

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

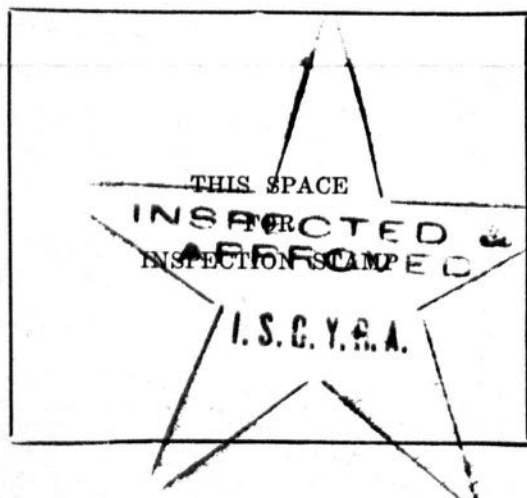
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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



Rudder & shag to be connected as noted

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 St. Whitney Stueck
Chairman International Measurement Committee.

7/28/49

2911

7'8 10 1/16 - 4/8 over - appears to be measuring error
since # 8 is well inside limit.

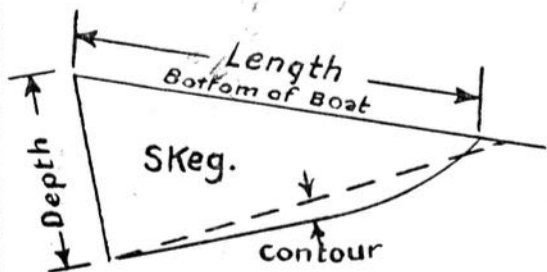
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8"	14 1/4"	9 3/4"	6 13/16"	4 3/8"	4 1/16"	4 7/8"	6 1/4"	10 1/4"	15 3/8"
Chine			12 1/8"				8 5/16"		10 13/16"	18"
Side			19 7/8"				20 3/4"		17 1/2"	

Half Breadths				
Stations	3.	6.	8	Stern
Deck	23 5/8"	34 3/4"	31 5/8"	19 3/16"
Chine	15 5/16"	27 1/4"	24 3/4"	15 3/8"

Rudder.
Width 17 1/2"
Depth 32 1/4" - 1/4 over

Skeg
Length 31 1/8"
Depth 16 1/2"
Contour 1 1/4" - 1/4 over

Is construction as
per Rules? YES



I.S.C.



Y.R.A.

Yacht No. 2911

L.O.A. 22'-8 3/4"

Mast from B 31'-8 7/8"

Boom Length 14'-7"

Jib Stay fr. B 22'-8 1/4"

Dimension "A" 7'-10 7/8"

"B" 3'-10 1/8"

"C" 4'-3 1/8"

"E" 7'-0 3/8"

"G" 4'-0 1/2"

"K" 2'-6 3/8"

"M" 1"

"N" 8 3/4"

"O" 8 3/4"

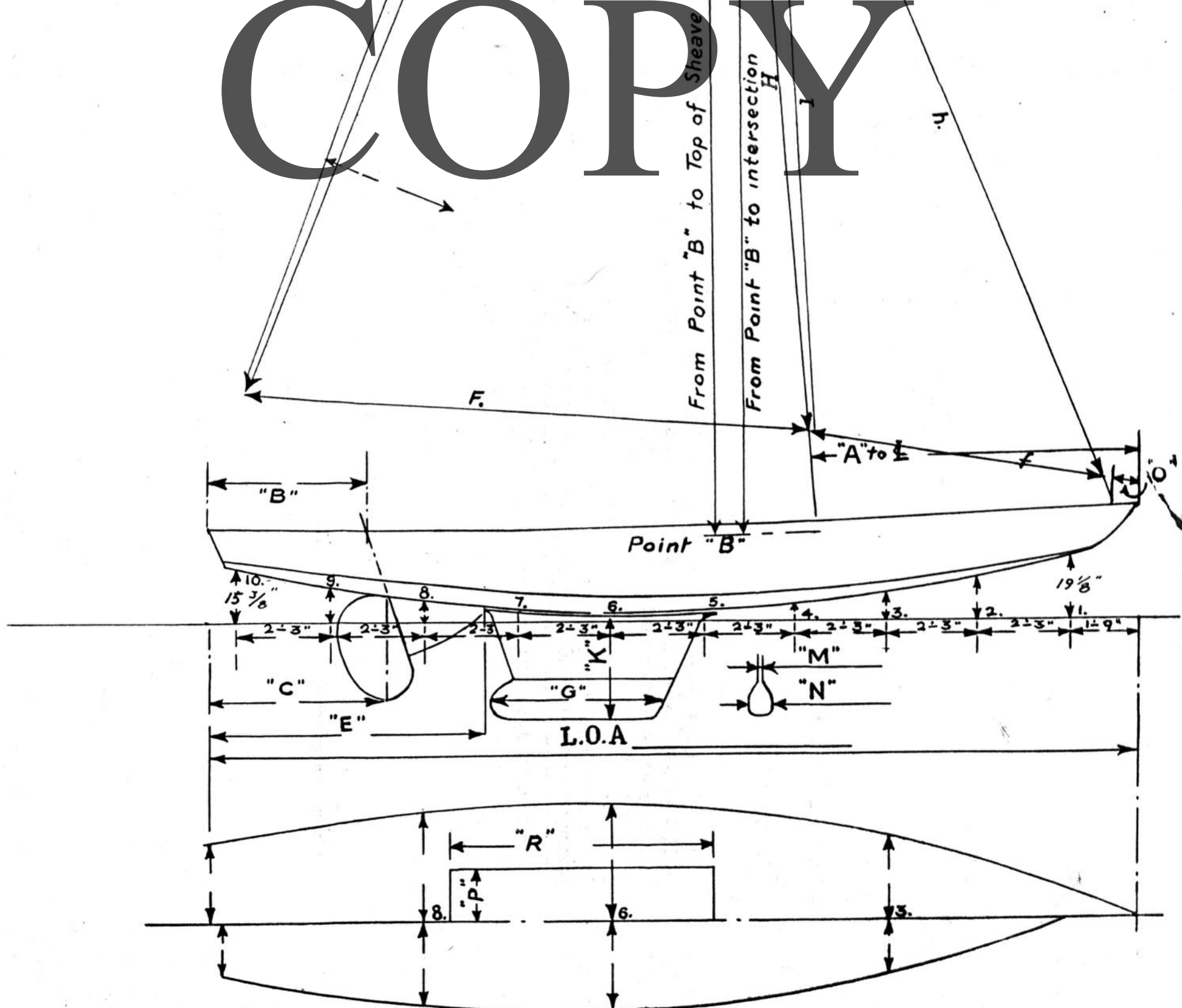
"P" 11 1/16"

