

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? 40632. Was this number cut or burned into keelson as required above? YES3. Yacht's name "No name" 4. Year built 19585. By whom built? Eichenlaub Yacht & Marine Service, San Diego, Calif.6. Owner's Name Arthur G. Mitchell7. Address 128 Via Yella, Newport Beach, Calif.8. Fleet Newport Harbor 9. Remarks spars & rigging to be measured by Fleet officials at Newport Beach, Calif.**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 29th day of October, 1958, 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 November 5, 1958 Signed Albert H. 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.

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.

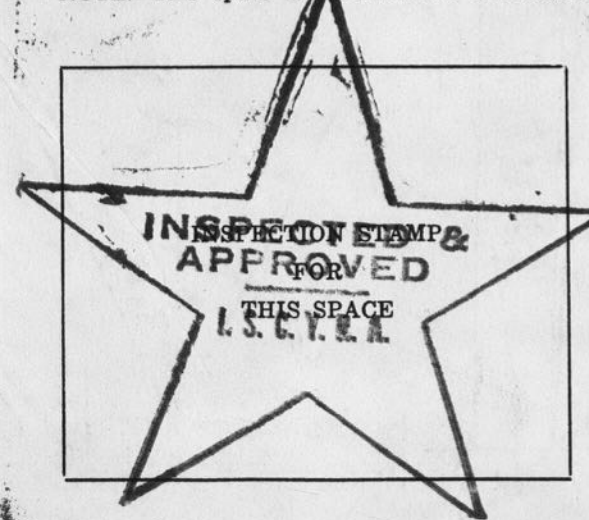
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 W. S. P. Kelly
Chairman International Measurement Committee.

Date May 2, 1957

Spars

4063

4063

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 $\frac{1}{8}$	13 $\frac{7}{8}$	9 $\frac{1}{16}$	6 $\frac{3}{16}$	4 $\frac{3}{8}$	4 $\frac{1}{16}$	5 $\frac{3}{8}$	7 $\frac{15}{16}$	11 $\frac{1}{2}$	15 $\frac{3}{8}$
CHINE			12 $\frac{1}{8}$			9 $\frac{1}{16}$		11 $\frac{5}{8}$		18 $\frac{3}{8}$
SIDE *	13 $\frac{1}{4}$		20 $\frac{3}{16}$			21 $\frac{1}{8}$		17 $\frac{1}{16}$		10 $\frac{1}{8}$

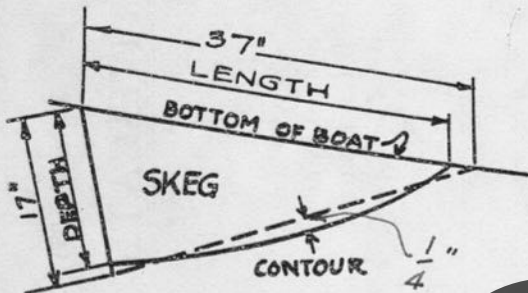
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	1	3	6	8	STERN
HALF BREADTHS					
DECK	7 $\frac{15}{16}$	24 $\frac{1}{16}$	34 $\frac{3}{16}$	30 $\frac{11}{16}$	19 $\frac{3}{4}$
CHINE	3 $\frac{11}{16}$	15 $\frac{15}{16}$	26 $\frac{1}{16}$	24 $\frac{3}{8}$	15 $\frac{21}{32}$

RUDDER
WIDTH 18 $\frac{3}{8}$ "
DEPTH 31 $\frac{1}{4}$ " TO ϕ OF POST

SKEG
DEPTH 16 $\frac{7}{8}$ "
CONTOUR $\frac{1}{4}$ "
LENGTH ALONG CURVE 32 $\frac{7}{16}$ "

IS CONSTRUCTION AS PER
RULES & PLAN? YES



I.S.C.



Y.R.A.

YACHT NO. 4063

L.O.A. 22'-8"

MAST FROM B 31'8 $\frac{7}{8}$ "

BOOM LENGTH 14'6 $\frac{7}{8}$ "

JIB STAY FR. B 22'7 $\frac{1}{4}$ "

DIMENSION "A" 96 $\frac{1}{2}$ "

"B" 46 $\frac{3}{8}$ "

"C" 50 $\frac{1}{2}$ "

"E" 84 $\frac{1}{2}$ "

"G" 48 $\frac{1}{2}$ "

"K" 30 $\frac{1}{2}$ "

"M" 1 $\frac{3}{16}$ "

"N" 8 $\frac{1}{2}$ "

"O" 9"

"P" 11 $\frac{3}{4}$ "

"R" 80 $\frac{1}{2}$ "

