

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

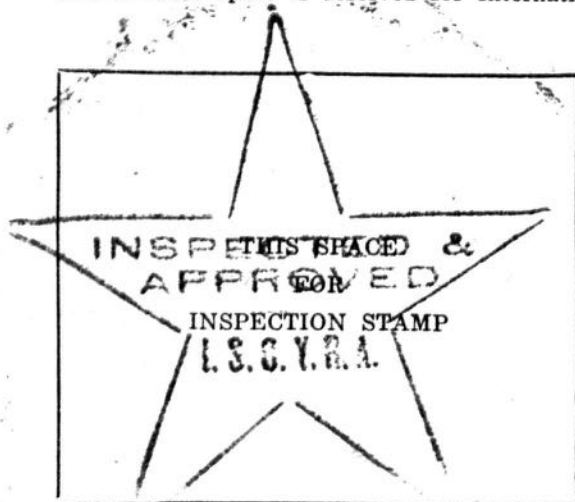
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

5/16/51

ISSUE ANY COPIES FROM THIS

$3\frac{13}{16}$ by Berry's letter of 5/9/51

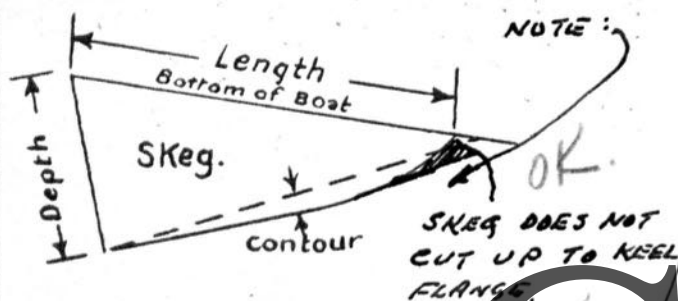
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	$19\frac{5}{8}$	$14\frac{9}{16}$	$10\frac{1}{2}$	$7\frac{1}{16}$	4	$3\frac{1}{2}$	$4\frac{7}{16}$	$7\frac{3}{4}$	$11\frac{7}{16}$	$15\frac{3}{8}$
Chine			11			$8\frac{3}{4}$		$11\frac{13}{16}$		$17\frac{1}{4}$
Side			$20\frac{3}{8}$			$20\frac{3}{4}$		$17\frac{1}{8}$		

Half Breadths	Stations	3.	6.	8.	Stern
Deck		$23\frac{5}{8}$	34	$31\frac{1}{16}$	$19\frac{1}{8}$
Chine		$15\frac{3}{16}$	$26\frac{5}{8}$	$24\frac{3}{8}$	$15\frac{3}{16}$

Rudder.
Width $18''$
Depth $31''$

Skeg
Length $32\frac{3}{4}''$
Depth $17''$
Contour $\frac{1}{2}''$

Is construction as
per Rules? Yes



is a max. dimension
only - bench can
be as short as desired

I.S.C.



Y.R.A.

