

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 and checked against award of number royalty receipt (Form R-2), otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 4836

2. Was this number cut or burned into keelson as required above? CUT

3. Yacht's name "STAROFTHESEA IV" 4. Year built MARCH 1964

5. By whom built? EICHENLAUB MARINE

6. Owner's Name JOSEPH R. DOPLIN

7. Address 83 WASHINGTON AVE WINTHROP, MASS

8. Fleet Boston HARBOR 9. Remarks Keel weight certificate
with original certificate

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 7th day of JULY, 1964, 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 July 7, 1964 Signed Lawrence H. Richardson
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 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 John S. Kelly Jr.
Chairman International Measurement Committee.

Date 11 July 1964

4836

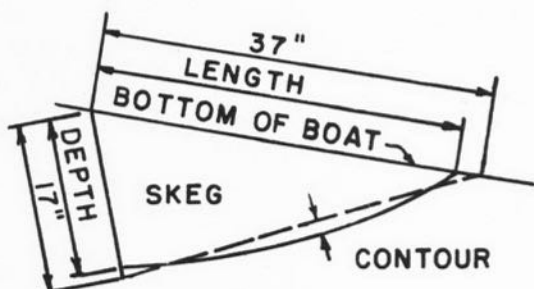
4836

HEIGHTS										
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/2	14	9 1/2	6 1/16	4 3/16	4	5 1/8	7 7/16	11 1/16	15 3/8
CHINE			11 7/8			9		11 5/8		17 7/8
SIDE *	13 1/2		20			20 7/8		17 3/8		10 1/4

* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS					
STATIONS	1	3	6	8	STERN
DECK	8 3/8	24 1/4	34 1/4	31	19 1/8
CHINE	5 1/16	16 1/16	26 3/8	24 3/4	15 11/16

RUDDER
WIDTH 17 1/2
DEPTH 31 1/4 TO ϕ OF POST



SKEG
DEPTH 16 7/16
CONTOUR 1/2"
LENGTH ALONG CURVE 32 1/2

K1 46
K2 47 1/2
K3 23 1/4
K4 53 3/8
K5 7/8
K6 30 1/2
K7 8 1/2
K8 12"

WEIGHT 871 #

I.S.C.



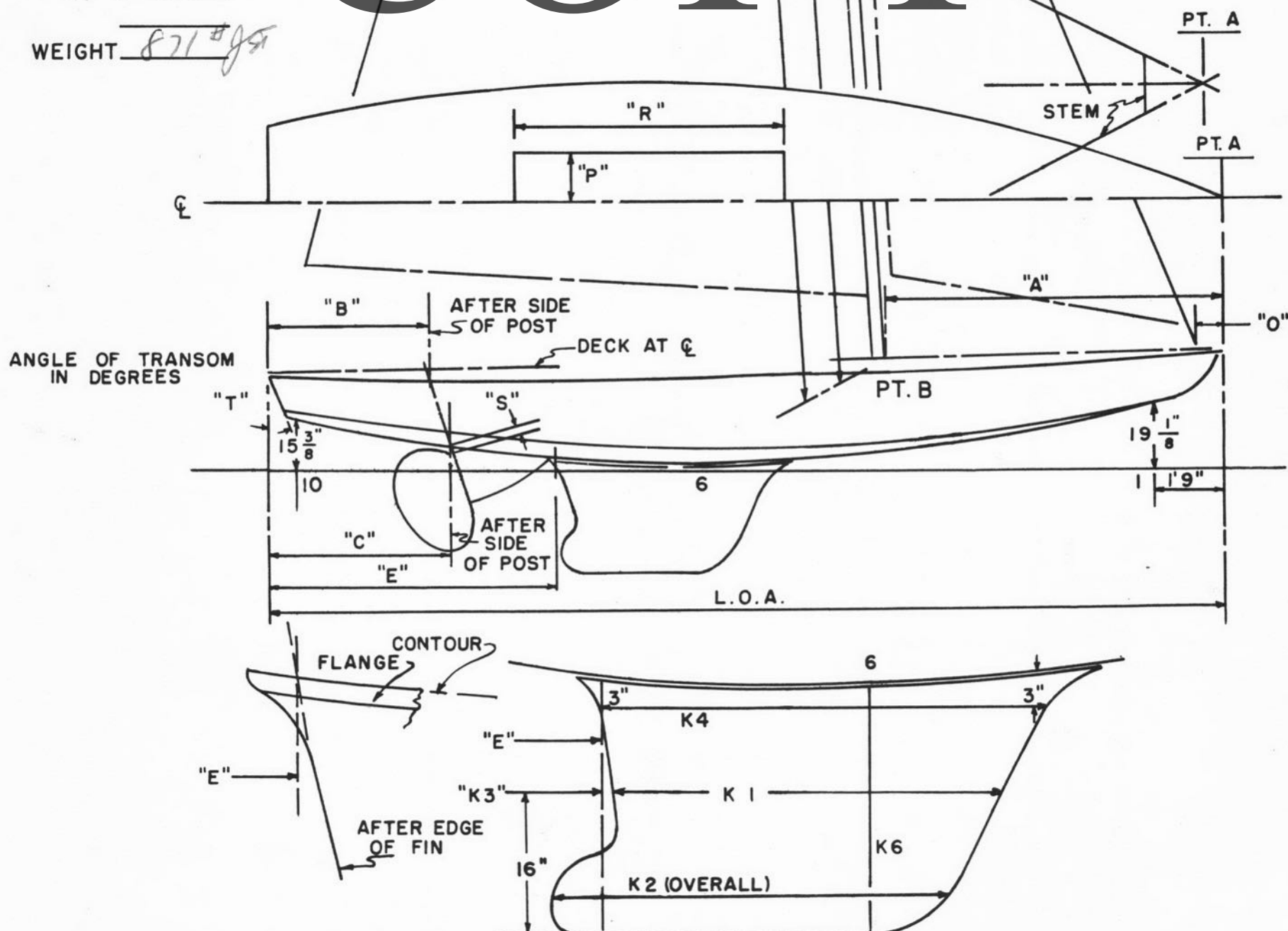
Y.R.A.

