

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTIONS 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 Sec. 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 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 for the International Executive 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 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.
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.

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

Det. Kenna
Chairman International Measurement Committee.

12/24/37

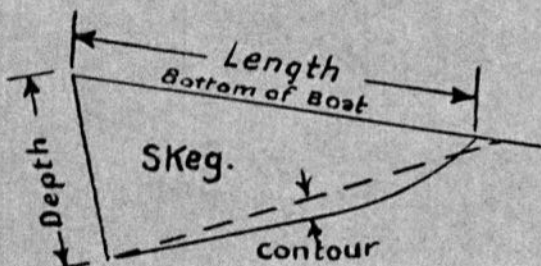
Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	14 1/2	10 1/4	6 1/16	4 3/8	3 3/4	4 7/8	7 5/16	11 1/16	15 3/8
Chine			11 7/8			7 3/16		11		
Side			20 1/2			21		17 1/2		

Half Breadths				
Stations	3.	6.	8	Stern
Deck	24 1/16	34 9/16	31 1/2	19 1/2
Chine	15 3/4	27 1/4	24 7/16	16 1/4

Rudder.
Width 17 3/4 ✓
Depth 30 1/2 ✓

Skeg
Length 32 ✓
Depth 17 ✓
Contour 2 ✓

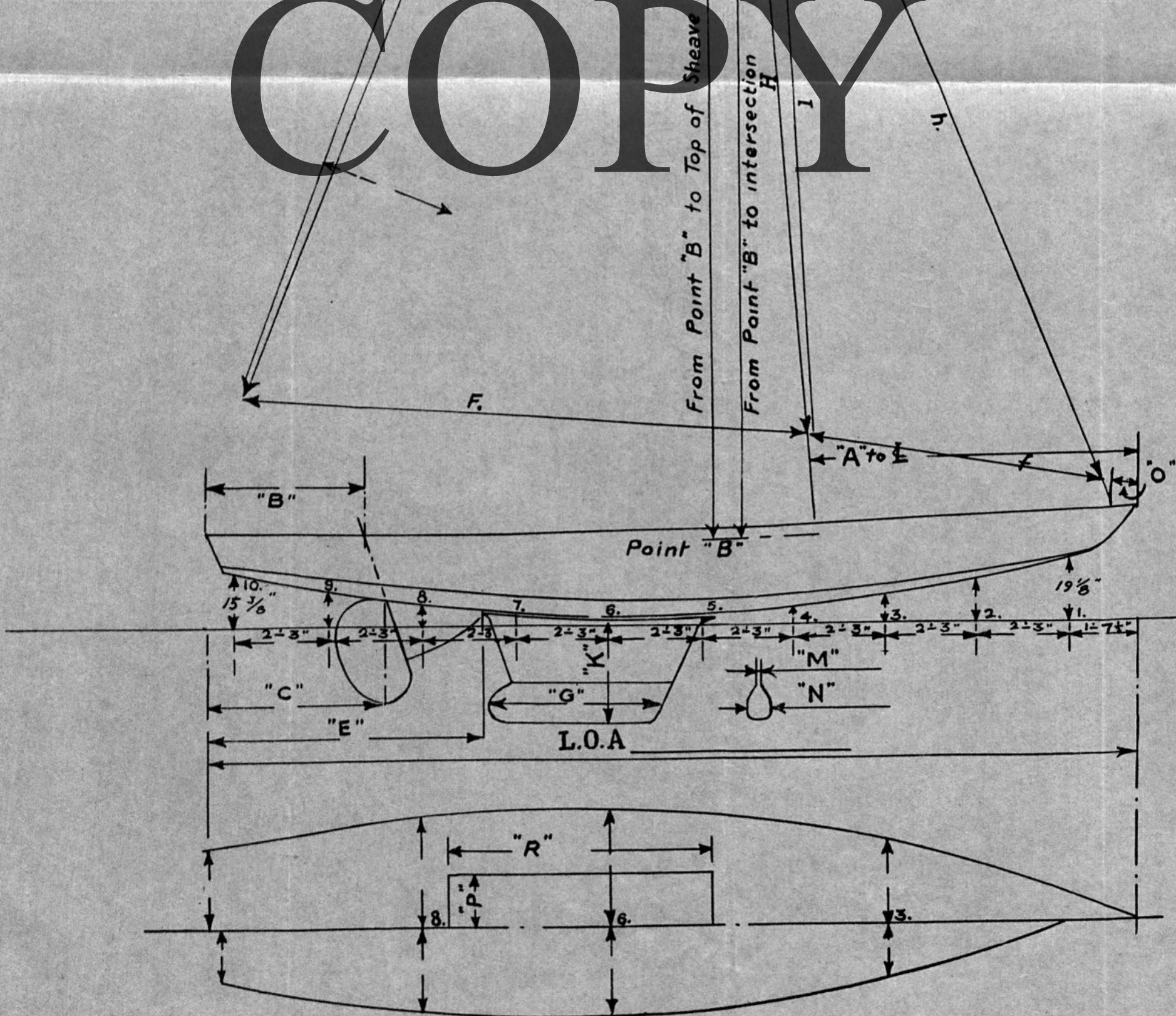
Is construction as
per Rules? yes ✓



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

Yacht No. 1549
L.O.A. 22-7 1/2
Mast from B 31-9
Boom Length 14-7
Jib Stay fr. B 22-6
Dimension "A" 94
"B" 45
"C" 57 1/2
"E" 84 1/2
"G" 30 3/8
"M" 9
"N" 23 1/4
"O" 82

Keel weight 900 lb



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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? 1549
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "NASSAU STAR" 4. Year built? 19 1937
5. By whom built? Parkman Yachts, Inc.
6. Owner's name? Simonetti
7. Address Nassau Bahamas
8. Fleet _____ 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 18th day of Dec. 19 37 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 Dec 22, 1937

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

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 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.

Certificate of Weight

Bristol, Conn.
Dec. 10, 1937

To whom it may concern:

We hereby certify that the Star Keel, #1052-1, shipped to
Parkman Yachts Inc., Brooklyn, N. Y. on Dec. 10th., weighed
900 pounds. Height $30\frac{1}{2}$ "

THE SESSIONS FOUNDRY COMPANY

BY

Wm. Armistead S. C.

COPY

Cross File: Measurers

Star No. 1549

88 City Island Ave.
City Island
New York, 64, N. Y.
August 16, 1950

Mr. Fred Grose, Jr.
Secretary, Biscayne Bay Fleet
2446 S. W. 25th Terrace
Miami
Florida

Dear Mr. Grose:

This is somewhat belated in clearing up the matter of the measurers at Biscayne Bay, and your request for the copy of the certificate of Star No. 1549.

