

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

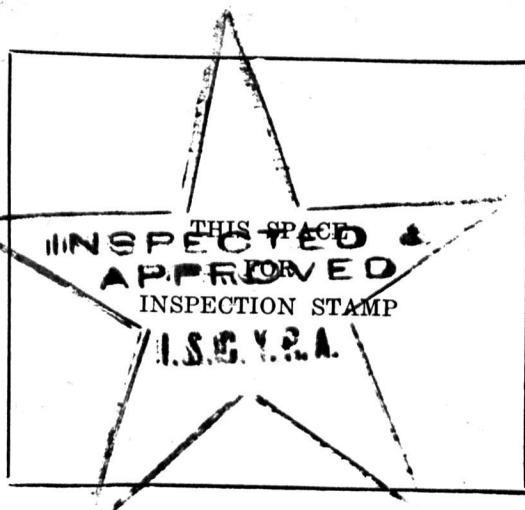
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

8/6/49

1723

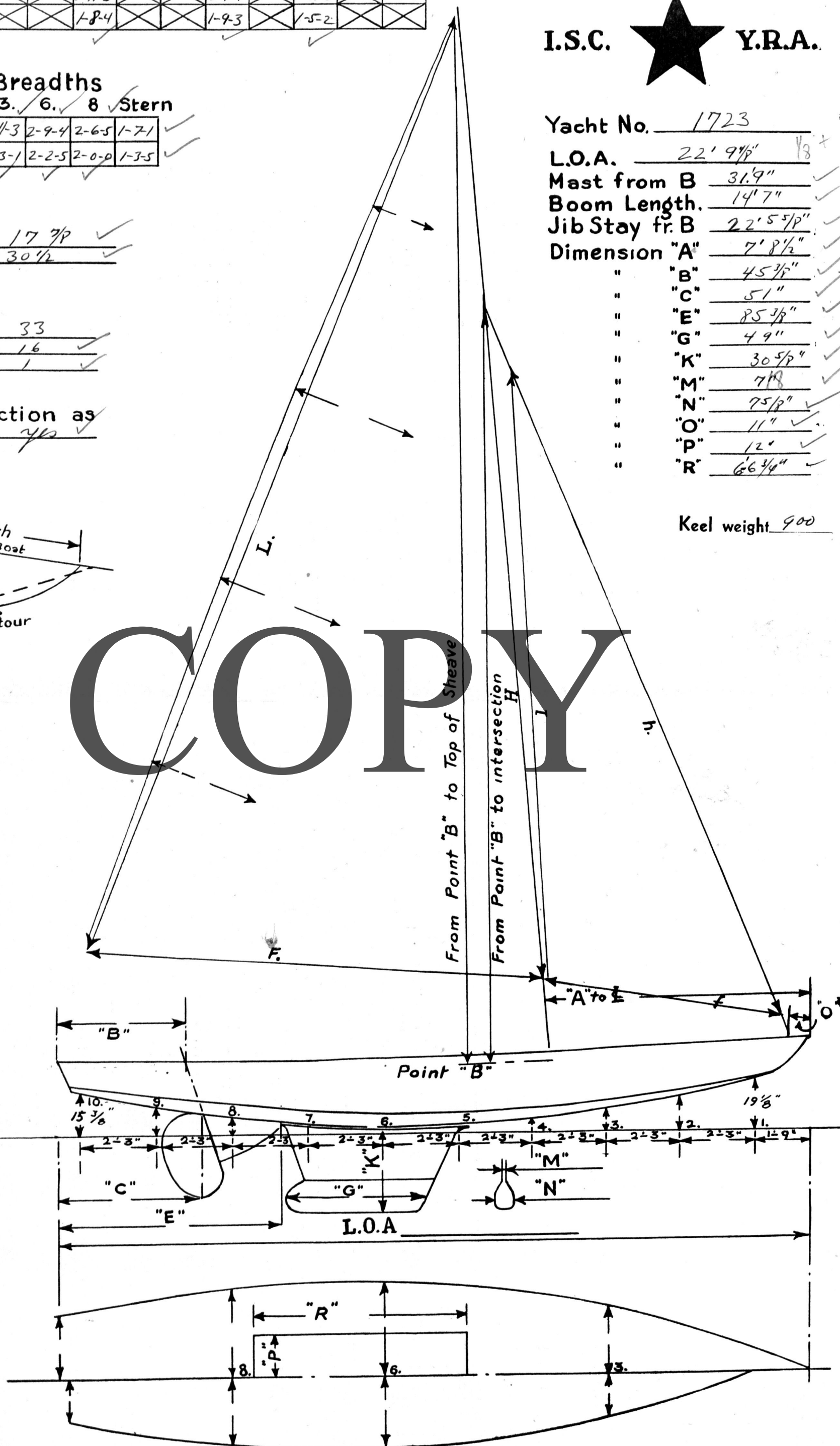
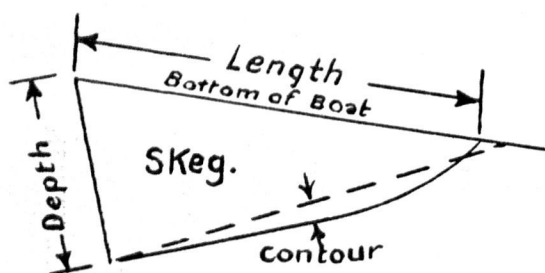
I.S.C. ★ Y.R.A.

