

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

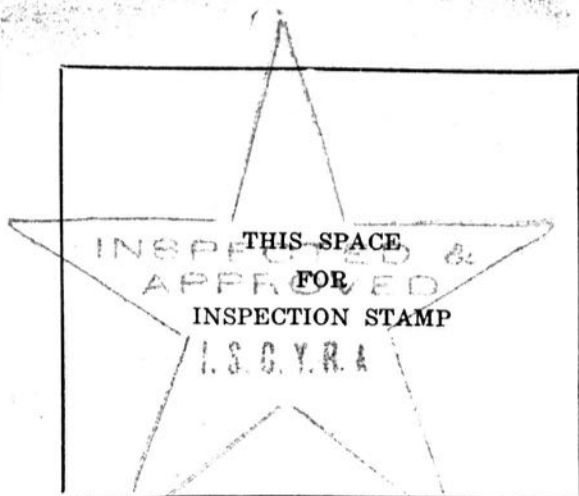
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made 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.



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 E. V. Kitchin, Jr. 4/2/47
Chairman International Measurement Committee.

1220

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

Half Breadths				
Stations	3.	6.	8	Stern
Deck	2-0-0	2-9-7	2-6-5	1-7-1
Chine	1-4-1	2-2-6	1-11-5	1-3-2

Rudder.
Width 1-6-4 ✓
Depth 2-7-5 ✓

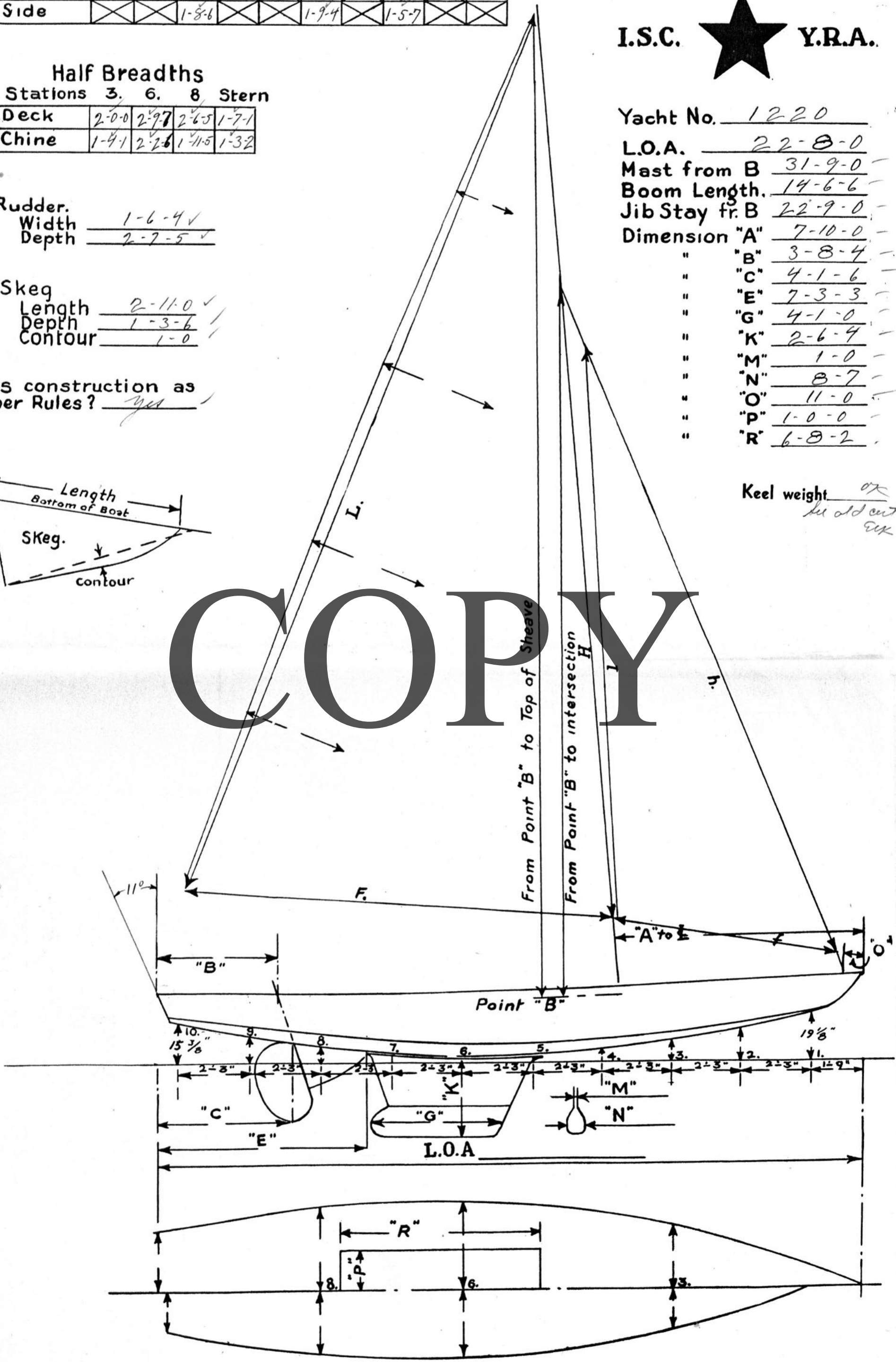
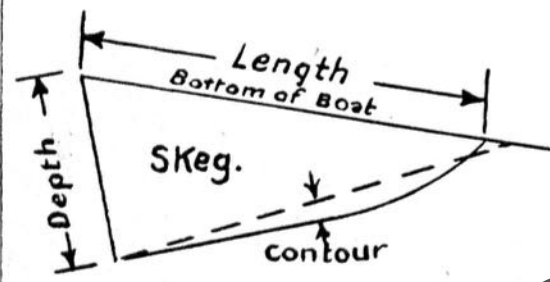
Skeg
Length 2-11-0 ✓
Depth 1-3-6 ✓
Contour 1-0 ✓