YACHT NO. 4836
L.O.A. 22'-8 3/4"
MAST FROM B 31'-9"
BOOM LENGTH 14'-7"
JIB STAY FR. B 22'-6"
DIMENSION "A" 89"
"B" 45 3/4"
"C" 52 1/4"
"E" 84 1/4"
"O" 9"
"P" 12"
"R" 6'-9 5/8"
"S" 1/8"
"T" 15°

IS CONSTRUCTION AS PER RULES AND PLANS? YES

IS KEEL WEIGHT CERTIFICATE ATTACHED? YES

"SIDE FLATNESS" FLAT
EXCEPT 1/16 AT FR#1



OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. A.

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1. YACHT'S NUMBER? 18362. Was this number cut or burned into keelson as required above? yes3. Yacht's name " " 4. Year built 19645. By whom built? Eichenlaub Yacht & Marine Service- San Diego, Calif.6. Owner's Name Joseph Duplin7. Address 81 Washington Ave. Winthrop 52, Mass8. Fleet Boston Harbor 9. RemarksSpars to be measured by others**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 25th day of February, 1964, 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 March 3, 1964 Signed [Signature]
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

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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.

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4. **WARNING**

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NOTE—This space is reserved for International Measurement Committee use.

INSPECTION STAMP
FOR
THIS SPACE

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.

Date _____

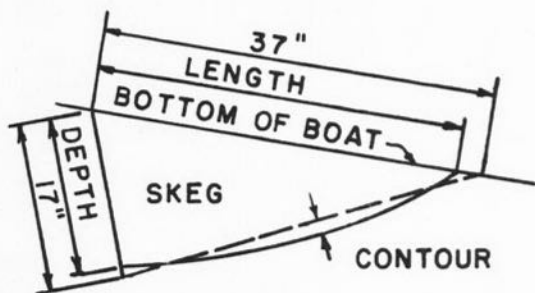
4 1/16 MAY

HEIGHTS										
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 3/8	9 1/4	5 3/4	5	3 3/4	5	7 1/8	11 1/8	15 3/8
CHINE			11 1/2			8 3/4		12		17 1/2
SIDE *	13 3/4		20 1/8			20 5/8		17 1/16		10 1/2

* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS					
STATIONS	1	3	6	8	STERN
DECK	8 7/16	23 3/8	34 1/2	31 1/4	19 1/2
CHINE	3 1/16	15 7/8	26 3/8	24 5/8	15 7/8

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



SKEG
DEPTH 16 1/2"
CONTOUR 0
LENGTH ALONG CURVE 32"

K1 45 1/4"
K2 48 3/4"
K3 2 3/8"
K4 53 3/4"
K5 7 1/8"
K6 30 3/4"
K7 85 1/8"
K8 11 1/8"

WEIGHT 871 #

I.S.C.

