

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

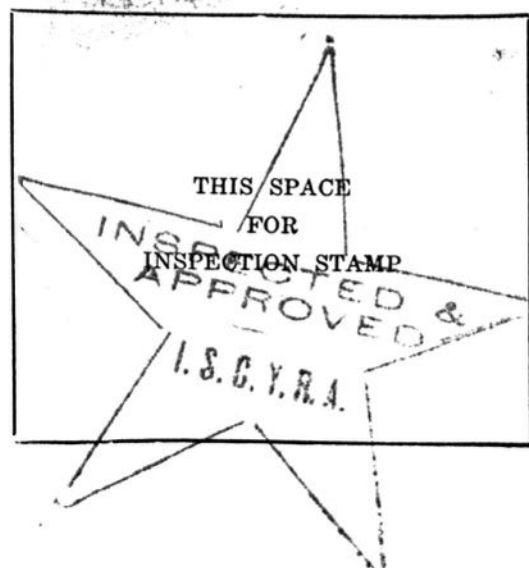
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

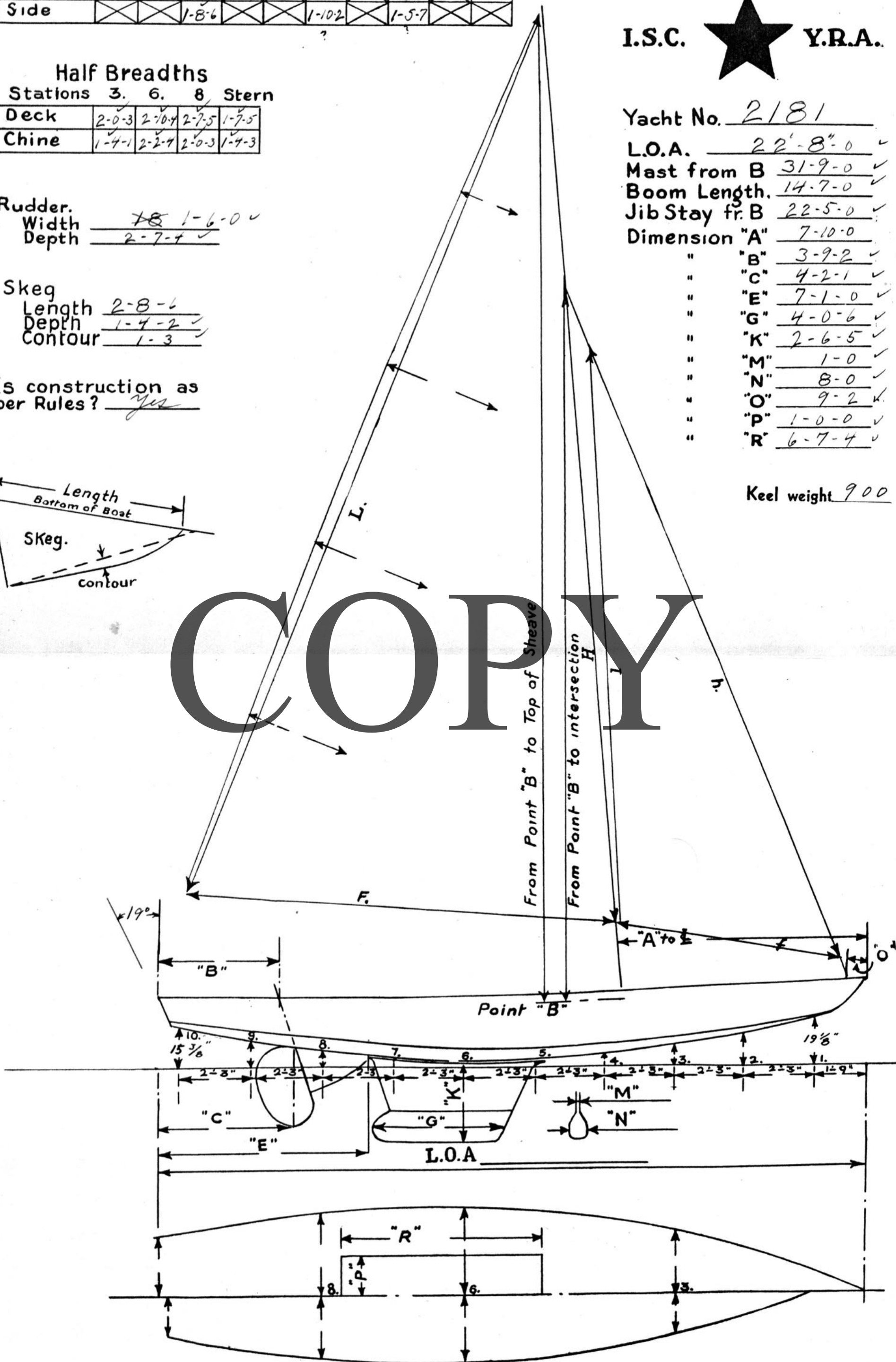
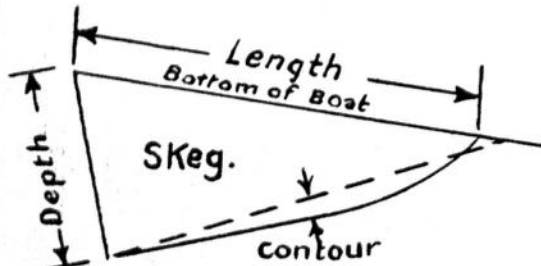
Signed E. V. Ketchum Jr. 10/29/46
Chairman International Measurement Committee.

