

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.

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 E. V. Petchenkov Jr. 7/27/48
Chairman International Measurement Committee.

2105

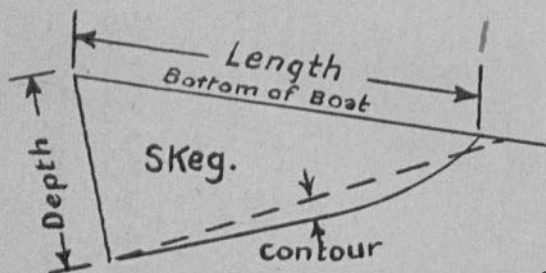
Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	14 5/8	10 1/2	6 3/4	4 1/8	3 3/4	4 3/8	7 5/8	11	15 3/8
Chine			12 1/4			9 1/8		11 1/8		17 3/4
Side			20			20 1/2		17 1/4		

Half Breadths				
Stations	3.	6.	8	Stern
Deck	23 3/8	34 1/2	31 1/4	19 1/2
Chine	15 1/4	27 1/4	24 3/4	15 3/4

Rudder.
Width 1' 6 3/4" ✓
Depth 30 3/4" ✓

Skeg
Length 34" ✓
Depth 17" ✓
Contour 3/4" ✓

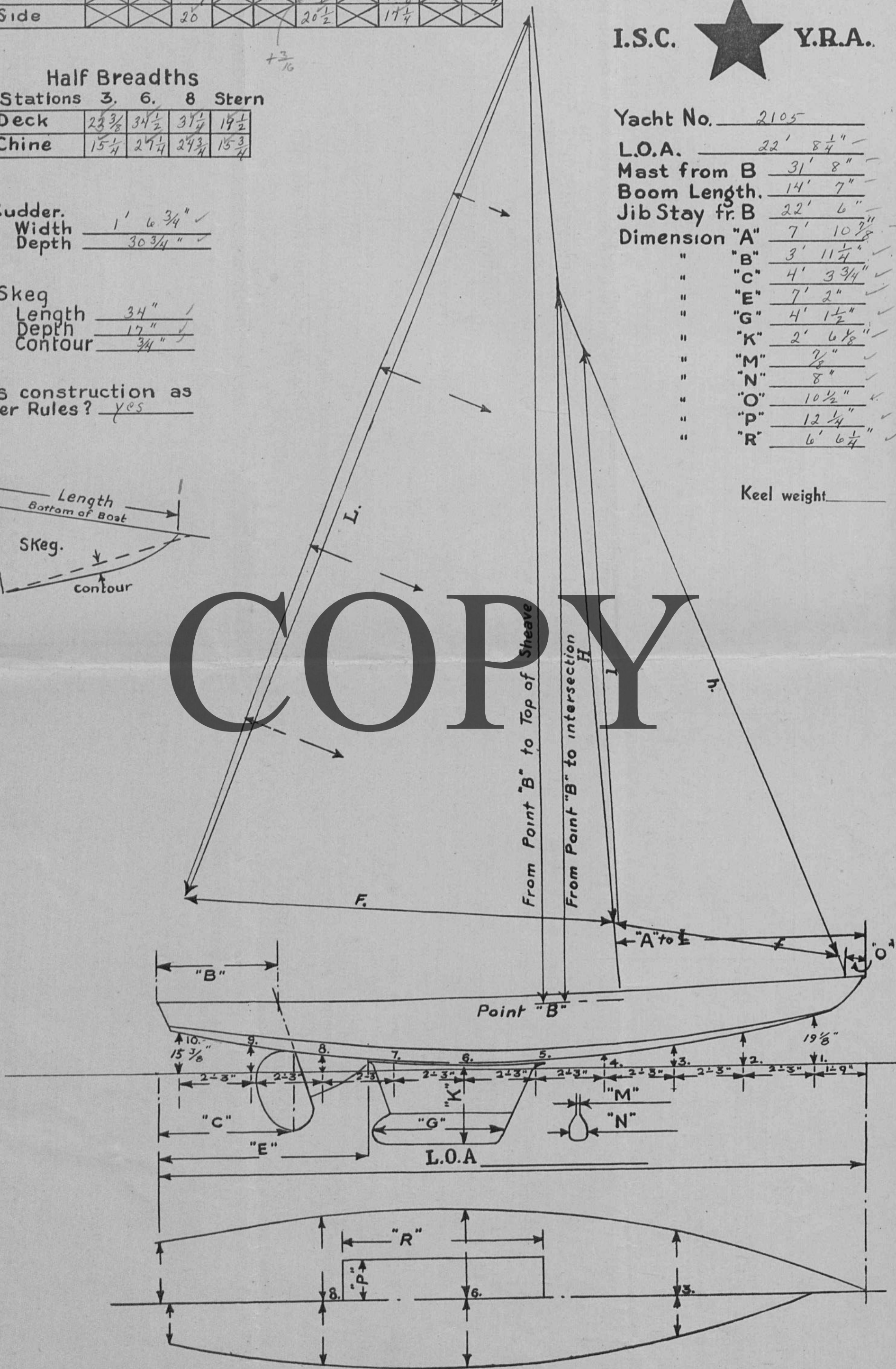
Is construction as
per Rules? yes



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

Yacht No. 2105
L.O.A. 22' 8 1/4"
Mast from B 31' 8"
Boom Length. 14' 7"
Jib Stay fr. B 22' 6"
Dimension "A" 7' 10 7/8"
"B" 3' 11 1/4" ✓
"C" 4' 3 3/4" ✓
"E" 7' 2" ✓
"G" 4' 1 1/2" ✓
"K" 2' 6 1/8" ✓
"M" 7/8" ✓
"N" 8" ✓
"O" 10 1/2" ✓
"P" 12 1/4" ✓
"R" 6' 6 1/4" ✓

Keel weight _____



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? 2105
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "Trilby III" 4. Year built? 1942
5. By whom built? Gordon Douglas
6. Owner's name? Lou Wells
7. Address Lagoons ; Vermilion, Ohio
8. Fleet Southern Lake Erie 9. Remarks Contour, Sta. 6 measured
by "boring hole through hull" method as described in instruction
sheet

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 19
day of October 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 October 29, 1947 Signed Chester Smith
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.

THE L. A. WELLS CONSTRUCTION CO.

1121 SCHOFIELD BUILDING

CLEVELAND

July 23-1948.

LOUIS A. WELLS
PRESIDENT

H. L. PITTENGER
SEC'Y-TREAS.

TELEPHONE