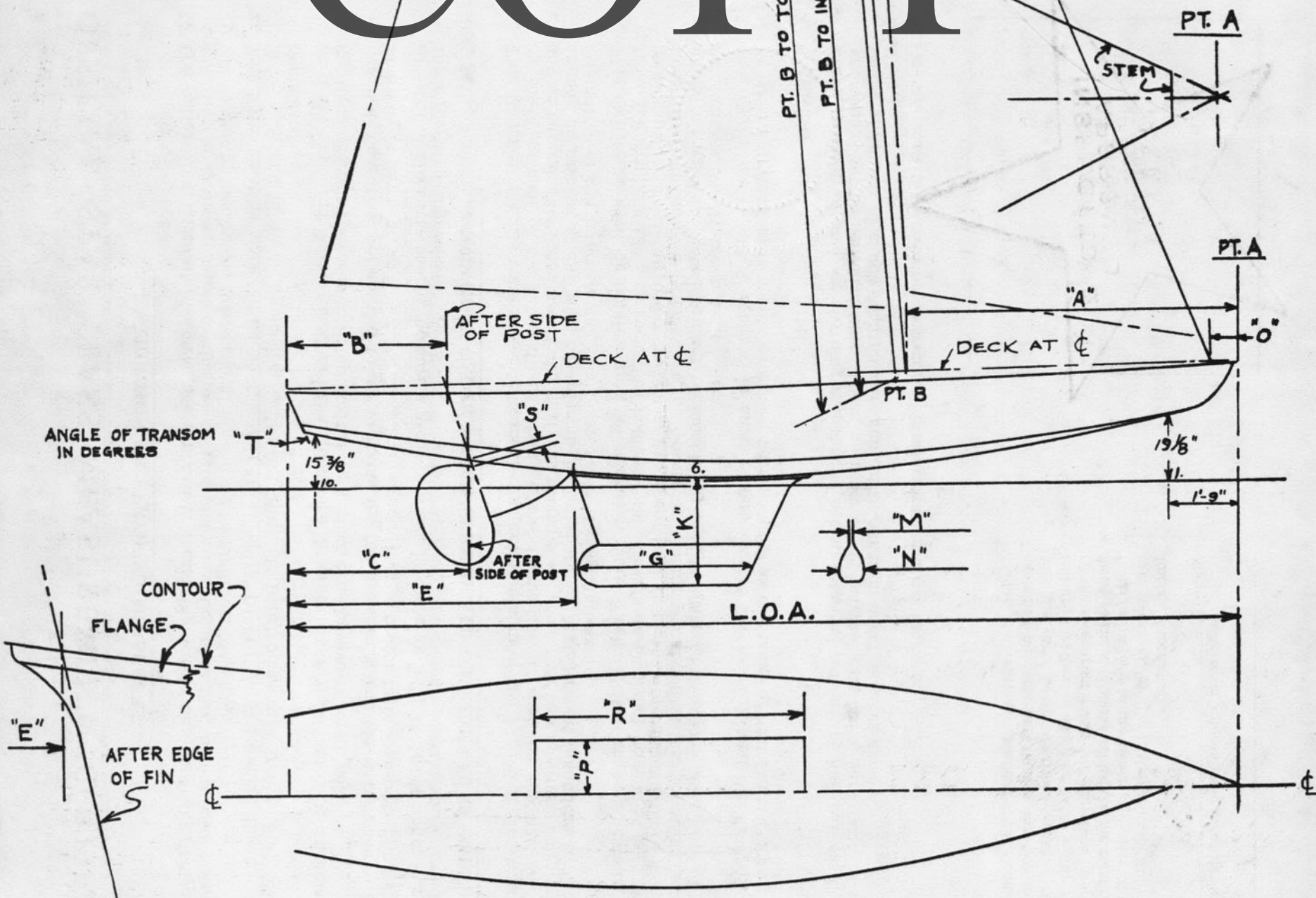
"S" 3/8"

"T" 15°

KEEL WEIGHT 894#

IS KEEL WEIGHT CERT.
ATTACHED? yes

COPY



ALBERT W. DANIELS
CURTIS M. BROWN
LICENSED LAND SURVEYORS
RAYMOND F. HALL JR.
REGISTERED CIVIL ENGINEER

DANIELS, BROWN & HALL
CIVIL ENGINEERING & LAND SURVEYS
MEMBER OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS

OFFICE:
2802 JUAN STREET
SAN DIEGO 10, CALIFORNIA
TELEPHONE:
CY 8-6183

February 25, 1959

FILE NO.

Mr. John S. Titterington
International Race Committee
I.S.C.Y.R.A.
51 East 42nd Street
New York 17, N. Y.

