

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.

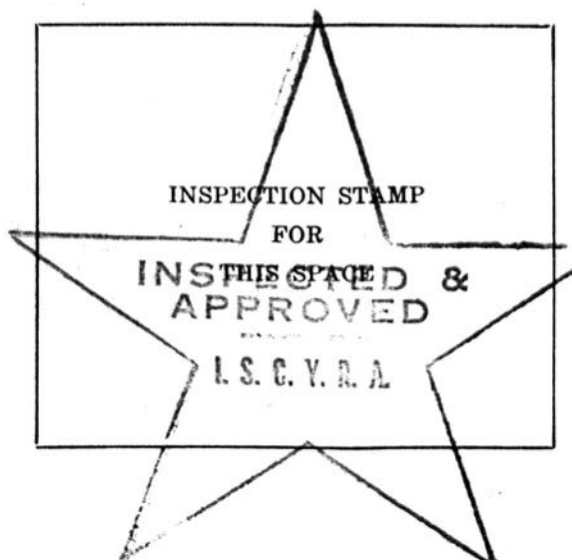
SEC. D.**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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 Barclay Smart
Chairman International Measurement Committee.

Date July 21, 1953

3333

See letter 6/11/53 to Strech. He says allow this

Pass this (allow this)

allow this

Sketch says
now

STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	9 1/8	13 13/16	9 1/2	6 1/2	4 1/2	4 1/8	5 9/16	8 3/16	11 7/8	7 5/8
CHINE			12 1/8			9 1/16		12 5/16		17 3/16
SIDE *			20 13/16			20 7/8		17 3/8		

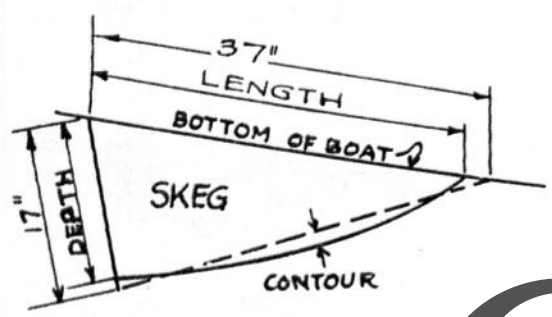
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS	STATIONS	3	6	8	STERN
DECK		24 1/8	33 1/16	30 1/2	19 1/16
CHINE		16 1/16	27 1/8	24 5/16	16 5/16

RUDDER
WIDTH 17 1/2" ✓
DEPTH 30 3/4" ✓
TO ♣ OF POST OK

SKEG
DEPTH 16 1/4" ✓
CONTOUR 1 1/2" ✓
LENGTH ALONG CURVE 35" ✓
OK

IS CONSTRUCTION AS PER
RULES & PLAN? yes OK



I.S.C. ★ Y.R.A.