CHERRY 3390

Mr. E.V.Ketchem, Jr., Chairman,
International Measurement Comm.,
19 Garden Place,
Bay Shore, Long Island,
New York.

Dear Sir:

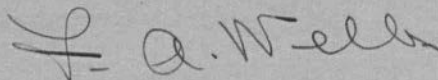
Referring to your letter written Oct. 31-1947 in
regard to Star Boat # 2105.

I've had the Boat altered in accordance with your
letter and I am attaching herein a letter of confirmation
from Douglass and McLead, Inc., Painesville, Ohio, who
made the alterations. In addition I am attaching herein,
official weight slip covering the weight of the keel, which
we had removed from the boat and had weighed by the State
of Ohio, Bureau of Motor Vehicles.

Now that these changes have been made and the
weight of the keel certified would you be kind enough to
issue a Certificate.

Thanking you in advance for your consideration,
I remain

Yours very truly,



LOUIS A. WELLS.

LAW/m

10

20

30

40

50

60

70

80

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF MOTOR VEHICLES

Official Weight Slip

July 9, 1948

L. A. Wells

(Owner of Vehicle)

2878 Coventry Rd

(Street Address)

Shaker Heights, Ohio.

Keel for Star #2105

(Make of Vehicle)

Net weight 887#

(Type of Body)

(Motor Number)

I do hereby certify that the weight as shown by the figures punched on the margin of this slip is the correct weight of the vehicle specified above fully equipped.

L. Mattson

(Weigh Master must sign name)

Lake Shore Lbr & Coal Co

(Owner of Scales)

284 Richmond St

(Street Address)

Parisville, Ohio

(Location of Scales)

Howe

(Make of Scales)

2-26-48

(Date Scales were last Tested)

NOTE: This slip must be completely filled out and must accompany every application for commercial vehicle registration when required.

100

200

300

400

500

600

700

800

900

DOUGLASS & McLEOD, Inc.