Yacht No.	1723
L.O.A.	22' 9 1/2" 43
Mast from B	31' 9"
Boom Length.	14' 7"
Jib Stay fr. B	22' 5 5/8"
Dimension "A"	7' 8 1/2"
" " "B"	45 3/8"
" " "C"	51"
" " "E"	85 3/8"
" " "G"	49"
" " "K"	30 5/8"
" " "M"	7 1/8
" " "N"	75 1/8" ✓
" " "O"	11" ✓
" " "P"	12" ✓
" " "R"	6' 6 3/4"

Rudder.
Width 17 7/8 ✓
Depth 30 1/2 ✓

Skeg
Length 33
Depth 16 ✓
Contour 1 ✓

Is construction as per Rules? yes ✓



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? 1723
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name " " 4. Year built? July 1939
5. By whom built? George Woodger
6. Owner's name? Robert B. Morrison
7. Address 2049 Main St. Glastonbury Conn.
8. Fleet 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 2nd day of July 1949 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 Aug 3-49 Signed Walter K. Haffner
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.

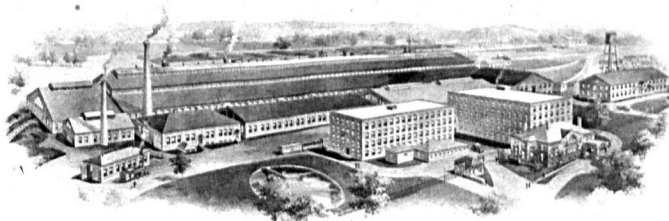
SOLD OR TRANSFERRED TO _____ of _____

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 if filled, apply for new certificate.

EDWIN S. SESSIONS, PRES. & GENL. MGR.
ALBERT E. GRANT, VICE PRES. & TREASURER
ROBERT KIRKWOOD, SECY. & PERSONNEL MGR.
FRANK E. KENDALL, ASST. TREAS. & SALES MGR.



LARGE AND SMALL
CASTINGS
TO ORDER

THE SESSIONS FOUNDRY CO.

MANUFACTURERS OF

GREY IRON CASTINGS

Since 1879

BRISTOL, CONNECTICUT

11 April 1946

Mr. George E. Woodger
Granville, Mass.

Dear Sir:

ALL QUOTATIONS MADE AND ORDERS ACCEPTED SUBJECT TO TERMS AND CONDITIONS PRINTED ON THE REVERSE SIDE OF THIS SHEET.

We have your letter of April 10th and are pleased to enclose herewith copies of our invoice and weight certificate covering the keel which you purchased from us in 1939.

COPY

Very truly yours,

Sales Department

W. C. Dresser

s

l

f

Enc./2

STANDARD SALES AGREEMENT as adopted by GRAY IRON FOUNDERS' SOCIETY, INC., of which we are members. All quotations are made and all castings are sold upon the following terms and conditions:

Unless otherwise agreed, quotations must be accepted and patterns furnished the foundry within thirty (30) days from date of quotation.

All castings are sold as rough castings, f.o.b. cars, foundry point. Terms—thirty (30) days net, from invoice date, unless otherwise stated.

Claims for error in weight or number must be made within ten (10) days after the receipt of castings.

Foundry is responsible for the replacement of castings rejected due to foundry defects and such castings must be reported or returned to the foundry within ninety (90) days after their receipt.

Foundry is not responsible for machine work, welding, labor charges or other losses or damages caused by defective castings unless otherwise agreed in writing.

Foundry is not responsible for loss of or damage to patterns by fire or other casualties beyond its control.

Foundry shall not be liable in damages for failure to deliver as a result of fires, strikes, differences with employees, accidents or other causes beyond its control.

TRADE CUSTOMS as adopted by GRAY IRON FOUNDERS' SOCIETY, INC.

Blue prints submitted for estimating purposes should be marked with rough casting weight, if known, or an estimated weight upon which quotation will be based. A detailed description of the pattern equipment should be furnished.

When quotations involve the making of piece prices, definite weights shall be established and agreed upon, and quotations shall be subject to revision on any variation from the established weights.

Unless otherwise specified by the foundry, quotations are based on castings with gates, fins and other projections removed to approximately the contour of the pattern.