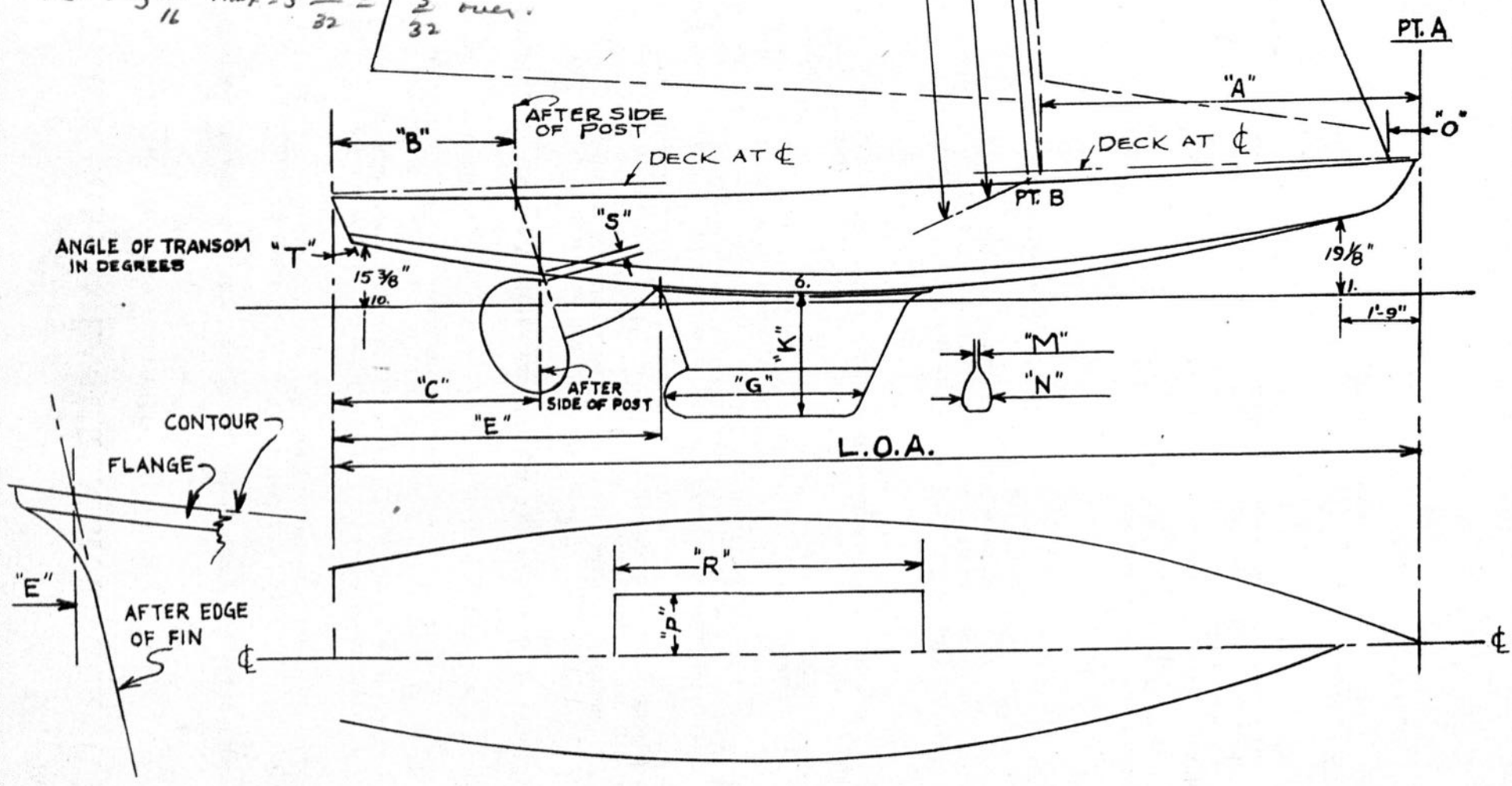
YACHT NO.	3333
L.O.A.	22'-9" ✓
MAST FROM B	31'-8 3/8" ✓
BOOM LENGTH	14'-7" ✓
JIB STAY FR. B	22'-6 1/4" ✓
DIMENSION	"A" 89 1/4" ✓
	"B" 47" ✓
	"C" 52 1/8" ✓
	"E" 87 7/8" ✓
	"G" 49" ✓
	"K" 30 5/8" ✓
	"M" 15 1/6" ✓
	"N" 8 1/2" ✓
	"O" 9" ✓
	"P" 12 1/32" ✓
	"R" 79 1/4" ✓
	"S" 1 1/16" ✓
	"T" 20° ✓

KEEL WEIGHT 898 # ✓
IS KEEL WEIGHT CERT.
ATTACHED? yes ✓
OK

COPY

out
heights

1 S. = 15' - 14 9/16 max = 7/16 over
2 C. = 13 13/16 - 13 27/32 min = 1/32 under (pass this)
7 C. = 5 9/16 max = 5 15/32 = 3/32 over.