Re: Star Boat No. 4063, Mitchel

Dear Mr. Titterington:

Please refer to my letter of January 13, 1959 regarding subject boat and corrections to be made to my measurement report.

Mitchel says he has not heard from you.

Yours respectfully,

AW Daniels
Albert W. Daniels,
Official Measurer
S.D.Y.C.

AWD:fc
cc: Arthur G. Mitchel
Carl Eichenlaub
Encl.

A. G. Mitchel

Consultant, Shipping Containers

128 Via Yella
Newport Beach, California

Phone Harbor 5030

Feb 14, 1959

Mr John S Titterington
ISCYRA
New York City

Dear Mr Titterington:

Thank you for your letter Feb 10 concerning th rudder and 4063 measurements. I do not understand why you have not received the results of the re-measuring. I have a copy dated Jan 13, 1959, the original of which was supposed to have been mailed to you then. I have call Carl Eichenlaub and asked him to follow up on this with Albert Daniels.

I appreciate your comments on the rudder size. If I do not find any advantages of the rudder in this size I shall cut it down as you suggested.

Sincerely,

Art Mitchel
Art Mitchel

February 20, 1959

Mr. Art Mitchel
128 Via Yella
Newport Beach,
California

Dear Mr. Mitchel:

COPIY
We have yours of the 14th and are sorry we misinformed you about not receiving the results of the remeasuring of your boat. We have the new dimensions and have approved them BUT we cannot issue your certificate for #4063 until we have spar dimensions. We must hold your measurement certificate until spars have been measured and approved. We notified Mr. Daniels of this in a letter dated January 21, 1959.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman;
Int. Measurement Committee

/eg

A. G. Mitchel

128 VIA YELLA, NEWPORT BEACH, CALIFORNIA

ORiole 3-0919

LUdlow 5-0191

May 1, 1959

Mr John S Titterington
Chairman, Int. Measurement Committee
ISCYRA
51 East 42nd Street
New York, N.Y.

Dear Mr Titterington:

I have your letter dated Feb 20th , 1959 indicating that the measurement committee has approved the measurements of my Star " Marauder" 4063 as reported by Albert W. Daniels. Mr spars were not completed at that time and to save a trip to San Diego I have asked Bill Ficker, Mr Saint Cicero, the NYHC official measurer, and Mr Fred Miller, owner of another new Star " Sea Weed" to take the spar measurements. These are listed below above the signature of these gentlemen.

I trust that this meets with your approval and that you will now be able to complete the certificate.

Very truly yours

Arthur G. Mitchel
Arthur G. Mitchel

Height from point B to top of halyard sheave 31' 8 7/8"

Depth of mast groove 15/16"

Distance from Point B to top of 1" band - 1' 3"

Intersection of Jib Stay with forward side of mast
above B 22' 7 1/2"

Length of boom 14' 6 7/8"

Stop to prevent bottom of groove in boom from going
below top of band - OK

Fred H Miller Jr
W.P. Ficker
Saint Cicero

A. G. Mitchel

128 VIA YELLA, NEWPORT BEACH, CALIFORNIA

ORiole 3-0919

LUDlow 5-0191

May 9, 1959

Mr John S, Titterington
Chairman, Int. Measurement Committee
ISCYRA
New York, New York

Dear Mr Titterington:

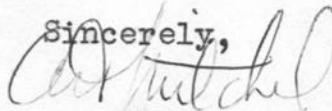
Thank you for your letter dated May 6th. I am very sorry that I did not use the proper procedure in handling the measurement of my spars and hope that you will accept my apology for this on the basis of ignorance on my part of the rules.

Actually, I had intended to take my boat and spars to San Diego to have Daniels complete the measurements. However, my business has picked up to such a point that I could not get away and my spare time is still being absorbed by work on the trailer and finishing details on the boat. Time was slipping by, so I imposed on Ficker, Cicero and Miller knowing they are capable and thinking this was acceptable. I knew that Bill Ficker had completed his measurements this way and Carl Eichenlaub had mentioned that this was possible. What I didn't realize is that I should have had your approval before doing this.

I hope that you will be able to accept this as a belated request to use this procedure. I am most anxious to race in the Memorial Day Regatta and I don't think I can get the boat to San Diego in time to complete this and get your approval. I cannot afford to call in a second local measurer.

Thanking you for your consideration in this matter,

Sincerely,



Art Mitchel

January 13, 1959

REPORT ON STAR BOAT NO. 4063 - MITCHEL

1. G has been re-measured and found to be exactly $48-5/8"$ along approximate center line of the keel bulb. (taken from new casting from foundry).
2. M was erroneously reported, probably due to the fact that the measurement was taken too close to the keel bulb where the fin thickens. remeasurement shows thickness of the fin to be 1 inch.
3. Half Breadthchine at Station 6 arithmetical error.

