

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE**Sec. C.****—INSTRUCTIONS 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 Sec. 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 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 International Executive 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 Executive or Measurement 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
Chairman International Measurement Committee.

N.C.

2885-1

Baseline is 5" too high

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19	13 1/2	9 1/4	6"	4 1/4	3 1/2	5	7 1/2	11	15 1/2
Chine										
Side										

uses 3 1/2"

12 3/4 = 1/16" over

Half Breadths

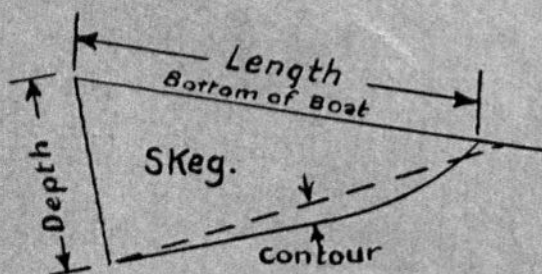
Stations	3.	6.	8	Stern
Deck	23 1/4	34	31 1/2	20
Chine	16	27	24 1/2	16

1/8" added to chine & contour heights by Mean Com of checks

Rudder.
Width 18 3/4
Depth 30 1/4

Skeg
Length 31 1/2
Depth 16
Contour None

Is construction as
per Rules? yes



I.S.C. ★ Y.R.A.

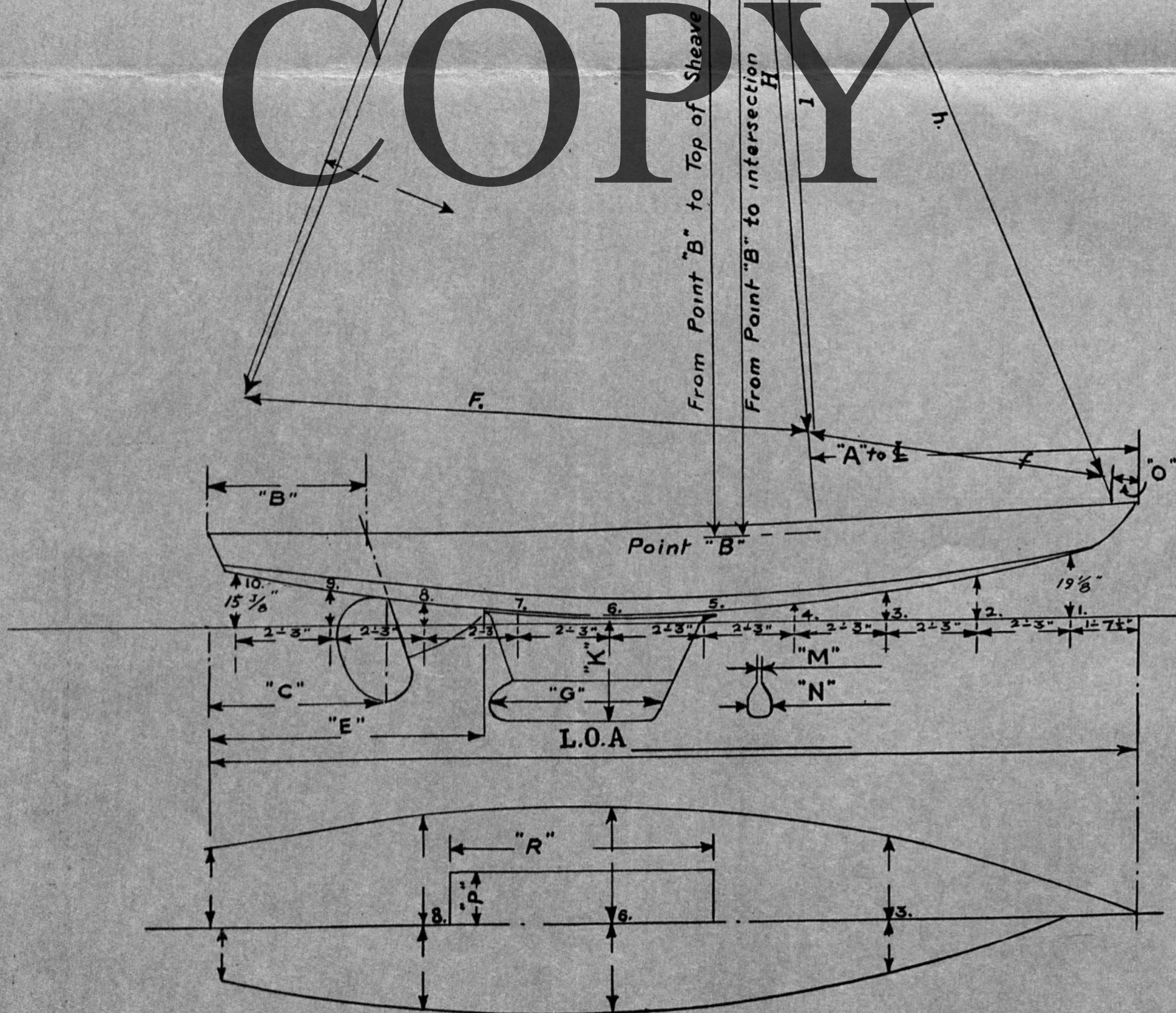
Certified Keel Weight.
887 Pounds.
Made by Wm P. Latham
& Sons Patterson 3 N.J.