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? 3333
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "Mrs Gay" 4. Year built 1953
5. By whom built? Jul Hansen, Brooklyn, N.Y.
6. Owner's Name Alan St. Perence
7. Address Northport, N.Y.
8. Fleet Huntington 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 23rd 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 25, 1953

Signed

Stanley H. Barner Jr.
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.

Sand copy to Hansen & Pearsall

3333

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



ENCIRCLES THE GLOBE

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

7/19/53

International Star Class Yacht Racing Association

Dear Paul,

I have a copy of the letter of July 16 signed by Hansen and Pearsall.

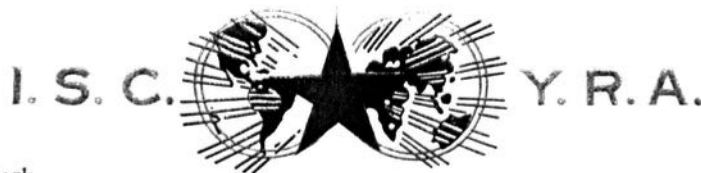
I will agree that it is difficult to measure a star within $\frac{1}{3}$ " at any point, so the overage at #1 may have been $\frac{1}{4}$ " instead of $\frac{3}{8}$ ". I still feel that correction by planing off the chine is illegal and inadvisable. It is probable that many existing boats are guilty of greater faults at this point, so, in spite of the above, we might pass #3333 (after a reasonable delay.) It is against my policy, and if the trouble were at Sta. 10 instead of 1, I would not give in.

Hansen should be informed that:

1. Since he is now perfectly familiar with the side height limits, no further violations of any amount will be allowed on his boats.
2. Planing off the chine is not an acceptable method of reducing side height, and it will not be allowed in the future if it reduces the planking thickness below $\frac{3}{4}$ ".

P.S. Barnes and Small should be advised to watch for violations as in #2 above.

Sincerely,
Whit.



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

7/19/53

Dear Paul,

I have a copy of the letter of July 16 signed by Hansen and Pearsall.

I will agree that it is difficult to measure a STAR within 1/8" at any point, so the average at #1 may have been 1/4" instead of 3/8. I still feel that correction by planing off the chine is illegal and inadvisable. It is probable that many existing boats are guilty of greater faults at this point, so in spite of the above, we might pass #3333. It is against my policy, and if the trouble were at Station 10 instead of 1, I would not give in.

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Sincerely,

(signed) WHIT

7/19/53

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Sincerely,

(signed) WHIT

July 15, 1953

Mr. Jul Hansen
Brooklyn, N.Y.

Dear Jul:

I want to write you about the certificates for #3333, 3355 and 3378, the latter two have been approved after considerable discussion but 3333 is not approved and I thought you would wonder why one was not acceptable and the other two were.

Here is the situation. As you no doubt know, all three were out at heights 1 and 10 S and were so reported. Small then remeasured and the remeasurement showed all three boats now correct at these points but he reported that to make these corrections, the bottoms were planed off thus raising the chine. When this report reached Stueck, Chairman of the Meas. Com., he analyzed the results saying "By doing this, he has reduced the planking thickness. I would not question this except that in one case, he must have taken off $3/8$ which is $1/2$ the plank thickness. If the effect is quite noticable, it must mean that the chine is no longer a full curve. This may be illegal, hollows are not allowed. Transverse sections must be arcs. I would say that 3378 had not more than $3/16$ planed off. I would pass this boat. 3333 must have had $3/8$ planed off at Station 1. Too much! 3355 had $1/4$ taken off at 1 and 10this is a borderline case and might be passed this year in view of the rather sudden emphasis on side heights."

I am explaining the exact situation so that you will not think that one boat is arbitrarily rejected and the others passed. This is no decision of the Central Office but I am just passing on to you the action of the Measurement Committee.

Sincerely yours,

PAUL H. SMART
Executive President

7/6/53

Chairman of Measurement Committee
ISCYRA.