"R" 6'-8 1/2"

Keel weight 895 lbs

out.

COPY



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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? 2911
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "FLAMINGO III" 4. Year built? 1949
5. By whom built? JAMES W. SMOLLETT, QUINCY 69, MASS.
6. Owner's name? PAUL C. WOODBURY
7. Address 5 SMITH ST., ROCKPORT, MASS
8. Fleet CAPE ANN 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 15TH day of JUNE & JULY 9 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 JULY 12TH 1949 Signed Fred H. Geller
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.

DESIGNED BY

FRED W. GOELLER
NAVAL ARCHITECT
QUINCY, MASS.
THE MARK OF DISTINCTION

July 18, 1949

Mr. W. Whitney Stueck,
Chairman, Measurement Committee,
International STAR Class Y. R. A.
Ivoryton, Conn.

Dear Mr. Stueck:

Acknowledging your letter of the 14th, re. measurement certificate for STAR No. 2911, in going over my notes I know how the error at Sta. No. 9 came about.

I have a wooden frame from uprights at the end of which I suspend the wire Base Line. This frame is clamped to the web of the Keel. There is an upright at Sta. No. 1 with a line 19 1/8" below the brass shod tip and a brad on this line. Another upright with a line 15 3/8" below the brass shod tip is carefully located at Sta. No. 10. The whole frame is then adjusted until Sta. No. 1 is exactly 21" aft of "A".

We had this all set and checked carefully before I started to measure the Keel Contour. In measuring from amidships aft, crawling around the cradle supporting the boat the Base Line wire was inadvertently moved from the 15 3/8" line and when we got to Sta. No. 10 this was discovered. After correcting this all contour measurements were again checked. In copying these on the Measurement Certificate I muffed the correction at Stas. 8 and 9. These should read: Sta. 8 - 7 1/8" and Sta. 9 - 10 11/16".

The original rudder blade warped badly and a new mahogany one is being made. The depth will be kept within the proper limit. The skeg was measured from the 37" - 17" line and the contour excess of 1/4" will be corrected when the new rudder blade is put on.

Very truly yours,


Fred W. Goeller

P.S. Received the copies of
Measurement Certificates
which should last me for
some time. Thanks. F. W. G.

cc: Paul C. Woodbury,
Rockport, Mass.

Ivoryton, Conn.
July 14, 1949

Mr. Fred W. Goeller
19 Samoset Ave.
Quincy, Mass.

Dear Mr. Goeller:

ax lta. 9
I have certificate No. 2011. The keel contour is 17/32 under the limit. All other contour dimensions are well within limits, which indicates there may be an error. A check on your notes may uncover the trouble.

The rudder is $\frac{1}{4}$ " too deep and the skeg contour is $\frac{1}{4}$ " over the limit. These may be corrected. I assume skeg contour was measured from the 17" - 37" line.

Very truly yours,

W. Whitney Stueck.

WWS:ps

cc: Paul C. Woodbury
5 Smith St.
Rockport, Mass.