Is construction as
per Rules? yes ✓

I.S.C. ★ Y.R.A.

Yacht No. 1220
L.O.A. 22-8-0
Mast from B 31-9-0 ✓
Boom Length 14-6-6 ✓
Jib Stay fr. B 22-9-0 ✓
Dimension "A" 7-10-0 ✓
"B" 3-8-4 ✓
"C" 4-1-6 ✓
"E" 7-3-3 ✓
"G" 4-1-0 ✓
"K" 2-6-4 ✓
"M" 1-0 ✓
"N" 8-7 ✓
"O" 11-0 ✓
"P" 1-0-0 ✓
"R" 6-8-2 ✓

Keel weight 0x
See old cert. Exp



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? 1220
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name " SKAT " 4. Year built? 1935 REBUILT 1945
5. By whom ^{RE} built? TATO DAVISON BILL CLARK AND BILL HEDEEN
6. Owner's name? BILL CLARK BILL HEDEEN
7. Address 57 W 76TH STREET CHICAGO 7649 S. LUELLA CHICAGO
8. Fleet S.L.M. 9. Remarks PLANING AND
RIBS REPLACED DUE TO DRYROT

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 20 day of APRIL 1947 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 April 23 1947 Signed A. O. O'Day New Sr
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.

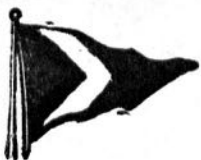
Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____

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Date _____ Signed _____ former owner.

NOTE—After last renewal space if filled, apply for new certificate.



Jackson Park Yacht Club

INCORPORATED 1896

CLUB HOUSE, SOUTH LAGOON, JACKSON PARK
CHICAGO 49, ILLINOIS

DIRECTORS:

1947

O. B. DUNCAN
KENNETH BEDELL
C. A. KALLGREN

1947 - 1948

F. E. FAERBER
F. E. RICKARD
VAUGHAN SHOEMAKER

R. ADAIR HESS, SR., SECRETARY
5807 HARPER AVENUE
MIDWAY 8034
CHICAGO 37, ILLINOIS

ADRIAN A. WALKER, COMMODORE
327 S. LASALLE STREET
CHICAGO 4, ILLINOIS

JOHN L. RUZICH, VICE COMMODORE
JOHN J. MCINNIS, REAR COMMODORE

J. L. MILLS, TREASURER
7347 CONSTANCE AVENUE
HYD. 0872 — FRA. 7070
CHICAGO 49, ILLINOIS

March 6, 1947.