Yacht No. 2867

L.O.A. $22'-8\frac{1}{2}''$

Mast from B $31'-9\frac{1}{4}''$

Boom Length. $19'-6''$

Jib Stay fr. B $22'-2\frac{1}{2}''$

Dimension "A" $7'-9\frac{3}{4}''$

"B" $45\frac{3}{4}''$

"C" $4'-2\frac{3}{8}''$

"E" $7'-0\frac{3}{8}''$

"G" $4'-1\frac{1}{2}''$

"K" $30\frac{1}{4}''$

"M" $7\frac{1}{8}''$

"N" $8\frac{1}{2}''$

"O" $10\frac{1}{2}''$

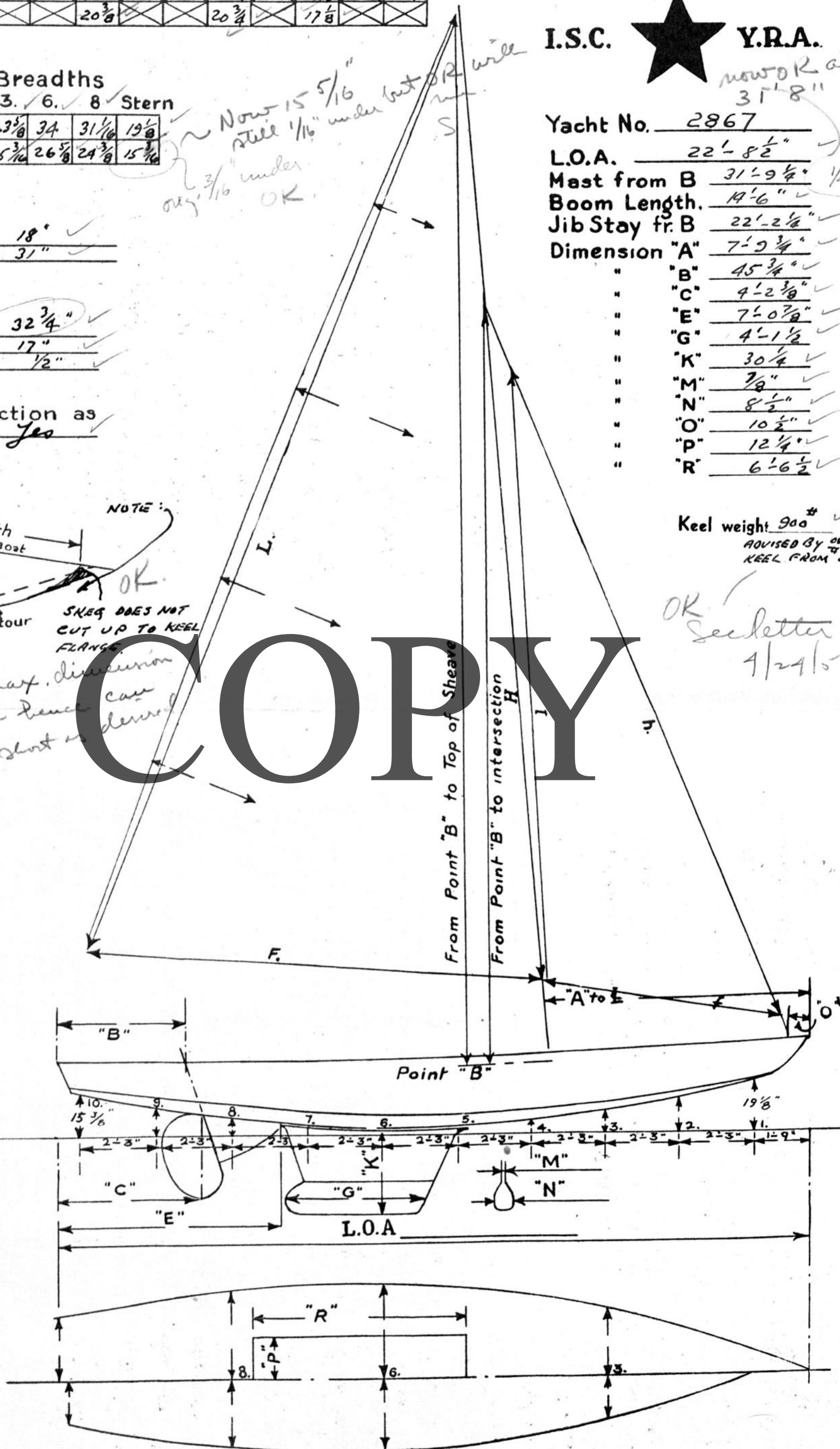
"P" $12\frac{1}{4}''$

"R" $6'-6\frac{1}{2}''$

Keel weight 900#

ADVISED BY OWNER
KEEL FROM #2993

OK
See letter
4/24/51



2867

DESCRIPTION OF MEASURED YACHT

1. YACHT'S NUMBER? 2867

2. Was this number cut or burned into keelson as required above? BURNED

3. Yacht's name "SOUTH COAST" 4. Year built? 1948

5. By whom built? SOUTH COAST CO.

6. Owner's name? WILLIAM H LOWITZ

7. Address ORCHARD DRIVE , PURCHASE, NEW YORK

8. Fleet EASTCHESTER BAY 9. Remarks BOTTOM OF KEEL FLANGE IS EVEN WITH PLANKING AT STA.#6 MAKING KEEL FLANGE BURIED.

Pl. not below CERTIFIED MEASURER'S AFFIDAVIT
 Hence OK
 I hereby certify under oath that I personally measured the yacht herein described on the 21st OK
Assumed to be
fairing

Date signed and filed.....April 22 1958..... Signed.....L. J. [unclear]
 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.