Yacht No. 2885
L.O.A. 22'-8"
Mast from B 31'-8 1/2"
Boom Length 14'-7"
Jib Stay fr. B 22'-5 1/2"
Dimension "A" 91"
"B" 46 1/2"
"C" 51 1/4"
"E" 83"
"G" 49 1/2"
"K" 30 1/2"
"M" 7/8"
"N" 8 1/2"
"O" 8 1/2"
"P" 12"
"R" 78"

7/8" scant
1/4" scant

Keel = 887 lbs

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? 2885
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "No Name" 4. Year built? 1949
5. By whom built? B. G. Waddell
6. Owner's name? B. G. Waddell
7. Address Sombra Oaks Canada
8. Fleet Sarnia Bay 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 3rd day of Aug. 1950 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

Aug 3rd 1950

Signed

M. J. Seay
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.

4534 Lake Shore Rd Port Huron Michigan

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.

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Date _____ Signed _____ former owner.

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

WM. P. LAYTHAM & SONS CO.,^{INC.}

Grey Iron & Semi Steel Castings

MARKET & 34TH STREETS
PATERSON · 3 · N · J ·
PHONE SHERWOOD 2-9600

This is to certify that the weight of
cast iron keel for Old Greenwich Boat Works,
Old Greenwich, Conn. c/o Mr. Etchell is 807 lbs. #2885
as shipped certified by me. Shipping memo # 32409.

COPY

W. H. Hornby
~~W. H. Hornby~~ ~~Weighmaster~~
Supt.

3/25/49 - Curt H. Wetzel

Curt H. Wetzel Notary Public

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Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

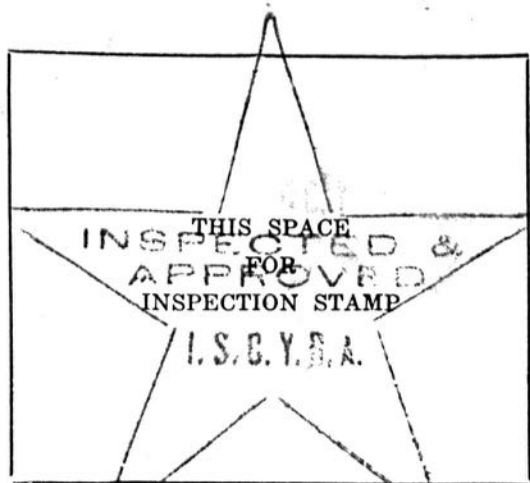
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Signed

Chairman International Measurement Committee

9/5/51

2885

	Heights.									
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	13 15/16	9 3/8	5 3/4	3 13/16	3 3/4	5	7 5/8	11 1/8	15 3/8
Chine			12 5/8			8"		10 7/8		17 1/8
Side			20			21 1/2		17 7/8		

	Half Breadths			
Stations	3.	6.	8.	Stern
Deck	23 3/4	34	31 1/2	20
Chine	16'	27'	24 7/8	16'