2181

I.S.C. ★ Y.R.A.

Yacht No.	2181
L.O.A.	22'-8"-0
Mast from B	31-9-0
Boom Length.	14-7-0
Jib Stay fr. B	22-5-0
Dimension "A"	7-10-0
" " "B"	3-9-2
" " "C"	4-2-1
" " "E"	7-1-0
" " "G"	4-0-6
" " "K"	2-6-5
" " "M"	1-0
" " "N"	8-0
" " "O"	9-2
" " "P"	1-0-0
" " "R"	6-7-4

Keel weight 900 ✓



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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 a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 2181
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "STARLING" 4. Year built? 1945
5. By whom built? PAUL ZARRS
6. Owner's name? PAUL ZARRS
7. Address 5706 S. HARPER AVE CHICAGO 37 ILL USA
8. Fleet S.L.M. 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 11TH day of MAY 1946 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 3 1946 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 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.

5807 Harper Ave.
Chicago, 37, Ill.
Oct. 23, 1946

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

Dear Mr. Ketcham:

I have thoroughly re-examined Star #2181 and there is no plywood in the boat whatsoever. The boat is unique in many little ways. The most outstanding is the one piece ribs made from pieces approximately 3/8" thick steamed and bent and then glued together eliminating the use of knees. There is a heavy chine block running the length of the boat which is bolted to the ribs at greatest curvature and extending to the outside corner of the boat. The sides and bottom are rabbitted into this chine block. The ribs are slightly oversize and extend almost 1/3 up the sides before they are narrowed down to the smaller dimension.

The deck planks are bent to follow the contour of the sides. There is an inlaid star of walnut in the front deck. There is a removable portion of the deck at the stern for an outboard motor. The cockpit is upholstered in red leather and has rounded corners in the rear and also on the forward side of the crossbar. The backstays operate on an excentric drum instead of slides. There are two tillers on the rudder post looking something like a wishbone.

Very truly yours,

R. Adair Hess Sr.
R. Adair Hess, Sr.

October 10, 1946

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

Dear Mr. Hess,

I have your letter of October 7th enclosing Certificate #2181 for approval.

Will you kindly write me in a little more detail regarding the unusual features of this boat? I wish to know particularly if the frames have been formed and glued, or if they have been cut out of plywood stock. About how thick are these laminations? Is there evidence of laminated construction elsewhere, such as planking, skeg, and rudder? Are the frames made up as one unit or are they mechanically joined at the chine, bottom frame to side knee as is usually done?

Your further comments will be appreciated. The Certificate is being held pending your reply.

Yours very truly,

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

EVK:ds

5807 Harper Ave.
Chicago, 37, Ill.
Oct. 7, 1946

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

Dear Sir:

This Star, #2181, is unusual in construction in many ways. The most outstanding is the laminated ribs which were made of strips of wood steamed, bent and then glued together. Mr. Zarrs has built it with an eye to strength, the frames and beams, etc. being oversize.

The sheer plank is also the rub rail and has well rounded corners making measuring difficult.

The skeg was short so the contour exceeded one inch, but would be well within if it had been full length.

Yours very truly,

R. Adair Hess Sr.

R. Adair Hess, Sr.