Mr. E. V. Ketcham, Jr.

Chairman

International Star Class Racing Association
38-61 11th Street
Long Island City, N.Y.

Dear Mr. Ketcham:

I measured Star #1220 again and found my measurements correct. Mr. Clark helped Mr. T. Davison rebuild the Star and believe it rebuilt as per plans, so Mr. Clark has asked me to remeasure again after it has set awhile on horses with the keel suspended. He believes this will pull the boat into shape.

It had not occurred to me that a boat could change its shape once it was built, but this experiment will be rather interesting to see what develops. When I remeasure it again, I plan to make the complete measurements with the boat resting on its keel.

RAH:rb

Yours very truly,

R. Adair Hess

1220

March 3, 1947

R. Adair Hess
5807 Harper Avenue
Chicago 37, Ill.

Dear Mr. Hess,

COPIY
In the matter of Star #1220, I am still holding this file open pending your reply to my letter of January 27th, last.

I will appreciate your reply at your early convenience. Thanking you, I am,

Very truly yours,

E. V. Ketcham, Jr.
Chairman
Int'l Meas. Comm.

EVK:ds

January 27, 1947

Mr. R. Adair Hess
5807 Harper Avenue
Chicago 37, Ill.

Dear Mr. Hess,

I am returning the copies of Certificate #1220 and you will note some pencil notations on one of these. The maximum allowable value for Contour Height at Station Six under any circumstances is $4 \frac{3}{16}$ ", and these forms show $4 \frac{3}{4}$ ". If this figure is correct, the hull is far too high at that point, and if it is in error, I am still unable to judge other contour measurements, as values for Stations 1, 6, and 10 are required to establish the measurement committee corrected baseline.

In addition, chine half breadth at Station 3 is stated as $16 \frac{1}{2}$ ", and the maximum allowed here is $16 \frac{1}{8}$ ".

Will you kindly check these points for error and advise?

Very truly yours,

E. V. Ketcham, Jr.
Chairman
Int'l Meas. Comm.

EVK:ds
Enc.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

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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 Executive or Measurement Committee, after the protesting party has submitted evidence to show that there are reasonable grounds to suspect subsequent alterations or other justifiable cause.
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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 *[Signature]*
Chairman International Measurement Committee.

