

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

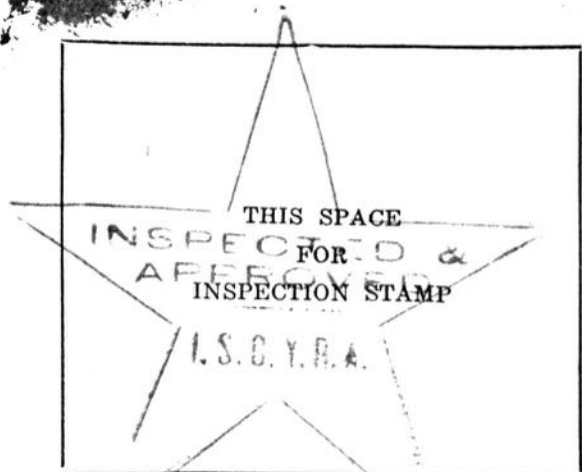
Sec. C.—INSTRUCTION TO CERTIFIED MEASURERS—

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

Henry M. Devereux
Chairman International Measurement Committee.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

SEP 21 1950
2703

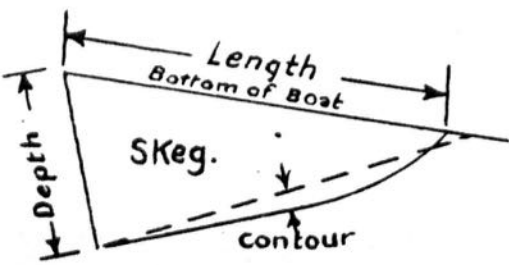
	Heights.									
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	14 1/8	14 1/2	14 3/4	15 1/8	15 1/2	15 3/4	16 1/8	16 1/2	16 3/4	17 1/8
Chine										
Side										

Half Breadths				
Stations	3.	6.	8.	Stern
Deck	3 1/2	3 1/4	3 1/2	3 1/2
Chine	3 1/2	3 1/4	3 1/2	3 1/2

Rudder.
Width 17 1/4
Depth 10 1/2

Skeg
Length 33 1/2
Depth 10 1/4
Contour

Is construction as
per Rules?



I.S.C. ★ Y.R.A.

Yacht No.

L.O.A.

Mast from B

Boom Length

Jib Stay fr. B

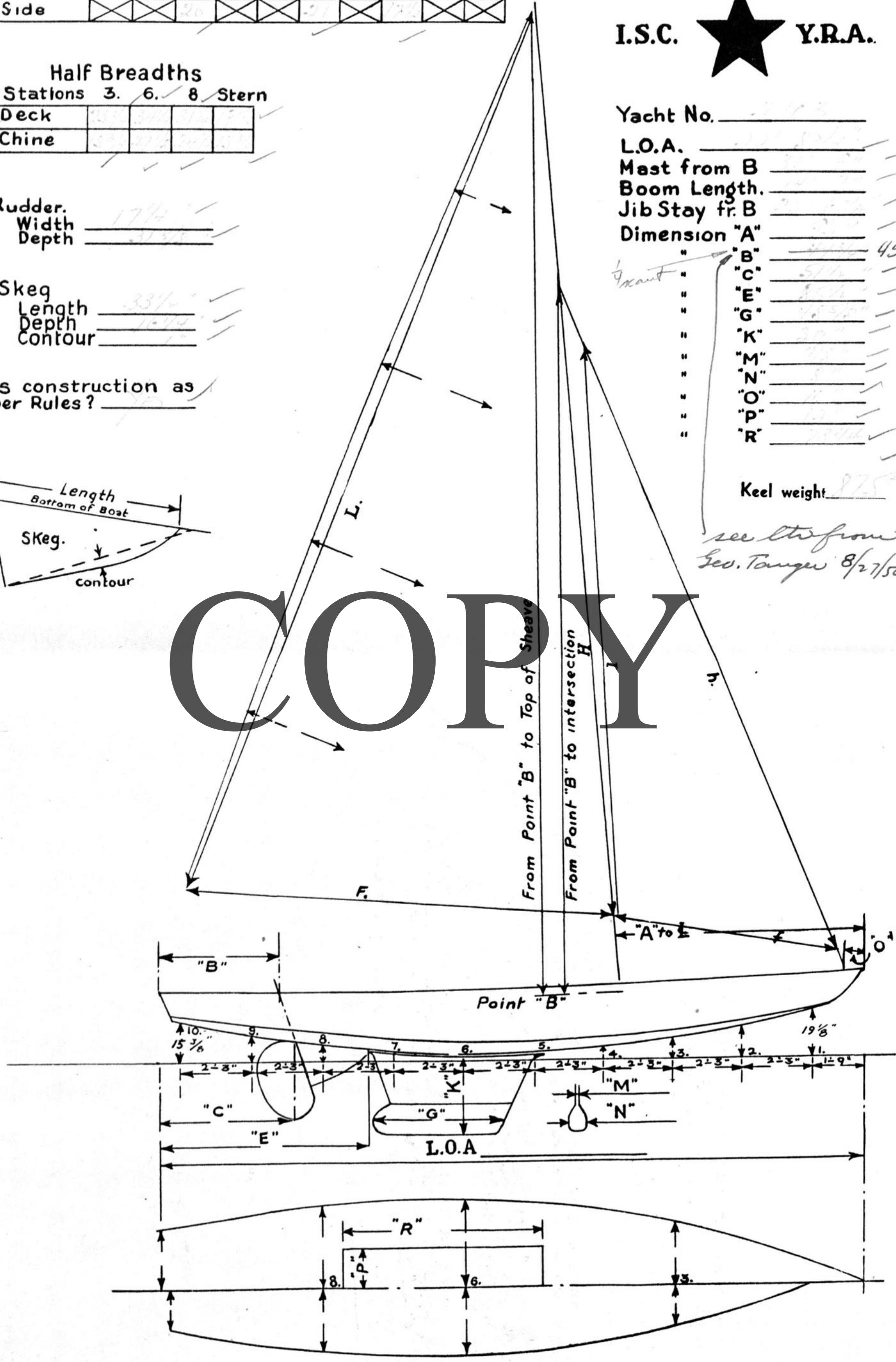
Dimension "A"