I have correctly and truthfully recorded the yacht's dimensions on the above information is true and correct to the best of my knowledge.

April 22 1957 Signed J. J. [Signature]
Certified Star M

anything about the yacht's construction or otherwise which you do not know, report this in a letter attached to this form and do not

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.

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.



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

FOR THIRTY-NINE YEARS THE MOST POPULAR AND WIDELY DISTRIBUTED
CLASS OF ONE DESIGN RACING YACHTS IN THE WORLD.

Dear Beery:

4/25

Returning certificate:

Recheck Half Breasted Stern
at chine - is $3/16$ " under min.

Recheck mast from B - is $1/4$ "
over max.

Secure statement from owner

#2493 showing his heel how to
be used on #2867 - hence the
existing certificate on #2493 can be
revoked until receipt of new
heel wt. certificate

OK
5/3

Best
Smell

May 2 1951

Re: #2867
Zawitz -

Dear Mr. Small:

To reply your letter 4/25/51
I wish to advise I remeasured the
2 points ~~questioned~~ and can safely
certify half breadth of stern at chine
is $15\frac{5}{16}$ " - this still leaves us short by
 $\frac{1}{16}$ ". what to do now?

On the next form "B" I made an error
by taping from the heel of the step to
point "B" instead of from the butt of the
mast where it rests on the step thus I can
knock off an inch and $\frac{1}{4}$ making the
actual measurement $31'-8"$.

Zawitz will write under #2493 for full
information and also write you.

I am returning the certificate.

Best regards
Beery

DISTRICT SECRETARIES

1st—ARTHUR M. DEACON
160 Maple Ave.
Mamaroneck, N. Y.
(Atlantic Coast of North America,
North of Manasquan Inlet, N. J.)

2nd—D. J. DUNIGAN, JR.
Tower Building
Washington 5, D. C.
(Atlantic Coast of America,
South of Manasquan Inlet, N. J.,
except Florida)

3rd—ELIZABETH M. ROBIN
1661 Octavia St.
New Orleans, La.
(Coast of the Gulf of Mexico,
North America, Central America,
Cuba, West Indies and Florida)

4th—DONALD J. BERGMAN
556 Earlston Rd.
Kenilworth, Ill.
(Great Lakes and inland waters,
West of Buffalo)

5th—FRANK WOSSER
P. O. Box 65
Belvedere, Calif.
(Pacific Coast of North America,
from Mexico to Oregon)

6th—SID MILLER
3328 West 1st Ave.
Vancouver, B. C.
Canada
(Gulf of Georgia and Pacific
Coast of North America, North
of Oregon)

7th—ROBERTO BUENO
294 R. Santa Clara
Rio de Janeiro, Brazil
(South America Atlantic Coast)

8th—H. W. B. WHITE
Hawaiian Trust Co.
Honolulu, T. H.
(Islands of Hawaii)

9th—JEAN PEYTEL
66 Rue de Lisbonne
Paris VIII, France
(France, Belgium, Holland)

10th—C. T. A. BEEVOR
3 South Quay
Great Yarmouth, Norfolk
England
(British Isles and Scandinavian
Countries, including Finland)

11th—B. HARVEY
Flat 6 "Avignon"
Selwyn Ave.
Elwood S. 3, Victoria, Australia
(Australasian Islands and the
Far East)

COMMODORE GEORGE W. ELDER (For Other Honorary Officers, see "Log".)

IMPORTANT

Always Communicate Direct With Officers in
Charge of Subject and Mark Letters
I. S. C. Y. R. A.

★ CENTRAL OFFICE ★

INTERNATIONAL STAR CLASS Y. R. A.