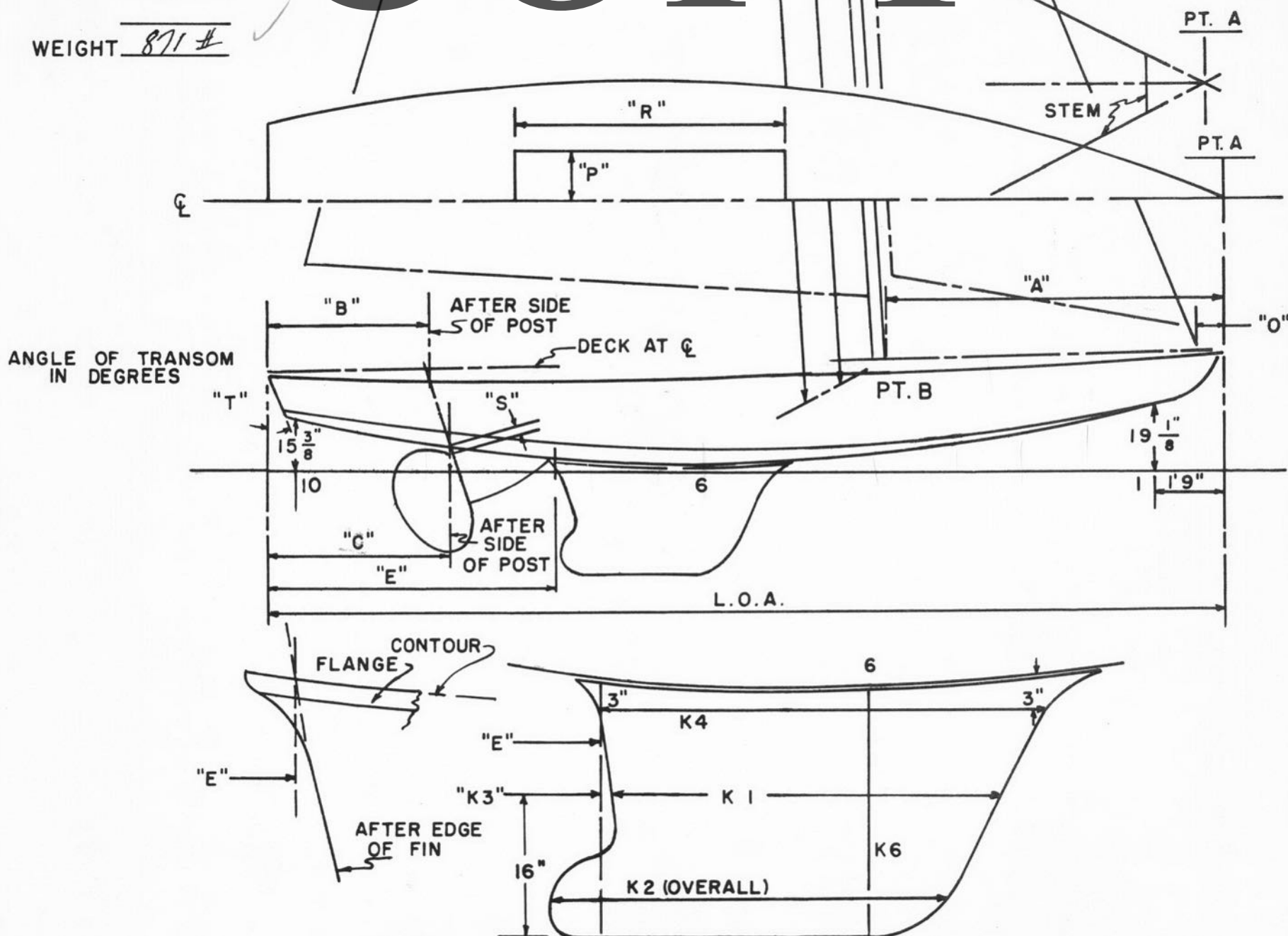


Y.R.A.

YACHT NO. 4836
L.O.A. 22'-8 5/8"
MAST FROM B
BOOM LENGTH
JIB STAY FR. B
DIMENSION "A" 91 7/8"
"B" 45 1/4"
"C" 51 3/4"
"E" 84 1/2"
"O" 9"-12 1/2"
"P" 12 1/4"
"R" 81 1/4"
"S" 5 1/16"
"T" 15°

IS CONSTRUCTION AS PER
RULES AND PLANS? yes
IS KEEL WEIGHT CERTIFICATE
ATTACHED? yes
"SIDE FLATNESS" O.K.

COPY



RICHARD M. MORONEY, PH.D.