- "B" 45"
- "C" 51 1/2"
- "E" 8 1/2"
- "G" 14 5/8"
- "K" 28"
- "M" 28"
- "N" 8"
- "O" 11 1/2"
- "P" 13 1/2"
- "R" 28 1/4"

Keel weight 825

*see ltr from
Geo. Tanager 8/27/50*

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

1. YACHT'S NUMBER?
2. Was this number cut or burned into keelson as required above?
3. Yacht's name "....." 4. Year built?
5. By whom built?
6. Owner's name?
7. Address
8. Fleet 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the..... day of..... 19..... 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..... Signed.....
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.

2774 So. ELLEN ST.
MILWAUKEE, 7 WIS
AUG. 27, 1950

MR H M DEVEREUX
88 CITY ISLAND AVE
NEW YORK, 64, N.Y.

2703

DEAR MR DEVEREUX:

WITH REFERENCE TO YOUR LETTER
OF AUG. 17, 1950, CONCERNING DIMENSION "B"
ON STAR #2703, THE MEASUREMENT SHOULD BE
45 $\frac{3}{4}$ " NOT 44 $\frac{3}{4}$ " AS REPORTED.

TRUST THIS WILL CLEAR UP THE MATTER.

I REMAIN YOURS TRULY,

GEORGE TANGER

88 City Island Ave.
City Island
New York, 64, N. Y.
August 12, 1950

Star No. 2703

Mr. Allen Kronsoble
3802 7th Ave.
Kenosha
Wisconsin

Dear Mr. Kronsoble;

I am withholding approval of your Star No. 2703, pending clarification of one small point, and which is possibly a typographical error in the report which I received.

Dimension "B" is reported as 44 3/4", while it should be a minimum of 45". This is very small, but the matter should be clarified before granting approval.

Please have this matter checked and reported to me. When this matter is cleared up to my satisfaction, the boat will be approved.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. George Tanger

MOTOR TRANSPORT

R. R. Co.

This Memorandum is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

(PRESCRIBED BY THE INTERSTATE COMMERCE COMMISSION)

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

at Milwaukee, Wis., **OCTOBER 28, 1948** 194

from **NORDBERG MANUFACTURING COMPANY** the property described below in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to **ALLEN KRONSHOBE**
4 AUTEN BOAT YARD 443-503 50TH ST.

Destination **KENOSHA,** State of **WISCONSIN** County of _____

Route _____

Delivering Carrier _____ Car Initial _____ Car No. _____

No. Packages	Description of Articles, Special Marks and Exceptions	*WEIGHT (Subject to Correction)	Class or Rate	Check Column	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. NORDBERG MFG. CO. (Signature of consignor.) If charges are to be prepaid, write or stamp here. "To be Prepaid." Received \$ _____ to apply in prepayment of the charges on the property described hereon. Agent or Cashier. _____ Per _____ (The signature here acknowledges only the amount prepaid).
1	ROUGH IRON CASTING	875#			
DB	RECEIVED MOTOR TRANSPORT CO. MILWAUKEE, WIS. OCT 28 1948 Subject to conditions of Motor Transport Co. Tariff and Uniform Bill of Lading. PER <i>[Signature]</i>				

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Charges advanced:

\$

The fibre boxes used for this shipment conform to the specifications set forth in the box makers certificate thereon and all other requirements of rule 41 of the Consolidated Freight Classification.

Nordberg Manufacturing Company, Shippers

Agent.

Per

Per

Permanent postoffice address of shipper