Measured:-

Port	$7-1/8"$	
Std	$8-1/8"$	
Mean	$7-13/16"$	
Deck Half Breadth	$34-3/16"$	
Difference	$26-3/8"$	O.K.

4. Chine Height Station 6
Arithmetical error. Thickness of keel flange applied in the wrong direction.

Measurement:-

Port	$4-5/8"-1/2" = 4-1/8"$
Std	$4-7/8"-1/2" = 4-3/8"$
Mean	$4-1/4"$
Contour	$4-1/16"$
Sum	$8-5/16"$ O.K.

Side heights should be O.K.

Yours truly,

Albert W. Daniele,
Measurer - S.D.Y.C.

AWD:fo
cc: Arthur Mitchel
C. Eichenlaub

January 21, 1959

Mr. Albert W. Daniels
c/o Daniels, Brown & Hall
P. O. Box 1487
San Diego 10, California

Dear Mr. Daniels:

Thank you for your letter of January 12th reporting on STARS #4063 and #4070. We have noted your corrections and approve these boats. We will not issue the certificates until the spars have been measured and reported.

We appreciate that it is very difficult to measure Station 2, height of keel above base line. However, the rules require that the boat be measured after it has been constructed and is upright as you know. We cannot accept measurements taken on a mold, for the boat may change shape, may be sanded or filled or otherwise altered before delivery to its owner.

The Measurement Committee appreciates the ridiculousness of throwing out boats on $1/32"$. The tolerances are large already. If the measurer can measure so accurately as to $1/32"$ (or $1/16"$ or $1/64"$), the Measurement Committee feels it is justified in accepting these measurements as gospel.

We are very appreciative of the good and accurate work you are doing for us.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman;
Int. Measurement Committee

JST/eg

ALBERT W. DANIELS
CURTIS M. BROWN
LICENSED LAND SURVEYORS
RAYMOND F. HALL JR.
REGISTERED CIVIL ENGINEER

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2802 JUAN STREET
SAN DIEGO 10, CALIFORNIA
TELEPHONE:
CY 8-6183

January 13, 1959

FILE NO.

REPORT ON STAR BOAT NO. 4063 - MITCHEL

MAILING ADDRESS
P. O. Box 1487
San Diego 10, California

1. G has been re-measured and found to be exactly $48\frac{5}{8}$ " along approximate center line of the keel bulb. (taken from new casting from foundry).
2. M was erroneously reported, probably due to the fact that the measurement was taken too close to the keel bulb where the fin thickens. remeasurement shows thickness of the fin to be 1 inch.
3. Half Breadth chine at Station 6 arithmetical error.

Measured:-

Port	$7\frac{1}{2}$ "
Std	$8\frac{1}{8}$ "
Mean	$7\frac{13}{16}$ "
Deck Half Breadth	$34\frac{3}{16}$ "
Difference	$26\frac{3}{8}$ " O.K.

4. Chine Height Station 6
Arithmetical error. Thickness of keel flange applied in the wrong direction.

Measurement:-

Port	$4\frac{5}{8}$ " - $1\frac{1}{2}$ " = $4\frac{1}{8}$ "
Std	$4\frac{7}{8}$ " - $1\frac{1}{2}$ " = $4\frac{3}{8}$ "
Mean	$4\frac{1}{4}$ "
Contour	$4\frac{1}{16}$ "
Sum	$8\frac{5}{16}$ " O.K.

Side heights should be O.K.

Yours truly,

Albert W. Daniels
Albert W. Daniels,
Measurer - S.D.Y.C.

AWD:fc
cc: Arthur Mitchel
C. Eichenlaub

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

Report from International Measurement Committee

Star No. 4063

Owner _____

Builder _____

Measurer _____

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

"G" LISTED $48\frac{1}{2}$ - MINIMUM $48\frac{5}{8}$
"M" " $1\frac{3}{16}$ MAXIMUM 1"

HALFBREADTH - CHINE ⑥ LISTED $26\frac{5}{16}$
MINIMUM $26\frac{3}{8}$

CHINE HEIGHT ⑥ LISTED $9\frac{7}{16}$
MAXIMUM, $9\frac{3}{32}$

↑
ALSO MEASURE SIDE HEIGHT AFTER
CORRECTIONS ARE MADE - PRESENT HEIGHT
MAXIMUM ALLOWABLE

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.

Date 1/2/59

John S. Smith Chairman
International Measurement Committee