6/16/36

1220

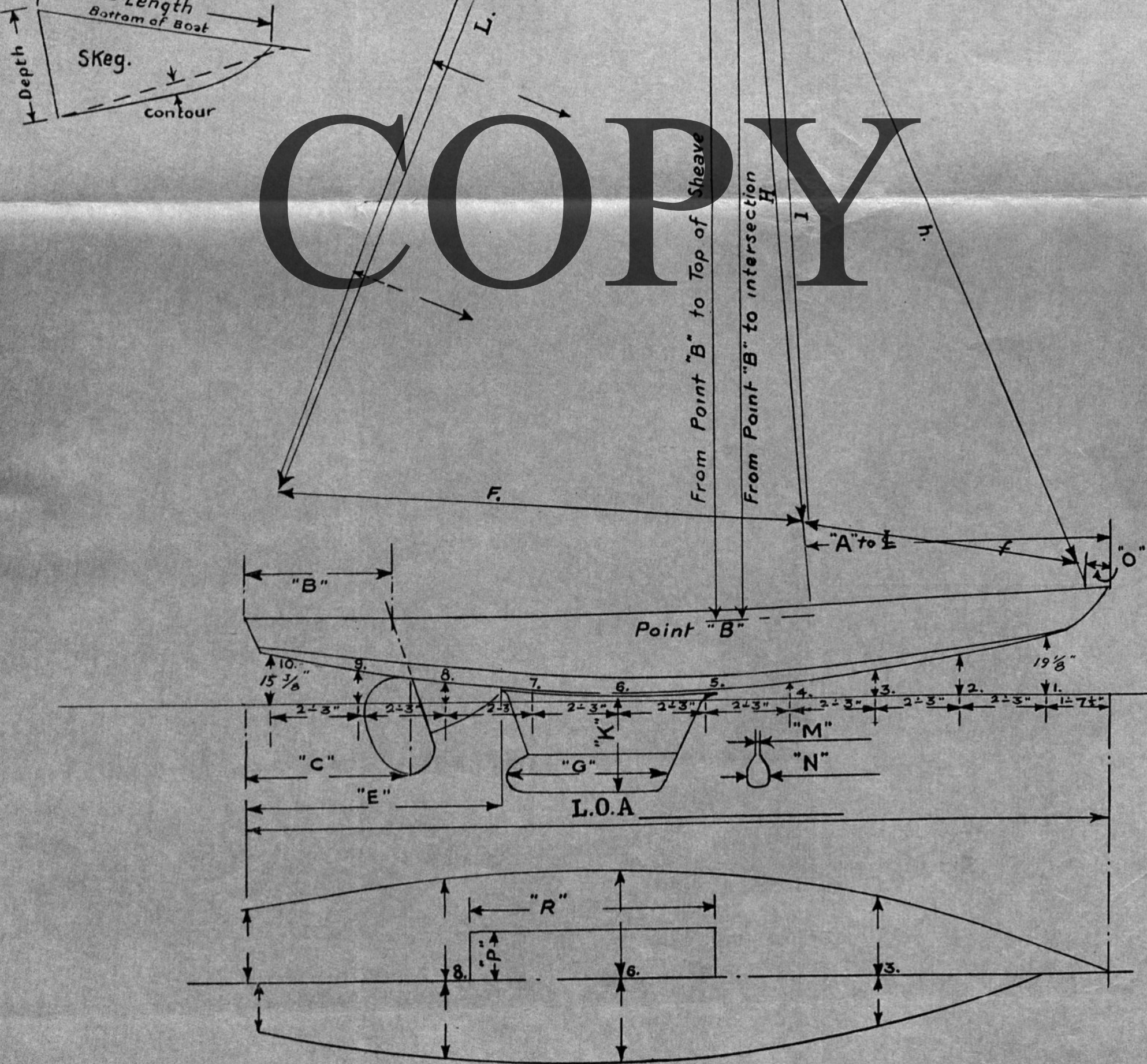
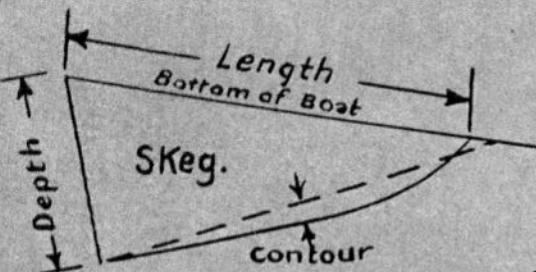
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 $\frac{1}{2}$	13 $\frac{1}{2}$	9 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$	3 $\frac{1}{2}$	5 $\frac{1}{2}$	7 $\frac{3}{8}$	11 $\frac{1}{8}$	15 $\frac{3}{8}$
Chine			11 $\frac{1}{8}$			7 $\frac{1}{8}$		10 $\frac{1}{8}$		17
Side			20 $\frac{3}{4}$			21 $\frac{3}{4}$		17 $\frac{3}{4}$		

Half Breadths	Stations	3.	6.	8.	Stern
Deck		2'-0 $\frac{1}{2}$ "	2'-9 $\frac{5}{8}$ "	2'-6 $\frac{1}{2}$ "	1'-7"
Chine		1'-4 $\frac{1}{2}$ "	2'-2 $\frac{3}{8}$ "	1'-11 $\frac{3}{4}$ "	1'-3 $\frac{3}{8}$ "

Rudder.
Width 18 $\frac{1}{2}$ "
Depth 31 $\frac{1}{2}$ "

Skeg
Length 35"
Depth 16 $\frac{3}{4}$ "
Contour 3 $\frac{1}{4}$ "

Is construction as
per Rules? Yes



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

Yacht No. 1220
L.O.A. 22'-7 $\frac{1}{2}$ "
Mast from B 31'-7"
Boom Length 14'-7"
Jib Stay fr. B 22'-2 $\frac{1}{2}$ "
Dimension "A" Adjustable 7'-7" to 8'-3"
"B" 45"
"C" 50"
"E" 7'-2 $\frac{1}{2}$ "
"G" 47 $\frac{3}{4}$ "
"K" 30 $\frac{1}{2}$ "
"M" 15 $\frac{1}{16}$ "
"N" 8 $\frac{3}{4}$ "
"O" Adjustable 8 $\frac{1}{2}$ to 10 $\frac{1}{2}$ "
"P" 23 $\frac{3}{4}$ "
"R" 6'-8 $\frac{1}{2}$ "