BROKERAGE — STORAGE — REFINISHING — REPAIRS — ENGINES — SUPPLIES

Box 311

PAINESVILLE, OHIO

Phone 4441

July 9, 1948

Mr. L. A. Wells
2378 Coventry
Shaker Heights, Ohio

Dear Lou,

We have made the necessary alterations to your Star, No. 2105, to bring her within the requirements of the Star Class Association. We also have had the keel weighed on a certified scale and the weight certificate which I gave you this morning shows the net weight of the keel to be 837 pounds.

The cockpit has been corrected by removing the padding and substituting instead mahogany combings which make the opening to measure exactly two feet and giving the measurement "P" as 1 - 0 - 0.

We shimmed the chine at station 6. The difference in height between the keel and the chine at station 6 now reads 5 1/8 inches and therefore with the contour height as shown on the measurement certificate of 3 6/8 inches, this gives a chine height of 8 7/8 inches which, I believe, is well within the limitations.

Since these two dimensions appear to be the only ones in question, I believe that by submitting this information to the Star Class Measurement Committee your boat should now be given her certificate of measurement.

Sincerely yours,

Gordon K. Douglass
Gordon K. Douglass

GKD:bc

1200 Ellur Ave
Lake wood 7, Ohio
Nov. 2, 1947

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

Dear Mr. Ketcham:

Relative to your letter of Oct. 30th and papers sent to you by Dr. Chester Smith of Lorain, Ohio regarding measurements of Star No. 2105.

The sale of this boat depends upon your answer to Dr. Smith's letter. I have a deposit on the boat to keep her in our fleet if she is a bonified Star. However, the boat is still in the water and neither the present owner nor I care to put it up for the winter until we hear from you, so if you would let us know about this at your earliest convenience we would appreciate it. We feel that the keel question will not present a problem & are at present waiting word from Harry Nye regarding just which boat it is from.

Would it be possible to obtain a waiver on the cockpit width if it is not within the limits and if everything else is OK? ?

About the chine height at station six being $\frac{1}{2}$ " too high. I felt this was due to a skinn under the keel flange & the flaring strip of

(over)

wood. This would appear to make the bottom too round at this point. The hole we drilled through at this point verified this to a certain extent, maybe entirely, for I did not know how to correct for the fact of base lines, etc. Chet Smith and I discussed the problem for some time and getting no where he decided to tell you exactly what was done so that you could judge.

Hoping to hear from you soon,

Sincerely,

Fred Macks

COPY

October 31, 1947

Mr. Fred Macks
1200 Elbur Avenue
Lakewood 7, Ohio

Dear Mr. Macks,

The new certificate for #2105 has been received here. Unfortunately this indicates that the thing at Station 6 is $5/16$ " too high and accordingly cannot be approved.

For your information, it will be acceptable to correct this by means of glueing wood to the bottom and then facing off to produce the required contour. However, if this is done, care must be taken to assure there being NO CONCAVE areas at any point.

Very truly yours,

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

EVK:ds

CHESTER B. SMITH, D.S.C.

LORAIN, OHIO

MCN70

20 October, 1947

To: CHIEF MEASURER

At the request of Fred Macke I have measured
#2105 which I understand had failed to
measure in. I was especially careful at
Sta. 6 and resorted to a hole through the
hull to obtain the contour measurement.
Macke informed me that he would obtain
the keel weight after hearing from you
as to whether or not the hull measured in.
I think my figures are as nearly accurate
as possible to obtain under the procedures
outlined in "Instructions to Measurers".

Chester B. Smith

October 3, 1947

Mr. Fred Macks
1200 Elbur Avenue
Lakewood 7, Ohio

Dear Mr. Macks,

Relative to your letter of September 27th and papers for Star #2105, I have located these in our file.

As the matter now stands, we have nothing with regard to the keel and will require either a weight certificate or a statement signed by the owner and the former owner of the keel establishing what boat it was on formerly. The cockpit width should be 24" clear (exclusive of padding.)

What is more important than the above, however, is the fact that the figures submitted indicate that the chine height at Station Six is about 1/2" too high. It is possible, however, that this is an error in measuring, as this was done some time ago.

Under the circumstances, I suggest that the boat first be remeasured. Upon receipt of the forms, I can advise if the hull is acceptable, following which you can attend to the keel problem.

