

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

Ch. Whitney Thresh
Chairman International Measurement Committee.

1/12/50

2888

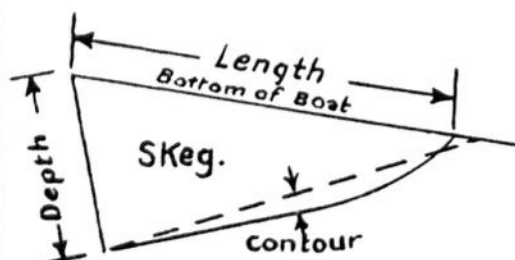
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	13 7/16	9 9/16	5 9/8	3 3/8	3	4 9/16	7 1/4	11 7/16	15 3/8
Chine			11 19/16			8 1/4		11 1/16		18 1/16
Side			20 7/16			21 7/16		17 7/16		

Half Breadths	3.	6.	8.	Stern
Deck	23 7/8	34 1/8	31 1/8	19 3/8
Chine	15 7/8	27	24 1/16	15 7/8

Rudder. Width $18 \frac{3}{4}$ *connected*
 Depth $31 \frac{5}{8}$

Skeg Length 33
 Depth 17
 Contour 1

Is construction as per Rules? YES

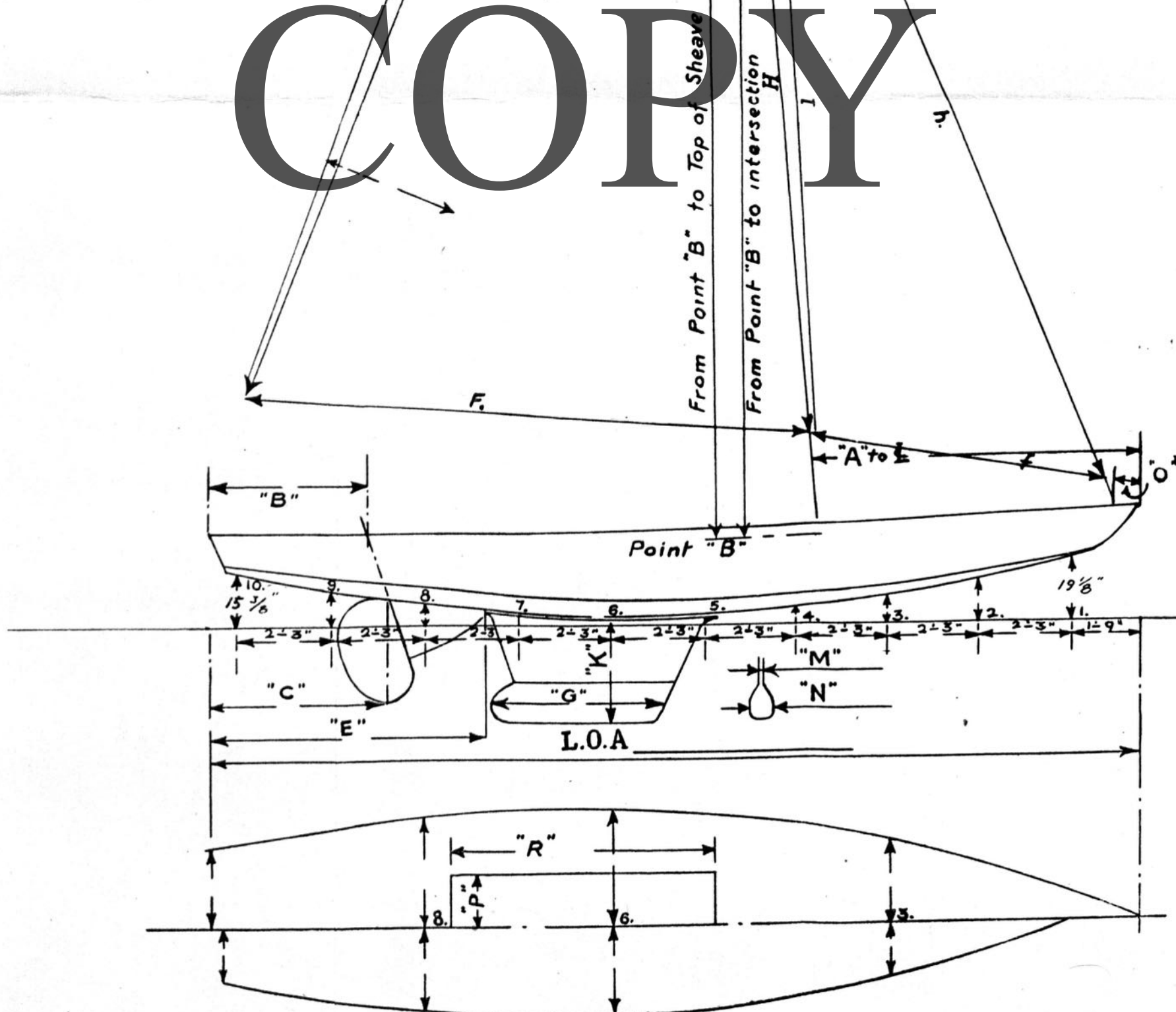


I.S.C. ★ Y.R.A.