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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? 1220
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "Sagitta" 4. Year built? 1935
5. By whom built? Davison Bros Boat Building Co Kenosha Wis
6. Owner's name? C. C. Bradbury
7. Address 69 Lakewood Road Glencoe, Ill
8. Fleet Lake Michigan 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 11th day of June 1936 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

June 15, 1936

Signed

Norman A. Daniels
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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Sec. B.

RENEWAL 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 is filled, apply for new certificate.

January 7, 1947

Mr. R. Adair Hess, Sr.
5807 Harper Avenue
Chicago 37, Illinois

Dear Mr. Hess,

In reply to your letter of December 18th, the explanation regarding the keel of #1220 is satisfactory and will be accepted by this Committee.

Regarding the changing of the number, we do not encourage this practice, as a boat loses its true identity, and the original number will always be associated with it actually, if not technically. Of the alterations made, the only ones that would apply, are the replacing of ribs and side planking.

The decision in a case of this sort is left to the Measurement Committee. If Mr. Clarke still feels that he wishes a new number, please send me a survey, listing the specific bottom frames, side knees, and planks that have been replaced. Upon advice from me that a change is warranted, the keelson would then have to be replaced as a glued in number is not acceptable. The Measurement Certificate would be held up until this was done, and then judged as a brand new boat.

Very truly yours,

E. V. Ketcham, Jr.
Chairman
Int'l Meas. Comm.

EVK:ds

COVEL MANUFACTURING COMPANY

GENERAL OFFICES AND FACTORY

BENTON HARBOR, MICHIGAN, U. S. A.

ESTABLISHED
1874



CABLE ADDRESS "LEVOC"
PHONE 6157-6158

A F F I D A V I T

State of Michigan) ss.
County of Berrien)

A. W. Filstrup, being duly sworn, states that he is the Secretary of the Covel Manufacturing Company, a Michigan corporation located at Benton Harbor, Michigan, and that on August 14, 1935 the said Covel Manufacturing Company shipped a grey iron casting known as a Star Boat Keel to the Davison Bros. Boat Co., Kenosha, Wisconsin, and that the weight of this casting was 899 pounds.

A. W. Filstrup

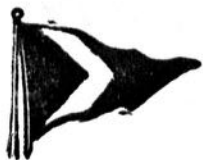
Subscribed and sworn to before me this 15th
day of August, 1935.

Madeline L. Miller
Notary Public

My commission expires May 19, 1937

P. O. Address, Benton Harbor, Mich.

C.C. Braelburg
"Sagittaria" No. 1220



Jackson Park Yacht Club

INCORPORATED 1896

CLUB HOUSE, SOUTH LAGOON, JACKSON PARK
CHICAGO 49, ILLINOIS

ADRIAN A. WALKER, COMMODORE
327 S. LASALLE STREET
CHICAGO 4, ILLINOIS

JOHN L. RUZICH, VICE COMMODORE
JOHN J. MCINNIS, REAR COMMODORE

J. L. MILLS, TREASURER
7347 CONSTANCE AVENUE
HYD. 0872 — FRA. 7070
CHICAGO 49, ILLINOIS

DIRECTORS:

1947

O. B. DUNCAN
KENNETH BEDELL
C. A. KALLGREN

1947 - 1948

F. E. FAERBER
F. E. RICKARD
VAUGHAN SHOEMAKER

R. ADAIR HESS, SR., SECRETARY
5807 HARPER AVENUE
MIDWAY 8034
CHICAGO 37, ILLINOIS

January 22, 1947

Mr. E. V. Ketcham, Jr.
38-61 11th St.
Long Island City 1, N. Y.

Dear Mr. Ketcham:

Mr. Clark is content to keep his
original number on Skat, Star boat #1220, so I am
sending the Measurement Certificate with hopes that
everything is in order.

I didn't hear but assumed that Gusty,
#2112, Mr. Rodger's boat, was O.K.

Many thanks for your last letter
regarding Mr. Clark's boat.