Consulting Mathematician

911 STATLER OFFICE BUILDING
BOSTON, MASSACHUSETTS 02116

617-423-5797

28 June 1965

Mr. John S. Titterington
I. S. C. Y. R. A.
51 East 42 Street
New York, New York 10017

File with Certificate

JUL 12 1965

Dear Mr. Titterington:

This letter is concerned with irregularities in Star #4836, owned by Joe Duplin of the Boston Harbor Fleet.

Early in May Joe showed me a letter that he had received from you, in which you required him to make certain alterations in his boat. Joe asked me, as Fleet Captain, to verify that the corrections had been made, explaining that he hoped that the Measurement Committee would accept a letter from me as proof of compliance. We have just been advised that this is so.

Of course, I am no measurer, but I can certify that: his foredeck is solid wood except for the usual through-deck fitting; his stem has a smooth curve at the bottom and resembles the stem of my Old Greenwich F model; his chines are of radius less than $\frac{1}{2}$ inch throughout (checked with a template).

In the Governing Committee letter it was stated that Joe's certificate will be reinstated from the date the corrections were completed. I can only state of my own knowledge that they were completed before the boat was put in the water this season, but I understand that they were completed in January. This is doubtless an academic point.

All of us at BH are glad to have this matter cleared up; we agree with Sterlights that the heart of the class is the large group of tailenders like Joe who go out there and get stuffed down the drain race after race.

Yours very truly,

Rich Moroney
Richard M. Moroney
Fleet Captain, BH

cc: Joe Duplin



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

June 4, 1965

Mr. Joseph R. Duplin
83 Washington Avenue
Winthrop 52, Mass.

Dear Joe:

On October 16, 1964, John Titterington wrote to you telling you that your Star was not eligible for racing in 1965 unless three corrections were made. The corrections were (1) correct the chine radius; (2) replace the plastic section of the deck with wood; and (3) correct the shape of the stem.

To my knowledge no reply was made to Titterington, and the Class has no information of any corrective action.

This means that Star No. 4836 no longer has a measurement certificate which is valid and in force and effect. I trust that you will accept this notification in the spirit in which it is sent to you which is an effort on my part and that of the Governing Committee to enforce the Class rules and regulations equally and equitably with respect to all Star sailors. I say this because the implication of a recent article in Skipper Magazine might give the impression that you felt that your disqualification at Miami was evidence that you were the target of some special discrimination. This, of course, is not so, and I am sure that you were at all times familiar with the rules which prohibit your attempt to represent a fleet which you are not a member of in a boat not listed as belonging either to the fleet of which you are a member or the fleet which you undertook to represent.

If you have already completed the required changes to your Star, a description of the changes should be checked by a certified measurer and transmitted to the Measurement Committee at the earliest opportunity.

Sincerely,

Frank H. Gordon

Frank H. Gordon
Executive President

cc: Messrs. Dan R. Mitchell
Richard M. Moroney

October 16, 1964

Mr. Joseph R. Duplin
83 Washington Avenue
Winthrop 52, Massachusetts

Dear Joe:

You will remember that when I was at Winthrop during the measuring for the World's, I examined your Star with considerable care, because there had been so much comment about it. The Measurement Committee and the Governing Committee have ruled that certain corrections should be made by the end of 1964, and that the boat cannot be raced in 1965 as a certified Star unless they are made.

1. According to the Table of Limitations the chine edge may be rounded to a radius of one-half inch. Your chine far exceeds this, and must be corrected.

2. The clear plastic section of your deck at the bow violates the requirements that the deck be made of wood. See Article VIII of the Specifications for the required thickness.

3. The bow of your boat comes to a point where the forward side of the stem joins the bottom and violates Article IV of the Specifications. In making this correction, you must be careful not to reduce the bottom planking below the required thickness.

Please let me know when these corrections have been made so that the eligibility of your Star will be cleared up for the 1965 season.

Sincerely,

John S. Titterington

9/23/64

This "thing" of Shylin's is a force - I fear it is a real detriment to the Star Class. While the chine is not according to specs, and also the clean plastic deck does not conform - and for these reasons the boat can (and must) be thrown out - I fear his corrections of the faults will only produce a boat more like Shanty-Town than ever.

COPY
Can't anything be done to remove this "growth" from the Star Class. - I know we can impeach officers - and throw people out for team racing - is this the limit of our ability to select our membership?

John

June 15, 1964

Mr. Joseph R. Duplin
83 Washington Avenue
Winthrop 52, Mass.

Dear Joe:

I am glad to have your letter of June 11th.

