

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 International 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 International 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.

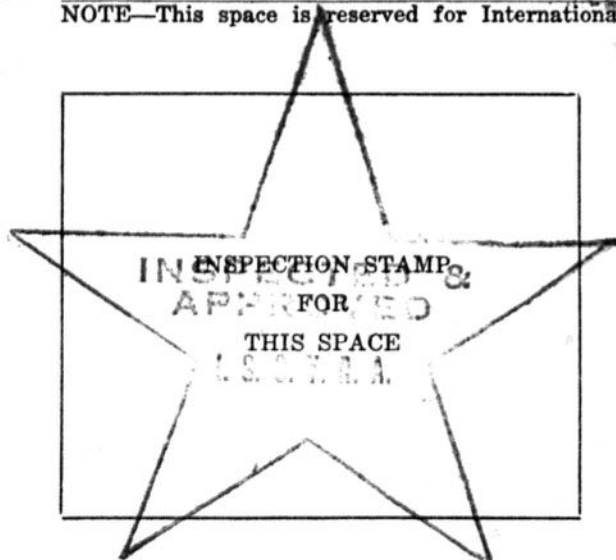
SEC. D.**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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 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. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an intergral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

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 _____
Chairman International Measurement Committee.

Date _____

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HEIGHTS										
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 3/4	9 3/8	6 1/4	4 3/8	3 7/8	5 1/8	7 5/8	11 1/4	15 3/8
CHINE			11 13/16			9 1/16		11 3/8		17 1/16
SIDE *	14 1/8		20 1/4			20 1/2		16 3/8		10 5/8

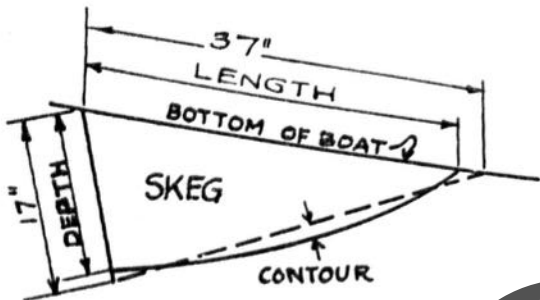
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS					
STATIONS	1	3	6	8	STERN
DECK	8 3/8	24 1/4	34 3/8	31 1/4	19 3/8
CHINE	3 1/16	16 3/16	26 3/4	27 3/8	16 1/8

RUDDER
 WIDTH 18 1/2" TO ϕ OF POST
 DEPTH 30 1/8"

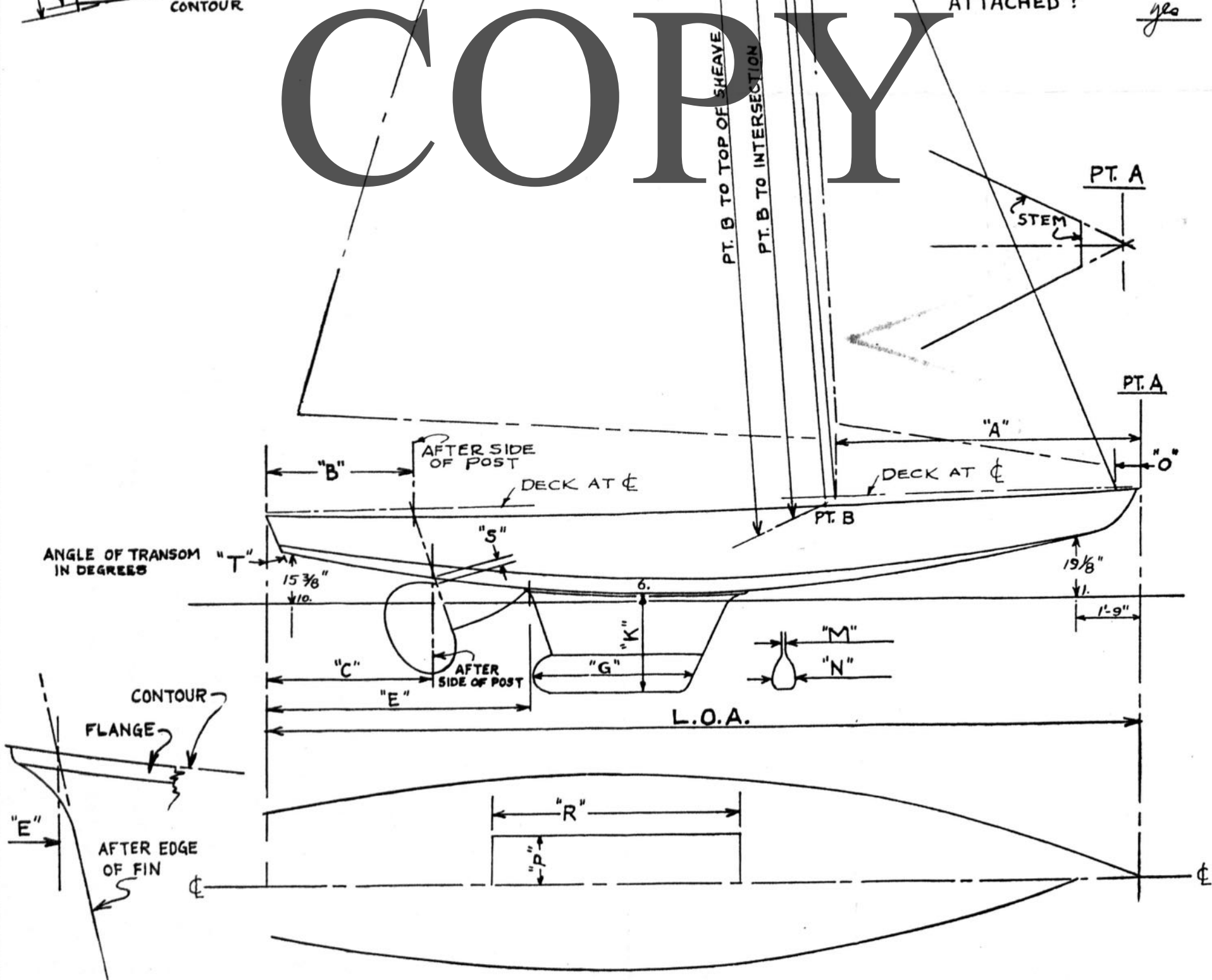
SKEG
 DEPTH 17"
 CONTOUR 7/8"
 LENGTH ALONG CURVE 30 3/4"