No order shall be changed unless notice of revision is made and accepted in writing before work is in process. If work is in process, customer is to be charged for any castings made as well as cost of cores, molds or equipment discarded because of such changes.

Cancellations of orders are to be made only by mutual consent of buyer and seller.

Unless otherwise stipulated, the customer shall accept an overrun of ten per cent above quantities specified on order. However, the foundry is to make an effort at all times to furnish as near the exact quantity specified as operating conditions will permit.

If customer requires special production service to secure unusual deliveries, an extra charge shall be made.

Customer must supply equipment in condition to produce economically the quality and quantity of castings required.

An extra charge will be made if patterns require stopping off or if skeleton or sweep pattern equipment is furnished.

Foundry is not responsible for variations existing between blue prints and equipment supplied by customer.

All patterns, core boxes and loose pieces thereof, should be marked properly for identification.

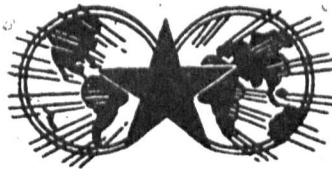
Follow boards, core driers and similar devices when required, are to be furnished by customer.

Repairs and changes to patterns by customer's order will be made at expense of customer.

All freight, drayage, boxing and crating charges on patterns, both to and from the foundry, shall be assumed by customer.

Pattern storage facilities are provided by foundry for active patterns only. Patterns not in use for a period of six (6) months will be returned to the owner or will be subject to storage charges.

I. S. C.



Y. R. A.

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

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

1723

Ivoryton, Conn.
January 15, 1950

Mr. Robert Morrison
2049 Main St.
Glastonbury, Conn

Dear Bob:

I am still holding the measurement certificate for #1723. I believe I remember a phone call from you stating the cockpit length was O.K., but I also have a vague recollection of another communication reversing this. I can't find any correspondence. Please bring me up to date.

Sincerely,

W. Whitney Stueck.

WWS:ps

TERMS: PROMPT CASH

CLAIMS FOR DEDUCTIONS MUST BE MADE WITHIN 10 DAYS FROM DATE

INVOICE NO.

Geo. E. Woodger
Westbury,
Long Island, N.Y.

POSTED

BRISTOL, CONN.
June 26, 1939

BAGS
BBLs.
HALF BBLs.
BOXES
KEGS
PIECES
CRATES
BDLS.

BOUGHT OF

The Sessions Foundry Co.

(INCORPORATED)

900 LBS.

FINE IRON CASTINGS TO ORDER

1

SHIPPED VIA

L.I.R.R. Prepaid

ORDER NO. GROSS WT. TARE NET WT.

6/22

900

1

(Star) Keel #1016-4 \$53.00

RECEIVED PAYMENT

JUN 27 1939

THE SESSIONS FOUNDRY CO.

V.E. Grant Cashier

COPY

DUPLICATE

WEIGHT CERTIFICATE

Bristol, Conn.
June 27, 1939

To whom it may concern:

We hereby certify that the Star Keel, #1016-4, shipped to
Geo. E. Woodger, Westbury, Long Island, N. Y., on June 26, 1939
weighed 900 pounds. 30 3/8" high

THE SESSIONS FOUNDRY CO.

BY:

A. A.

1723

Ivoryton, Conn.
August 26, 1949

Mr. Robert B. Morrison
2049 Main St.
Glastonbury, Conn.

Dear Bob:

Due to a misunderstanding between Walt Hubbard and me, dimension R, cockpit length, of your Star #1723 has been approved when it is actually about a foot too short.

According to the plans, the cockpit runs from frame 9 to frame 15. Frame 9 is the third frame aft of the mast and 15 is the second frame forward of the rudder post at deck (first frame forward of rudder post at keel). The finished length of the cockpit should be 76 3/4" to 79 1/4."

Since your certificate has not yet been reported to the Central Office, I am holding it until I hear from you that the cockpit has been corrected. I hear there was also a question of boom length which has already been corrected. I'm sorry to cause you this trouble, but the cockpit must be held within reason, and I can't understand how the builder made such an error.

Sincerely,

W. Whitney Stueck.

WWS:ps

2049 W/ain St.
Mastouburg, Conn.
January 17, 1950

Dear Whit,

I was rather surprised to hear from you in regard to the measurement of #1723 as I had believed that the error made by the measurer had been rectified.

However, to review the matter, I made a personal check of the cockpit length after receiving notice that it was short. My check showed it to be of the correct length and in the proper position with respect to the boat.

I gave you a telephone call to this effect and since that time have heard of no further communications.

If you wish to make a personal check of the boat, it is located at Harvard's yard in Niantic, or if I can further assist you in any way please write.

I do hope that the matter can be straightened out in time to be on record in the 1950 Log.

Sincerely
Robert B. Morrison