51 East 42nd Street
New York 17, N. Y., U. S. A.
Cable—ISCYRA New York
Telephone MUrray Hill 2-3243

CORRESPONDING SECRETARY

(Reports, Numbers, Number Tax, Forms, Dues,
Plans & Specifications—\$15.00 per set;
Sail Plan—\$3.00)

EDITH U. GLASS
(Central Office)

EXECUTIVE OFFICERS

PRESIDENT

(Executive Matters Only)
Appeals and Rulings,
Charters, and Sanctioning Events
HAROLD C. HALSTED
(Central Office)

VICE-PRESIDENT

L. REEVE BOWDEN
(Central Office)

INTERNATIONAL SECRETARY

ROBERT E. SMITH
(Central Office)

INTERNATIONAL TREASURER

WILLIAM SEAMAN SR.
(Central Office)

DISTRICT SECRETARIES (continued)

12th—CEBERN L. LEE
Oaks Corners, N. Y.
(Inland Lakes of the
Northeastern States
and Eastern Canada)

13th—ISTVAN JANKOVICH
Lorantffy Zsuzsanna-ut 1
Budapest II, Hungary
Roumania, Hungary, Yugoslavia,
Czechoslovakia and Germany

14th—BEPPE CROCE
Via Assarotti 5
Genoa, Italy
(Italy and Greece)

15th—DUARTE BELLO
Casal Branco
Rua Melo e Sousa
Estoril, Portugal
(Water Spain and Portugal)

16th—SERGE H. N. TAY
93 Ave. Moinier
Casablanca, Morocco
(North Africa)

17th—H. GWALTER
Rapperswil, Switzerland
(Switzerland and Austria)

DEPARTMENT OFFICIALS

Measurement Certificates,
Certificate Transfer \$1.00
W. W. STUECK
Ivoryton, Conn.

Editor of "Starlights" and "Log"—
Mailing Dept.—
C. STANLEY OGILVY
(Central Office)

Development Committee—
ANN D. FRANKLIN, Chairman
Box 245
Noroton, Conn.

Secretary for Isolated Members
CHARLES ULMER
66 Buckley St.
City Island 64, N. Y. C.

Insurance Officer—Standard Star Policy
D. M. WALKER
111 Westminster St.
Providence, R. I.

Motion Pictures—
WM. P. FARLEY, Jr.
268 Kimbark Road
Rochester 10, N. Y.

Publicity Committee—
A. F. WAKEFIELD
Vermilion, Ohio

FOR FLEET OFFICIALS CONSULT LOG

I. S. C.



Y. R. A.

CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

5/4/51

Dear Beery:

As far as I am concerned the boat (#2867) measures in. To hold up for $\frac{1}{16}$ " in H.B. Stern C is not justifiable. However, two other points have troubled me.

Refer to Log (1951), P 174 Fin Keel, last sentence "The bottom of this are must not be lower than the top of the keel plate." I believe "top" here is "bottom" as you have written it on certificate. In any event, I will be satisfied with the keel on 2867 if you are certain that it is not actually reversed in violation of the above-quoted spec. Please so state if you concur.

Further, refer p 175, 2. Sheer "contour of bottom of sheer.... can at more than 1" above

or below a st. line ~~indicated~~. Does the sheer here fall below this line? Please so state.

I am satisfied on keel wt. certificate.

Am enclosing some blanks as you may be running low and you may wish to re-submit 2867 with a clean copy, free of remarks for the owner. Returning certificate for reference.

Best

Small

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



CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

5/4/51

Mr. Arthur Brodbery;

Because of Hull transfer
to #2867, the present certifi-
cate for #2493 is revoked.

This Star may again be
certified upon my receipt of
new hull certificate and a
measurer's report to the effect
that it is properly located and
that no other structural altera-
tions have been made.

V. T. G.

Small

Ch. Int. Assoc. Hon.