Very truly yours,

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

EVK:ds

1200 ELBUR AVE.
LAKEWOOD 7, OHIO
SEPT. 27, 1947

MR. E.V. KETCHAM JR.
38-61 11th ST.
LONG ISLAND CITY 1,
NEW YORK

Dear Mr. Ketcham:

Thank you for your recent letter clarifying the question of a shim under the keel flange.

Now, I have another inquiry, this may not be too easy for you, but here it is.

Mr. R.K. Laughlin had Star 2105 built by Mr. S. Douglass then of Vermilion. Mr. Laughlin had the boat measured by Mr. J. Dusendon of Lorain, Ohio, and in June (or July) of 1942 sent these measurements to the chairman of the Star Class Measurement Committee. A South Coast Keel was put on 2105, and according to Laughlin this keel was purchased from Harry Nye and was from an old Star of his. Laughlin explained this all in a little note which accompanied the measurements sent in 1942. Shortly after Laughlin received word from the Chairman that all was OK except one measurement; that being the cockpit dimensions which measured an inch or two small. By this time Laughlin was in the Navy and had sold the boat, and therefore didn't bother to write back to explain that the nominal cockpit dimensions are OK but that padded red leather cockpit trimming was responsible for the discrepancy.

My request is therefore: the original letter, note, and measurements sent by Laughlin in 1942 should be on file somewhere in your records. If you could locate these it would save us a lot of time and effort. Probably all that then would be required would be to have the nominal cockpit dimensions verified by Mr. Chet Smith of Lorain. (The keel is flaired in with trowel cement & wood, and it would not be expedient to remove it for weighing - except possibly as the last resort.)

Please advise me as to the best way to get this mess straightened out so that we can get a certificate on Star 2105.

Very truly yours,

Fred Mackes

July 23, 1942

Mr. Robert K. Laughlin
90 So. Professor Street
Oberlin, Ohio

Dear Mr. Laughlin:

I received, on June 30, from Dr. Stack, copies of your Measurement Certificates on Star #2105.

At that time Dr. Stack said that you were having Mr. Nye forward a certificate covering the Keel and before issuing the certificate, I would have to have this in hand.

There is one other minor deviation from the specifications which you should take care of, which has to do with the width of the cockpit. The cockpit is $3/4$ " too wide over all, so that a filler strip should be screwed in place on both sides at least $3/8$ " thick.

The maximum width of the cockpit is $24-1/2$ " under the specifications, and according to the Measurement Certificate submitted, the cockpit in your boat is $25-1/4$ ".

If you or the builder will certify that these filler strips have been put in place, and if you can obtain the Keel certificate from Mr. Nye, the boat otherwise conforms to the specifications, and the certificate can be issued.

Awaiting further word from you,

Yours very truly,

Wm. C. Foster, Chairman
International Measurement Com.

WCF:lrg

DR. R. A. STACK
DR. L. A. STACK
LORAIN, OHIO

June 29 1942

Mr. W. C. Foster, Chairman
Measurement Committee
Long Island City, N. Y.

Dear Sir:

I am enclosing measurement certificate for Yacht No. 2105. The certificate of measurement and weight of the keel is not included, because this keel certificate is already in your hands having been originally on the Star owned by Harry Nye of Chicago, and certificate of it was sent in with the certificate of that Yacht.

I have requested the owner, Robert Laughlin, to have Mr. Nye forward to you proof of this fact, so that his measurement certificate will not be held up.

I am leaving at once for service in the Navy, and will, therefore, be unable to see to this myself. If there is any question regarding it, please communicate with me at Hotel Morain, Highland Park, Illinois.

Very sincerely yours,

Lionard A. Stack

M.D., F.A.C.S.

LAS:BB
Encl.

No word from Nye

Width of creight
 $\frac{3}{4}$ " too wide. Chin
 $\frac{1}{4}$
height at Sta 6 $\frac{1}{8}$
too high. width at 8
Chin Sta 3 $\frac{1}{8}$ scant.

COPY

Pressed & Welded Steel Prod. Co.

RECEIVED
JUN 30 1942
RECEIVED

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTIONS TO CERTIFIED MEASURERS—

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Signed _____
Chairman International Measurement Committee.