Yacht No. 2888
 L.O.A. $22' - 8 \frac{1}{2}"$
 Mast from B $31' - 9"$
 Boom Length $14' - 7"$
 Jib Stay fr. B $22' - 6"$
 Dimension "A" $7' - 6 \frac{7}{8}"$
 "B" $3' - 10 \frac{1}{8}"$
 "C" $4' - 4 \frac{9}{16}"$
 "E" $7' - 1 \frac{1}{4}"$
 "G" $44"$
 "K" $30 \frac{3}{4}"$
 "M" $3 \frac{1}{4}"$
 "N" $8 \frac{1}{2}"$
 "O" $8 \frac{5}{8}"$
 "P" $12"$
 "R" $6' - 8 \frac{3}{8}"$

Keel weight 890 lbs.

∠ OF TRANSOM 75°



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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? 2888
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name " GEORGE AITKEN " 4. Year built? 1949
5. By whom built? HERBERT A. HILD
6. Owner's name? 90 BUCKLEY ST., CITY ISLAND, N.Y.
7. Address EAST RIVER FLEET
8. Fleet 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 10TH day of AUG. 1949 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 William J. Harbo

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.

Albert Constantine and Son, Inc.

Mahogany Logs



Foreign and Domestic Veneers

797 EAST 135TH STREET NEW YORK 54, N. Y.

90 Buckley Street
City Island, N.Y.

January 5, 1950

Mr. W. Whitney Stueck
Ivoryton, Conn.

Re: Star #2888

Dear Mr. Stueck:

This is to notify you that the sheave in question on the above-listed Star is now being changed and will be completed by the end of this week. Will you kindly mail me the measuring certificate at your convenience?

Please advise me if measuring certificates can be obtained on other Stars and what procedure I must follow to procure them.

Thank you.

Very truly yours,

Herbert Alan Hild

HAH/fm

Ivoryton, Conn.
December 17, 1949

Mr. George Aitken
290 Pennyfield Ave.
Bronx 61, N.Y.

Dear Mr. Aitken:

COPY
In reply to yours of Dec. 14, I will overlook the $\frac{1}{4}$ " error on Dim. C if you will be sure to correct it in the future. Ask the owner to notify me when the sheave has been changed at the bow and I will forward certificate.

Very truly yours,

W. Whitney Stueck.

WWS:ps

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

Grey Iron & Semi Steel Castings

MARKET & 34TH STREETS

PATERSON · 3 · N · J ·

PHONE SHERWOOD 2-9600

DATE

July 22, 1949

This is to certify that the weight of cast
iron keel for Old Greenwich Boat Works, Old Greenwich,
Conn., c/o Mr. Etchell, is 890 pounds, as shipped
certified by me. Shipping Memo # 1421

COPY

F. Hornby
F. Hornby - Weighmaster

Curt H. Wetzel

Curt H. Wetzel - Notary Public

Dear Mr Harless

Sorry about the delay
on this.

Herb Hild

Hild

Ivoryton, Conn.
September 29, 1949

Mr. Herbert A. Hild
90 Buckley St.
City Island, N. Y.

Dear Sir:

I have the measurement certificate for Star No. 2883, which shows the need for corrections as follows:

1. Rudder width is $\frac{1}{4}$ " over the limit.
2. Dimension C is $\frac{1}{4}$ " over the limit (after side of rudder post at keel to stern)
3. Dimension O is $\frac{1}{8}$ " under the limit (jib stay too close to true bow, point "A").

The cockpit is also $1 \frac{3}{8}$ " too long. This need not be corrected, but the builder should be warned that the cockpit length limits are $76 \frac{3}{4}$ " to $79 \frac{1}{4}$ ".

Kindly advise when these corrections are made and remeasured.

Very truly yours,

W. Whitney Stueck.

WWS:ps

cc: Mr. Wm. H. Harless
Box 337
East Moriches, L. I.
N. Y.

GEORGE AITKEN

BOAT BUILDER

290 Pennyfield Avenue

BRONX 61, NEW YORK

Date Dec. 14, 1949.

To Mr. W. W. Stueck.

Ivoryton, Conn..

Herbert A. Hild gave me your letter in regards to his star boat #2888.

1--Rudder $1/4$ over width.

2--Dimension C is $1/4$ over limit.

3-- " 0 is $1/8$ under limit.

Cockpit $1\&3/8$ too long.

The rudder is fixed. Took off $1/4$ " in width.

Dimension C.--he is putting in a smaller sheeve.

Cockpit in future I will shorten $1\&3/8$ "

Dimension C.--I was putting post forward so I could get a block on top of keel. The rudder sleeve cuts the end off block, and makes it bad for a leak. You can see, to put rudder sleeve back, is going to be a mean job. If you can let this one go, I will change position in next boat.

Hoping you can do this for me,

Very truly yours,

George Aitken
George Aitken.