Your letter of June 5, 1950, addressed to Mr. W. Whitney Stueck, was referred to me, since I have succeeded him as Chairman for the Measurements. Your letter of July 20, 1950 to Miss Glass was handed to me during a visit to the Star Class office.

Since then some very serious family illness has retarded me in all of my activities, especially the Star Class work.

The certificate for No. 1549, copied from our office records, is herewith enclosed.

Concerning the measurer, I have already acted by reflex action and on my own past opinion of Mr. Wirth M. Munroe. This has resulted in some correspondence with him early in July, after I first saw his name on the reports of measurements. I have known of him and his yacht design work for some time, and I am happy to accept his measurement reports. This is a temporary situation, pending my clarification with Mr. Johnson.

Mr. Fred Grose, Jr.

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August 16, 1950

The matter of making a firm appointment for Mr. Munroe as a Certified Measurer is a matter of diplomacy, rather than any question of technical proficiency.

Mr. Munroe was a Certified Star Class Measurer for some time, and I cannot find any record of his resignation or removal. He simply was dormant for a while, and in the interim Mr. Johnson was appointed.

Mr. Johnson has done good work for us, and I have no fault to find with him. However, sometimes the presence of two measurers in the same territory makes for personal friction. It is this matter which I am exploring, and which is the key to the situation.

In my own profession, which is yacht design like Mr. Munroe, I also do considerable yacht measuring for the Cruising Club and for Long Island Sound racing. In this territory there are several of us all doing the same work. When one is overloaded, the others pitch in and help, without personal friction. I would like to see the same thing with Star measuring; since the situation in my own work seems instinctively good to me.

If you have a chance to contact Mr. Munroe and Mr. Johnson, you might sound them out. Actually both might be considered to be Certified Measurers, if one wishes to get down to the fine points.

With best wishes.

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee

P.S. On the basis of Mr. Munroe's reports, No. 2965 was approved August 3, 1950; and No. 2967 was not approved August 5, 1950.

H. M. D.