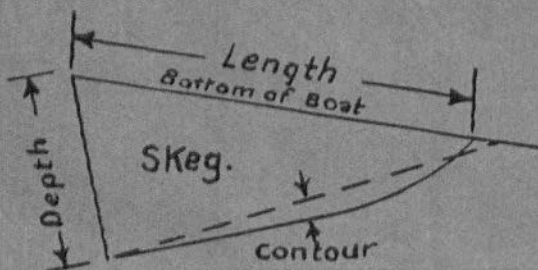
Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	14 5/8	10 2/8	6 4/8	4	3 2/8	4 5/8	7 5/8	11 2/8	15 3/8
Chine			12 2/8			9 1/4		11 1/8		17 1/8
Side			20			20 1/8		17 1/8		

Half Breadths				
Stations	3.	6.	8.	Stern
Deck	22 3/8	34 1/8	31 2/8	19 1/8
Chine	15	27 1/8	24 1/8	15 1/8

Rudder.
Width 1' 6 1/8" ✓
Depth 2' 6 1/8" ✓

Skeg
Length 34" ✓
Depth 17" ✓
Contour 3/4" - 1/4" ✓

Is construction as
per Rules? YES



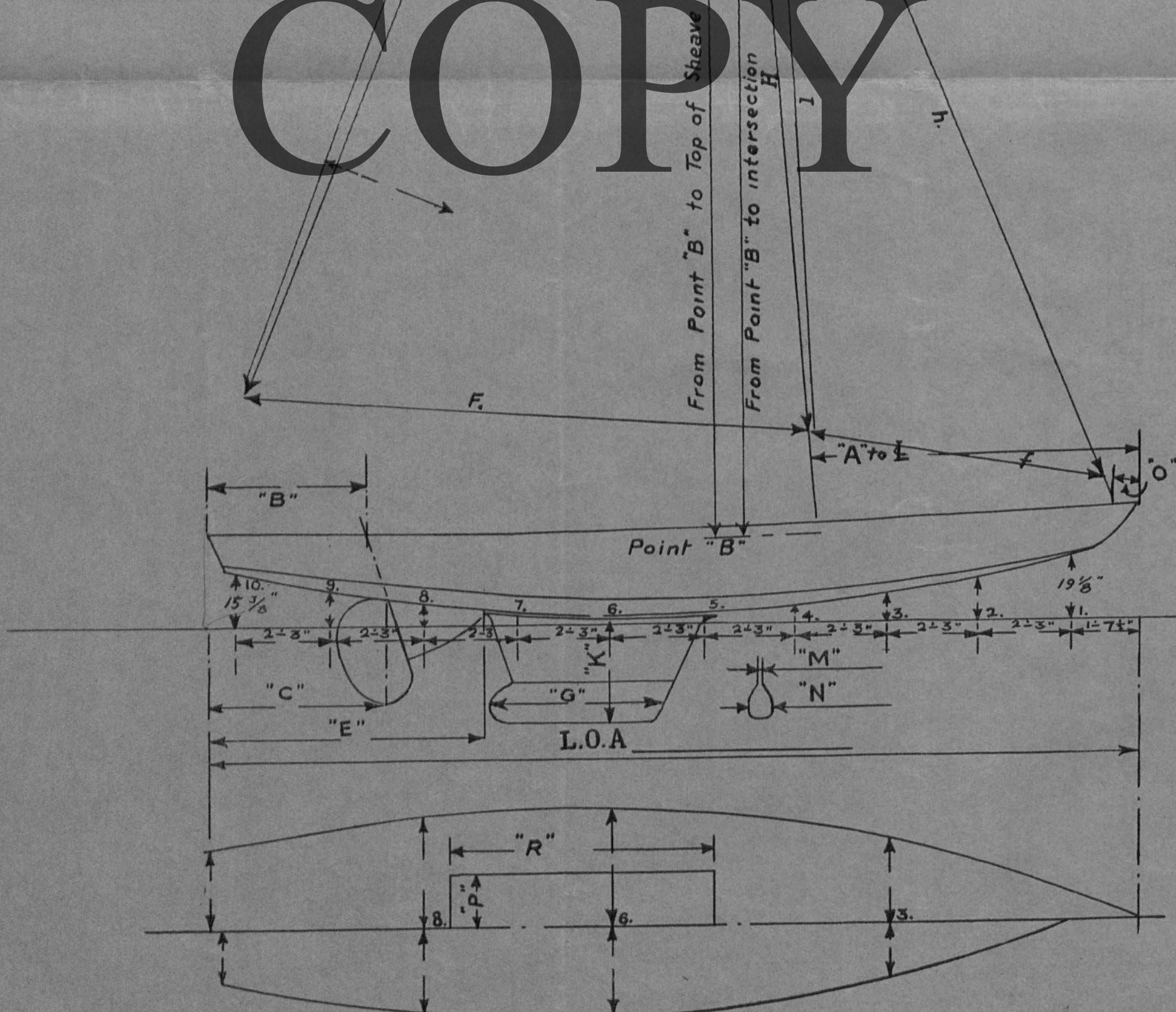
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Y.R.A.