OK
ISSUED 5/16/51
Small

MRS. T. DEAN BEERY
9 OAK LANE, SHORELANDS
OLD GREENWICH, CONNECTICUT

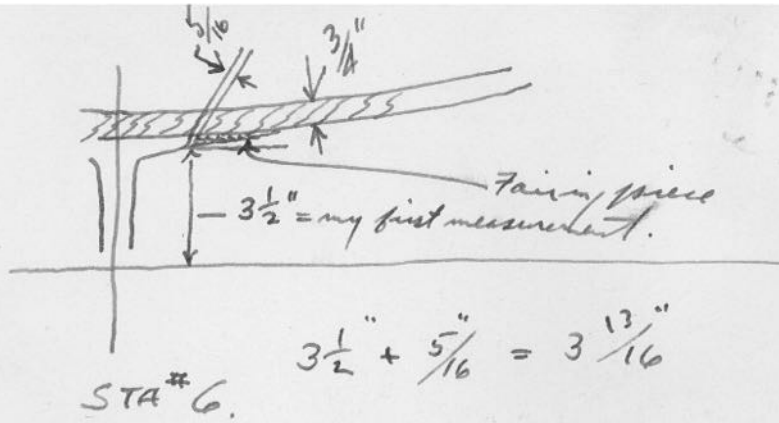
5/9/51

Dear Small:

Li: [#]2867

Enclosing "clean" certificate
along with original and I believe
if you accept the $\frac{1}{16}$ " under in H.B.
chine stem the boat will measure in.

The other 2 points you bring
up I believe I can now clear up -
the keel is not buried or recessed
as I thought but the bottom planking
has a tapered facing which superimposed
on it - facing out the keel of length
which I now find is a former practice
and is permissible so the contour
at sta #6 should now read $3\frac{13}{16}$ "
as the actual measurement, arrived
at as follows: (over)



$$3\frac{1}{2} + \frac{5}{16} = 3\frac{13}{16}$$

As to the other point; the skew
does not fall below 1" of a
 "straight line drawn etc."

I hope this clears up all
 questions. #2867

COPY

Best regards
 Glenn Henry

STATE OF CALIFORNIA

2493

Navy
4120 Pullover
Chicago

Public Weigh Master's Certificate of Weight and Measure

No. 5

Santa Ana, California

December 16 19*45*

THIS IS TO CERTIFY, That the following described merchandise was weighed by a Public Weigh Master, and the seal hereto attached is a recognized authority of accuracy, as prescribed by chapter 653, California Statutes 1937:

Units	Commodity	Gross Weight	Tare	Net Weight	Mark	Date Weighed	Carrier
<i>one</i>	<i>Shoe last</i>	<i>42.20</i>	<i>33.20</i>	<i>9.00</i>			
	<i>Steel</i>						

Merchandise delivered to —

Weighed for (or account of) *Shoe last co*

GREENVILLE BEAN GROWERS' ASSOCIATION, Public Weigh Master

By

Anna Oley

DEPARTMENT OF WEIGHTS AND MEASURES

COPY

E. LOWITZ & CO.

29 BROADWAY

NEW YORK

MEMBERS OF
NEW YORK STOCK EXCHANGE
NEW YORK COTTON EXCHANGE
NEW YORK PRODUCE EXCHANGE
NEW YORK CURB EXCHANGE (ASSOCIATE)

MEMBERS OF
CHICAGO BOARD OF TRADE
CHICAGO STOCK EXCHANGE
COMMODITY EXCHANGE, INC.
WINNIPEG GRAIN EXCHANGE

CABLE ADDRESS "BROLOWITZ"

May 1, 1951

DISBY 4-2431

Mr. Maxwell Small
7 Otis Lane
Bellport, L. I.

Dear Mr. Small:

Enclosed is a notarized certificate concerning the
keel on Star Boat 2867.

I believe this is the information you requested.

If not, please let me know.

Yours truly,

Bill Lowitz

WL/ar
Enc.

COPY

ARTHUR D. BRADBURY
530 SOUTH AVENUE
GLENCOE, ILLINOIS

April 30, 1951

To Whom It May Concern:

This is to certify that Star Class Yacht, number 2867,
purchased from the South Coast Company, 1949, carries
the keel from South Coast Star, number 2493.

The keel was transferred by the Larsen Boat Yard of
Waukegan, Illinois without any change in original
keel weight.

COPY

Arthur D. Bradbury
Arthur D. Bradbury

Subscribed and sworn to before me
APR 30 1951

this.....day of 19.....

Maurice Mossa
.....
Notary Public