IS CONSTRUCTION AS PER RULES & PLAN? yes



YACHT NO.	2744
L.O.A.	22'-8 1/4"
MAST FROM B	31'-9"
BOOM LENGTH	14'-7"
JIB STAY FR. B	22'-3"
DIMENSION	"A" 88 3/4"
"	"B" 45"
"	"C" 51 1/2"
"	"E" 84 1/8"
"	"G" 50 1/4"
"	"K" 30 3/4"
"	"M" 7 1/8"
"	"N" 8 3/4"
"	"O" 8 7/8"
"	"P" 12 1/4"
"	"R" 80 3/4"
"	"S" 2"
"	"T" 15"

KEEL WEIGHT 885 lbs.
 IS KEEL WEIGHT CERT. ATTACHED? 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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER?.....2744.....
2. Was this number cut or burned into keelson as required above?.....Cut into keelson.....
3. Yacht's name ".....MERRY WIDOW....." 4. Year built.....1948.....
5. By whom built?.....Old Greenwich Boat Co.,.....Old Greenwich, Conn.....
6. Owner's Name.....Richard I. Mulvey.....
7. Address.....731 So. Main Street,.....Geneva, New York.....
8. Fleet.....Seneca Lake..... 9. Remarks.....

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the.....6th..... day of.....May....., 1954, 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.....May 17, 1954..... Signed.....*Oscar Mark*.....
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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

178 Hillside Ave.
Rochester 10, N.Y.
May 17, 1954

Dear Mr. Titterton:

Herewith are 2 measurement certificates completed for "Kerry Widow" #2744, Richard I. Mulvey owner, which you reported back to me under date of April 19th 1954.

Chine height for station #6 was gone over carefully and came out $9\frac{1}{16}$ ". The counter ht. at #6 changed $\frac{1}{8}$ ", but all other ^{contour} dimensions were the same. I can't explain the error, but straight-edge level to std. + port chine averaged made the difference. The boat originally was measured in a garage under close quarters. The half-breadths for chine + deck at #1 I have entered, - these were missed by the older certificate not showing that measurement required. That is why I've filed new certificates with you.

The other dimension "B" carefully checked with a flexible rule permitted fitting under the tiller head fitting properly, and the "O" and "Gibby" from "B" were moved to comply. I trust these certificates are now in good order.

Very truly yours

Oscar Month

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

Report from International Measurement Committee

Star No. 2722

Owner Richard J. Moly

Builder W.D. GRIFFIN

Measurer Cesar Marshall

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

Chine Ht 6- 9 1/4" - 9" Max.
 Since you have established a new height at 6" Keel center - (3 1/4" instead of 4" originally - The value at the chine changes too - There may be no more than 5" difference between Keel Ht + Chine Ht at 6") THIS IS A CRITICAL
 And Most Desired measurement from which no further deviation is allowed EVER

*When (6) Keel Ht - is more up -
 varies slightly from these figures
 standard - instructions to builders
 explain this.*

The following action is suggested as indicated by check marks:

- ☒ The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- ☐ The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.
- ☐ The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- ☐ The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

Weighed on Standard Scales		LEGAL WEIGHTS	
		Lbs. per bu.	
No.	3/18 1954	Alfalfa	60
Load of	Boat Keel # 7744	Apples	48
From	Richard Mulvey	Barley	48
To		Bran	20
	Gross	Beans	60
	Tare	Buckwheat	52
Driver on	885	Clover Seed	60
Driver off		Corn, on cob	70
Fee		Corn, shelled	56
	Net	Flax Seed	56
		Hemp Seed	44
		Millet Seed	50
		Oats	32
		Onions	57
		Peas	60
		Potatoes, Irish	60
		Rye	56
		Timothy	45
		Wheat	60

* *H. W. Vogt* Weigher
 Weighed at Vogt Coal Co., Geneva N.Y.

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