Yacht No. 2105
L.O.A. 22' 8 3/8" ✓
Mast from B 31' 8 1/16" ✓
Boom Length 14' 7" ✓
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Dimension "A" 7' 10 7/8" ✓
"B" 3' 11 7/8" ✓
"C" 4' 3 1/8" ✓
"E" 7' 2" ✓
"G" 4' 1 1/8" ✓
"K" 30 1/8" + 1/8" ✓
"M" 7/8" ✓
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"P" 12 5/8" + 3/8" ✓
"R" 6' 6 7/8" ✓

Keel weight _____



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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? 2105
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "Trilby iii" 4. Year built? 1942
5. By whom built? Gordon Douglass
6. Owner's name? Robert K. Laughlin
7. Address 90 So. Professor St., Oberlin Ohio.
8. Fleet Southern Lake Erie 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 27 day of May 1942 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 29, 1942 Signed Linard A. Stack
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 _____

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

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Signed
Chairman International Measurement Committee.

Heights.

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 $\frac{1}{8}$ "	14 $\frac{5}{8}$ "	10 $\frac{2}{8}$ "	6 $\frac{4}{8}$ "	4"	3 $\frac{2}{8}$ "	4 $\frac{5}{8}$ "	7 $\frac{5}{8}$ "	11 $\frac{2}{8}$ "	15 $\frac{2}{8}$ "
Chine			12 $\frac{2}{8}$ "			9 $\frac{1}{4}$ "		11 $\frac{2}{8}$ "		17 $\frac{6}{8}$ "
Side			20			20 $\frac{4}{8}$ "		17 $\frac{2}{8}$ "		

Half Breadths

Stations	3.	6.	8	Stern
Deck	22 $\frac{3}{8}$ "	34 $\frac{4}{8}$ "	31 $\frac{2}{8}$ "	19 $\frac{4}{8}$ "
Chine	15	27 $\frac{2}{8}$ "	24 $\frac{6}{8}$ "	15 $\frac{6}{8}$ "

Rudder.
Width 1' 6 $\frac{6}{8}$ "
Depth 2' 6 $\frac{6}{8}$ "

Skeg
Length 2' 10"
Depth 1' 5"
Contour 3/4"

Is construction as
per Rules? YES

I.S.C.



Y.R.A.

Yacht No. 2105

L.O.A. 22' 8 $\frac{3}{8}$ "

Mast from B 31' 8 $\frac{1}{16}$ "

Boom Length 14' 7"

Jib Stay fr. B 22' 6"

Dimension "A" 7' 10 $\frac{7}{8}$ "

" " "B" 3' 11 $\frac{3}{8}$ "

" " "C" 4' 3 $\frac{6}{8}$ "

" " "E" 7' 2"

" " "G" 4' 1 $\frac{1}{8}$ "

" " "K" 2' 6 $\frac{1}{8}$ "

" " "M" 7/8"

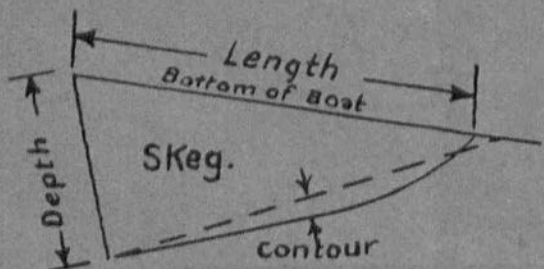
" " "N" 8"

" " "O" 10 $\frac{4}{8}$ "