This is to certify that I measured
Star # 3333 on July 3, 1953 as
follows: Side Heights

Station	Port	Starbd	Av.
1	$14\frac{9}{16}"$	$14\frac{9}{16}"$	$14\frac{9}{16}"$

COPY *Wesley W. Small*

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

Report from International Measurement Committee

Star No. 3333

Owner Alan Pearsall

Builder Jul Hansen

Measurer Stanley Barnes Jr.

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

now
OK
Heights 1 S equals 15" (maximum is 14 9/16) This is 7/16 over. Recheck and correct this.

14 9/16
OK
2 Contour is 13 13/16 (13 27/32 is minimum) This is 1/32 under but we will pass this.

7 Contour is 5 9/16 (5 15/32 maximum) This is 3/32 over. We will pass this.

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

7/6/53

Mr Paul Smart; Pres.
ISCYRS

Dear Paul:

Am enclosing remeasurement certification on three of Hansen's Stars. The fourth is Linker's boat which I measured week before last. All four had the same disease and same cure by Hansen. In Linker's case I was able to talk with the owner, but in these three I was not able to explain the boats' difficulties to the owners since Hansen called me in. It is possible that there will be controversy over them and I want to leave in your record exactly the situation as I see it.

I believe that all four measured in correctly on all points except side heights at #1 + #10. The previous measurer's marks seemed to be sloppy on contours which I checked on #3333 and I believe your allowance is correct - that the four are OK on all but 15 + 10 S.

On the latter, Hansen claims he was caught in mid-construction by the new requirements on these stations and, wanting a full sheer line for'd + aft he did not reduce the moulded dimensions. Instead, after completion + measurement, he has planed off the bottoms at #1 + 10 to raise the chine. The effect is quite noticeable forward on some hulls and the point may be questioned, but there is no

m
m
m
m
m
7

(2)

doubt that the side Heights now measure in
on #1-10 on all four Bulls.

Since I can find no specific prohibition
of this approach, I have accepted the new
line location and submit the new
measurements -

W. H. Gull

COPY

8333

HINRICHS FOUNDRY, INC.
262 MONITOR STREET
BROOKLYN 22, N. Y.

RECEIVED FROM HINRICHS FOUNDRY, INC.

DATE
Dec. 30, 1952

FOR

We certify this Cast Iron Keel to weigh:

898 lbs.

HINRICHS FOUNDRY, Inc.

CHARGE TO:

J. Jant.

APPROVED:

1M 1-52 L.C.

SIGNED

#3333

COPY

HANSEN'S BOAT YARD

July 16, 1953

Measurement Committee
I.S.C.Y.R.A.
51 East 42nd Street
New York, New York

Re: Star # 3333

Gentlemen:

We are writing to you in reference to Star No. 3333 because there seems to be a question as to the legality of the hull.

In your letter, you mentioned that the No. 1 station had to be cut down $3/8$ " in order to comply with the limits. This, in fact, is incorrect, because the hull was only $1/4$ " over the limit at that station, and not $3/8$ " as Measurer Barnes quoted on his report. We did not protest this measurement at that time because the hull had to be brought within limits anyway, and it did not seem necessary to prove that his measurement was incorrect.

It appears that after the correction was made, Measurer Small neglected to mention, in his report, that the hull was tapered along the chine from Station 2 to the stem, including the proper measurement at Station 1 and maintaining a fair chine curve for the full length of the boat.

We feel that the boat certainly represents a true Star in all ways and no attempt was intended to "beat the rules".

If the measurement committee, after hearing our story, could now see its way clear to issuing a certificate for this Star, without further ado, we would greatly appreciate it.

In order to expedite the action, on this matter, we have sent this letter to W. Whitney Steuck and to the Central Office of the Star Class.

Awaiting your reply on this matter, we remain,

Yours very truly,


Jul Hansen, Builder

cc: W. Whitney Steuck


A.W. Pearsall, owner