Rudder.
Width 18
Depth 30-3/4

Skeg
Length 31-1/2
Depth 16-3/4
Contour None

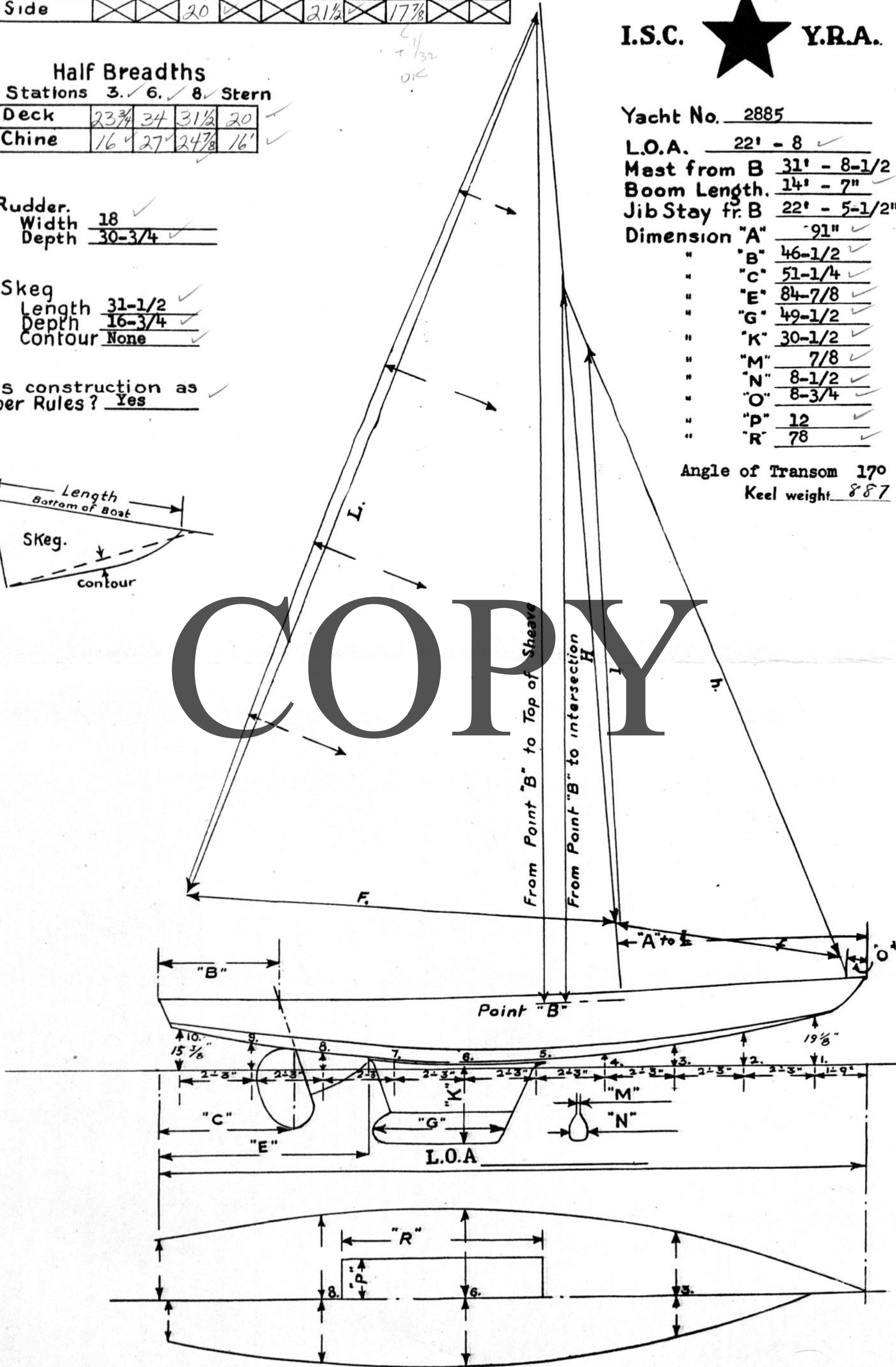
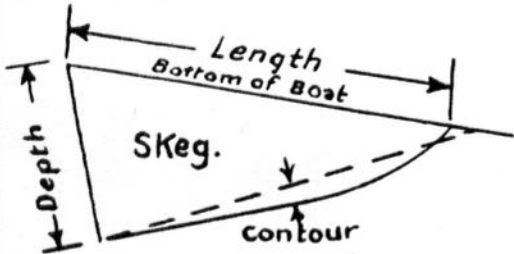
Is construction as
per Rules? Yes

Certified Keel Weight
887 Pounds
Made by Wm. P. Latham
& Sons, Patterson 3, N. J.

I.S.C. ★ Y.R.A.

Yacht No. 2885
L.O.A. 22' - 8"
Mast from B 31' - 8-1/2"
Boom Length. 14' - 7"
Jib Stay fr. B 22' - 5-1/2"
Dimension "A" 91"
"B" 46-1/2"
"C" 51-1/4"
"E" 84-7/8"
"G" 49-1/2"
"K" 30-1/2"
"M" 7/8"
"N" 8-1/2"
"O" 8-3/4"
"P" 12"
"R" 78"

Angle of Transom 170
Keel weight 887



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2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "No Name" 4. Year built? 1949
5. By whom built? B. G. Waddell
6. Owner's name? B. G. Waddell
7. Address Sombra Ontario, Canada
8. Fleet Sarnia Bay 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 3rd day of August 1950 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 August 3rd, 1950 Signed N. O. Seagrave
Corrections made March 30/51 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. 4534 Lake Shore Road, Port Huron, Michigan.

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.

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Date..... Signed..... former owner.

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Date..... Signed..... former owner.

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Date..... Signed..... former owner.

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

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

Star No. 2835

Mr. B. G. Waddell
Sombra
Ontario
Canada

Dear Mr. Waddell;

On the basis of the measurement report of your
Star No. 2835, this boat cannot be approved.

The reasons are rather intricate, and are as follows:

(a) The baseline used by the measurer is set $1/8$ " too high, judging from the contour heights at Stations No. 1 and 10. Based upon this, I have added $1/8$ " to all heights of contour and chine, to check his figures. From this method I find the following:

1. Contour heights are within limits.
2. Chine height at Station No. 3 then becomes $12\ 3/4$ ", which $1/16$ " too much.
3. Chine height at Station No. 8 then becomes $10\ 1/8$ ", which is $3/32$ " too much.
4. Chine height at Station No. 10 then becomes $16\ 5/8$ ", which is $15/32$ " too small.

(b) Dimension "E" is reported 83", which is $7/16$ " too small.

(c) Dimension "O" is reported $8\ 1/2$ ", which is $1/4$ " too small.

When these items are corrected, the boat will be approved. The measurer should make out a new report.

Sincerely,

Seagrave Henry M. Devereux, Chrmn, Internat'l. Measurement Comm.

Copy to Mr. Tanger