

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 or 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.

*Shear Contour not to exceed 1"
Boom Length not to exceed 14.7"*

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

D. V. Hetchum Jr. (6/27/45)
Chairman International Measurement Committee.

2018

	Heights.									
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	18 3/4"	13 1/2"	9"	5 1/4"	3"	2 1/4"	3 3/8"	6 3/4"	11 1/8"	16"
Chine			10 1/2"			7 1/4"		11"		17 3/4"

	Half Breadths.				19 3/4" per letter 8/8/41 from J.P. Mearns, Massachu	
Stations	3.	6.	8.	Stern		
Deck	23 1/8"	34 1/4"	31 1/2"	20 3/8"		
Chine	15 1/8"	27 1/8"	24 1/4"	15 3/4"		

SAILS.					
Mains'l.	H.	L.	F.	D.	
1st. Suit					
2nd. "					
3rd. "					

Jib	h.	L.	f.	
1st. Suit				
2nd. "				
3rd. "				

Rudder:
Width 18 5/8"
Depth 31 3/8"

Skeg.
Length 2'-10 1/4"
Depth 1'-5"

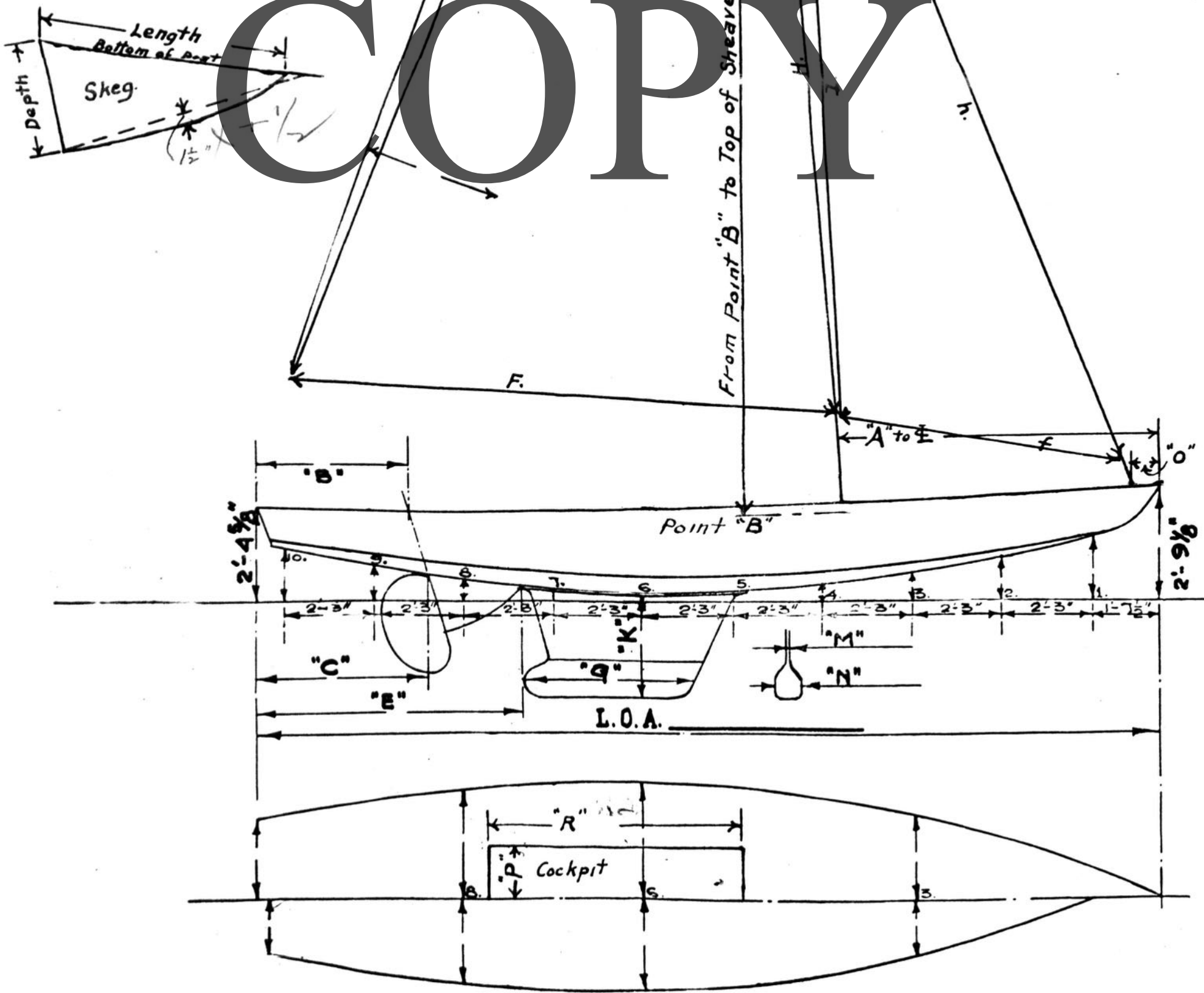
Is construction as
per Rules? yes

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

Yacht No. 2018

L.O.A. 22'-8"
Mast height 31'-4"
Boom Length 14'-8 1/4"
Dimension "A" 7'-10 3/4"
"B" 3'-9 1/4"
"C" 4'-2 1/8"
"D" 7'-1 1/2"
"E" 4'-1"
"F" 2'-6 1/4"
"G" 1"
"H" 7 1/4"
"I" 10 1/2"
"J" 24 3/8"
"K" 5'-9 1/4"

Corrected boom & skeg
Etc. 8/8/41



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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? 2018
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name "Folly" 4. Year built? 1941
5. By whom built? Curtis
6. Owner's name? Charles H. Dole
7. Address 50 Castle & Cooke, Ltd., Merchant and Bishop Streets, Honolulu, T.H.
8. Fleet Hawaiian Islands 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 10th day of June 1941 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 10, 1941

Signed James J. Mann

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.

#2018

ENC

August 8, 1941

Mr. William H. Picken, Jr.
915 Broadway
New York, New York