If you will look again at my letter of June 9 to you, you will see that I did not say that I had heard that your boat had either non-round bottom arcs ~~for~~ a questionable rudder. I mentioned these two aspects only because they were two that the Governing Committee had recently been exercised about. If your boat is standard in these regards, that is so much the better.

Thank you very much for correcting so rapidly the discrepancy of the wide rub-rail aft. That was, if you will again refer to my letter, the single and only feature that I had definitely heard about ("although this is only a rumor," I said.)

That leaves only the rebuilding operation to come under the category of, in your words, information that "is completely and totally untrue and incorrect." My source for that was a personal interview you gave to a reporter of the New York Times, copy of which I enclose. When he says, in what purports to be information he received from you, that the boat was "all but destroyed," and that "Duplin decided to rebuild the smashed hull," and did so "morning, noon and night for the past ten weeks," perhaps you can understand why I had thought that the boat was "virtually rebuilt." If the facts were misinterpreted by the reporter, that, again, is for the better now.

Of course I did not know you had already had the boat remeasured by Richardson. You and your fleet are ahead of me there. If these measurements are all satisfactory, as you say, then of course there is no need for a third measuring. I talked to John Titterington last night, and as of then he had not received any communication nor figures of any kind from Lawrence Richardson concerning any remeasurement. In fact, John was just drafting a letter to Mr. Richardson, but I think he will now hold off mailing it and wait for word. I would suggest that you ask Mr. Richardson whether he actually sent the information in to the Central Office, or whether it is still on his desk.

In regard to your final paragraph, bottom arcs of other boats, I might reiterate what I stated twice in my letter of June 9, that the G.C. is at present concerned only about 1964 models.

Very sincerely,

CC: John S. Titterington
Frank H. Gordon

C. Stanley Ogilvy
Exec. Vice Pres.

4836

EEH

SAVE

BOTH

THESE

IN OFFICE

FILE

From the Desk of

F. H. GORDON

File w/
Duplin's Certificate

COPY

1 SCYRA
51 EAST 42ND ST
New York 17, N.Y.

Mr. Titterton:

Remeasured STAR Boat # 4836
(GOC Dolphins) on July 7, 1964. Enclosed
is certificates along with rudder &
Transom templates. I cannot find
any points that seem out of specifications.

1) The hand holes were cut into deck
& cockpit coaming & were obviously
used for support when hiking on the
rail. These holes have been patched
from behind with wood & filled with
~~epoxy~~ epoxy resin.

2) The rudder post is made of
bronze.

3) The cross-sectional measurements
of the mast are as follows:

at Jibstay - $2\frac{3}{8}'' \times 3''$
at spreaders - $2\frac{9}{16}'' \times 3\frac{9}{16}''$
at start of groove - $2\frac{9}{16}'' \times 3\frac{1}{4}''$

(2)

The mast is of rectangular shape & was purchased from Old Greenwich Boat yard.

I measured all frames side & bottom & found them to be as per specifications.

The boat seems to measure in without any trouble. except for contour light at sta # 6. This dimension is approximate since keel has been faired with hull and no drain plug is in this area. The lines of hull seem fair & boat appears as a star boat should.

I respectfully submit a bill for
\$65.00 for remeasurement of Star Boat
4836.

WOW!
JST.

Yours truly
Lawrence L. Richardson
82 Grove St
West Quincy 69, Mass

NATIONAL STEEL AND SHIPBUILDING COMPANY

MAIN PLANT AND ADMINISTRATION OFFICES:
HARBOR DRIVE AND TWENTY-EIGHTH STREET
SAN DIEGO, CALIFORNIA 92112

TELEPHONE 239-8061

INVOICE No. 40502

DATE IN 2/10/64 1/29/64	WORK ORDER NUMBER 4000-65	CUSTOMERS ORDER NUMBER	PICK UP X	PREPAID	COLLECT	AUTHORIZED BY P.A. GRIMARD
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S
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• RICHENLAUB MARINE & YACHT
• 2608 SHELTER ISLAND DR.
• SAN DIEGO, CALIFORNIA

S
H
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QUANTITY	PART NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT
1	82	STARBOAT KEEL 8714		300.00
		THE ABOVE WEIGHT IS CERTIFIED TO BE CORRECT.		
		P.A. GRIMARD		
		STAR BOAT No 4836		
		Duplin.		
TERMS: NET CASH			SALES TAX	
RESALE YES ☐ NO ☐			TOTAL DUE	

All agreements contingent upon strikes, accidents, delays of carriers or other causes beyond our control.

RECEIPT OF ABOVE MERCHANDISE IN GOOD
CONDITION IS HEREBY ACKNOWLEDGED

BY: _____

DELIVERY