 4-3/16 inches. There is no card for anything higher and Carroll's certificate shows Station 6 to be 4-1/2. I ran off a check of these measurements, using Card 26 with 4-3/16, and found a number of places where the boat was about 1/8 or 1/4 inch over as shown by the check list.

Is there any way of doing this with 4-1/2 inch figure, or in other words what do I do from here? He wants to enter a Series and is clamoring for an answer. I enclose one copy of the certificate which shows my pencilled working figures.

Sincerely,

Enc.
PHS:MW

P.S. I have just received from Maxwell Small remeasurements on 4 Hansen boats. They were all out at Stations 1 and 10 and we sent back asking that these points be corrected. ~~James~~ remeasures and says they are all in now but in a full letter explains that the boats all had the same disease and Hansen applied the same cure, to wit: Hansen claims he was caught in mid-construction by the new requirements for the Stations (we know these aren't new requirements actually) and wanting a full shear line forward and aft he did not reduce the molded dimensions but planed off the bottoms at 1 and 10 to raise the chine after completion and notification that remeasurement was required. Small says: "The effect is quite noticeable forward on some hulls and the point may be questioned but there is no doubt the side heights now measure in on 1 and 10". Small wants to go on record as to this. Can we pass these boats now that the measurements reported are correct in view of the above.

3333
3314
3326

CHESTER B. SMITH D. S. C.
LORAIN, OHIO

July 21, 1959

ISCYRA
Measurement Committee
51 E. 42 St
New York 17, N.Y.

Re: # 3314

Dear sir:

Bruce Carroll, owner of #3314 recently brought his boat back for remeasuring of corrections indicated in your check off sheet of recent date.

It was necessary to measure all heights as my base line was $\frac{1}{2}$ " higher at #6. Remeasurement is as follows -

Sta.	1.	2.	3.	4.	5.	6.	7.	8.	9.	10
Contour	$19\frac{1}{8}$	14	$10\frac{1}{8}$	7	$4\frac{13}{16}$	4	$4\frac{3}{4}$	$7\frac{1}{8}$	$10\frac{1}{8}$	$15\frac{3}{8}$
Chine			$12\frac{15}{16}$			9		$11\frac{15}{16}$		15
Side	$14\frac{9}{16}$									

all other measurements were the same as my original measurement.

#6 height at contour was determined by means of hole thru bottom plank.

Bottom contour was a fair curve and planking was apparently of normal thickness.

yours truly

Chester B. Smith