Dear Mr. Picken:

In acknowledgment of your letter dated July 22, I wish to state that after careful perusal of the official star class plans from which these two boats were built, I find that the height given at Station 1 is 1-7-1, and at Station 10 it is 1-3-3.

My measurements of the contour of Yacht #2018 shows Station 1 height 18-6/8 inches, a difference of minus 3/8; and at Station 10, height 16 inches, a difference of plus 5/8. Yacht #2014 shows height Station 1, 19 inches, a minus difference of 1/8 and Station 10 height 15 1/2 inches, a plus of 1/8. In referring to the table of limitations I note a tolerance given of one inch over or under.

In remeasuring the boats I find that the transom measures 39-4/8 inches on deck, giving a half breadth of 19 3/4 inches for both boats. In measuring dimension "B", the first time I measured from the after end of the rudder port to transom; I have now measured to the center line, which gives a new figure of 45-6/8 inches for #2018, and 45-7/8 inches for #2014.

The boys tell me that in building they could find nothing in the plans to indicate the exact position of the rudder, so attempted to locate it by scaling the blueprint. They have assured me that they will make the necessary changes to the spars to bring them to the specified sizes.

In closing I would like to add that both these boats were built over knockdown frames furnished by the Delta Manufacturing Company of New York, a firm with which you are no doubt familiar, and to the best of my knowledge there has been no attempt to beat the rule.

I certainly hope this added information will be of value to you. I remain,

Yours sincerely,

James B. Mann
James B. Mann

*Rec'd 6/26/45 with
letter from C.H. Dole
(in letter file)*

ENC

DATE _____ CAR NO. _____ #2018
CONTENTS *AK EUC*
① CONSIGNOR _____ CONSIGNEE _____
GROSS EX _____ REFERENCE _____
TARE WEIGHER _____
NET REMARKS _____ C 90524

COPY