Sincerely yours,

R. Adair Hess, Sr.

R. Adair Hess, Sr.

RAH:FB

Bout being rebuilt

per owner's green form

5/15/45

Wm Clark

56 W 76th St.

Chgo 20, Ill.

EWC

COUPON D—Measurement Committee Record.

Has Yacht Star Measurement Certificate? *No.*

Do you certify that no structural alterations have been made to Yacht (excluding spars or sails) since Certificate was granted? *Yacht now being rebuilt*

How many suits of sails did you purchase during the past year? *—*

Name of Sailmaker *—*

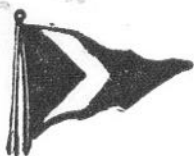
Yacht's Number? *1229*

Owner's Name *Wm. Clark*

Address *56 West 76th St.*

E. Wm. Hedeen Jr.
7649 S. Loyola Ave.
Chgo. 60 Illinois Chgo 45 Illinois

1944



Jackson Park Yacht Club

INCORPORATED 1896

CLUB HOUSE, SOUTH LAGOON, JACKSON PARK
CHICAGO 49, ILLINOIS

WELDEN R. SMITH, COMMODORE
1112 E. 87TH STREET
CHICAGO 19, ILLINOIS

JOHN L. RUZICH, VICE COMMODORE

JOHN J. MCINNIS, REAR COMMODORE

L. E. RICKARD, TREASURER
6717 CONSTANCE AVENUE
DORCHESTER 6717
CHICAGO 49, ILLINOIS

December 18, 1946

DIRECTORS:

1946

W. O. DICE
F. E. RICKARD
H. L. BARTHOLOMEW

1946-1947

O. B. DUNCAN
L. J. DRAKE
C. A. KALLGREN

~~R. Adair Hess,~~
~~MAN'S D. HJERMSTAD, SECRETARY~~
~~5254 S. OAKLEY AVENUE~~
~~CHICAGO 20, ILLINOIS~~
~~5307 Harper Ave.~~
~~Chicago 37, Ill.~~

Mr. E. V. Ketcham, Jr.
38-61 11th Street
Long Island City, N.Y.

Dear Mr. Ketcham:

I measured Star #1220 on May 11, 1946 but have held up sending in measurement because of lack of weight certificate. Bill Clark has made every effort to get the certificate, but has been unable to do so. I am enclosing a statement from him telling where the keel came from, and would appreciate hearing from you whether or not this is satisfactory.

Since a great deal of new material has been put into his boat, he would like to have a new number. I have seen this boat several times during its rebuilding and will vouch that at least 75% of the boat was rebuilt, and done under the supervision of Taito Davison.

Sincerely yours,

R. Adair Hess Sr.

R. Adair Hess, Sr.

FB

1896 - Golden Anniversary - 1946

Mr. E.V.Ketcham, Jr.

Dear Sir:

The following information pertains to the origin of the keel of Star #1220 (Skat) and to the amount of rebuilding done to this boat.

Mr. Keough, from whom "1220 was purchased, informs me that the keel was purchased by him from Mr. Art Young, Gull Lake, Mich. who in turn purchased it originally from Hubbard's South Coast Co. Mr. Young used this keel on his boat Lorna VII, #2101.

When #1220 was purchased from Mr. Keough, Mr. T. Davison, the original builder, was helping him rebuild the boat. The boat was on a strongback, had a new oak stem and 90% of the ribs replaced, all of this work having been done by or under the personal supervision of Mr. Davison. My partner and I installed new, cedar transoms, canvas deck, spruce trim, mahogany rudder and greg, etc. In addition to the above the spar, boom, and rigging are new, all being made by my partner and I.

The only original portions of the boat remaining are the transom, bottom planking, deck, deck beams, and keelson.

In view of the amount of rebuilding done we believe the boat is entitled to a new number. However, the cost of a new keelson, the work involved in removing the old and installing the new keelsons, and the time required to complete this work are all prohibitive owing to our present circumstances. But, we could remove that portion of the keelson containing the carved number and replace said portion with an accurately fitted piece glued in with a good waterproof glue.

Should you require any further information regarding either the keel or the rebuilding of the hull, I will be more than glad to furnish same.

Very truly yours,

Wm. J. Clark Jr.