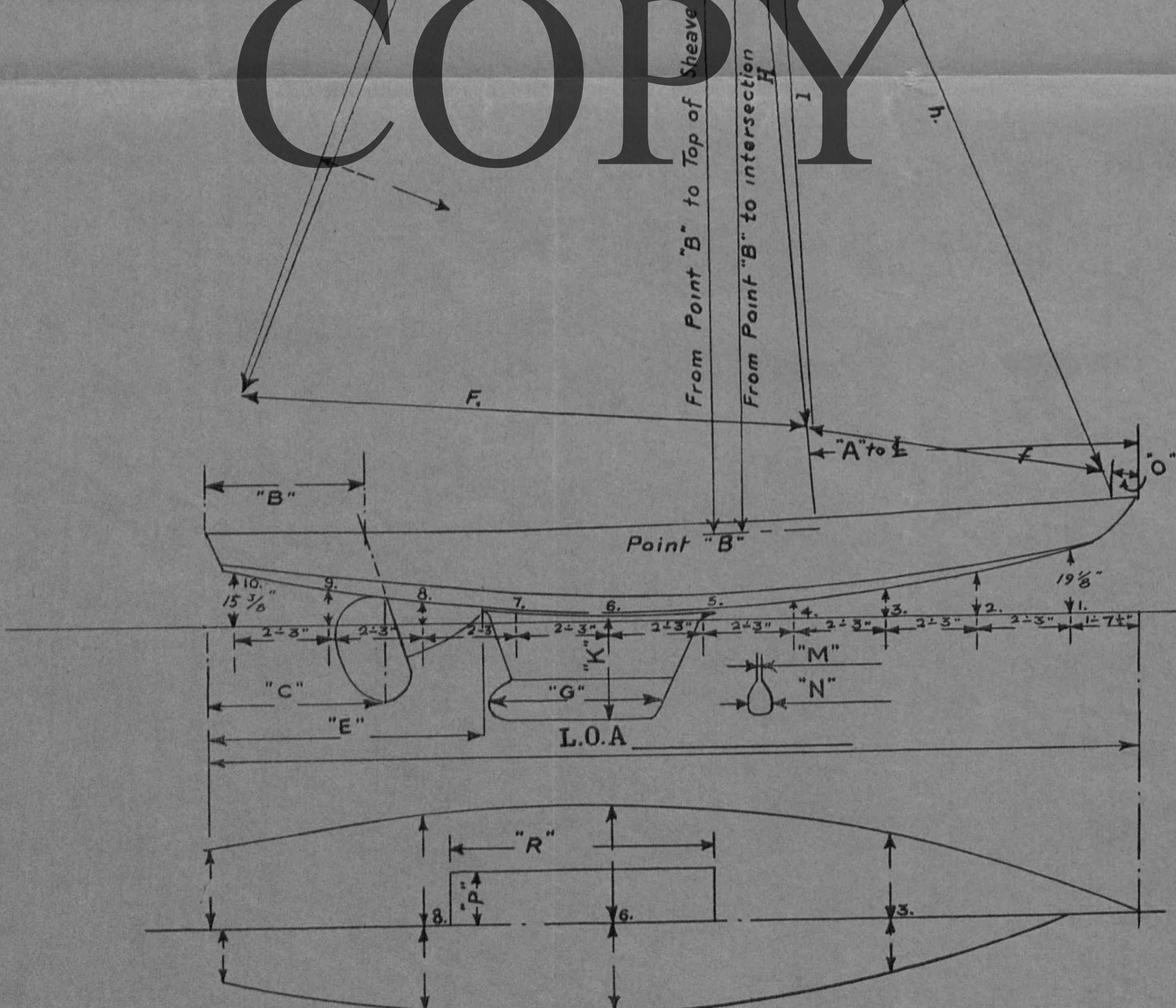
" " "P" 12 $\frac{5}{8}$ "

" " "R" 6' 6 $\frac{3}{8}$ "

Keel weight _____



COPY



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, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 2105
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "Trilby 111" 4. Year built? 1942
5. By whom built? Gordon Douglass
6. Owner's name? Robert K. Laughlin
7. Address 90 So. Professor St., Oberlin Ohio.
8. Fleet Southern Lake Erie 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 27 day of MAY 1942 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 29, 1942 Signed Ronald G. Stack
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.