

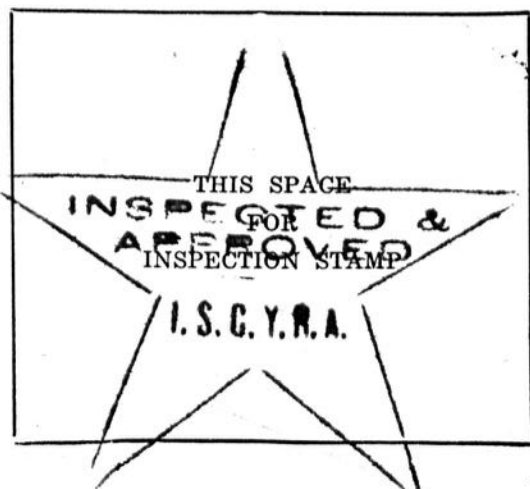
OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE**Sec. C.****—INSTRUCTION TO CERTIFIED MEASURERS—**

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 Maxwell H. Small
Chairman International Measurement Committee.

8/30/51

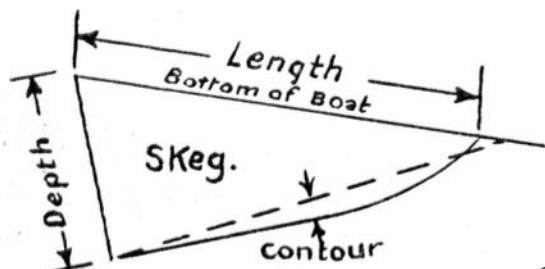
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	14 1/8	9	5	2 5/8	2 1/2	3 3/8	7 1/8	11 1/4	15 3/8
Chine			10 13/16				7 1/4		11 1/4	17 9/16
Side			21				21 1/2		17 1/4	

Half Breadths	Stations	3.	6.	8.	Stern
Deck		23 1/2	34 1/4	31	19
Chine		15 1/4	26 3/8	24 1/8	16

Rudder.
Width 19
Depth 31 3/4 *1/2" over*

Skeg
Length 34
Depth 17
Contour 1

Is construction as
per Rules? YES



I.S.C.



Y.R.A.

Yacht No. 2922

L.O.A. 22'-9"

Mast from B 31'-8 5/8"

Boom Length. 14'-7"

Jib Stay fr. B 22'-6"

Dimension "A" 8'-0 3/4"

"B" 46 5/8"

"C" 52"

"E" 7'-2"

"G" 49"

"K" 30 1/2"

"M" 7/8"

"N" 8"

"O" 12 5/8"

"P" 12"

"R" 80" 3/4 over

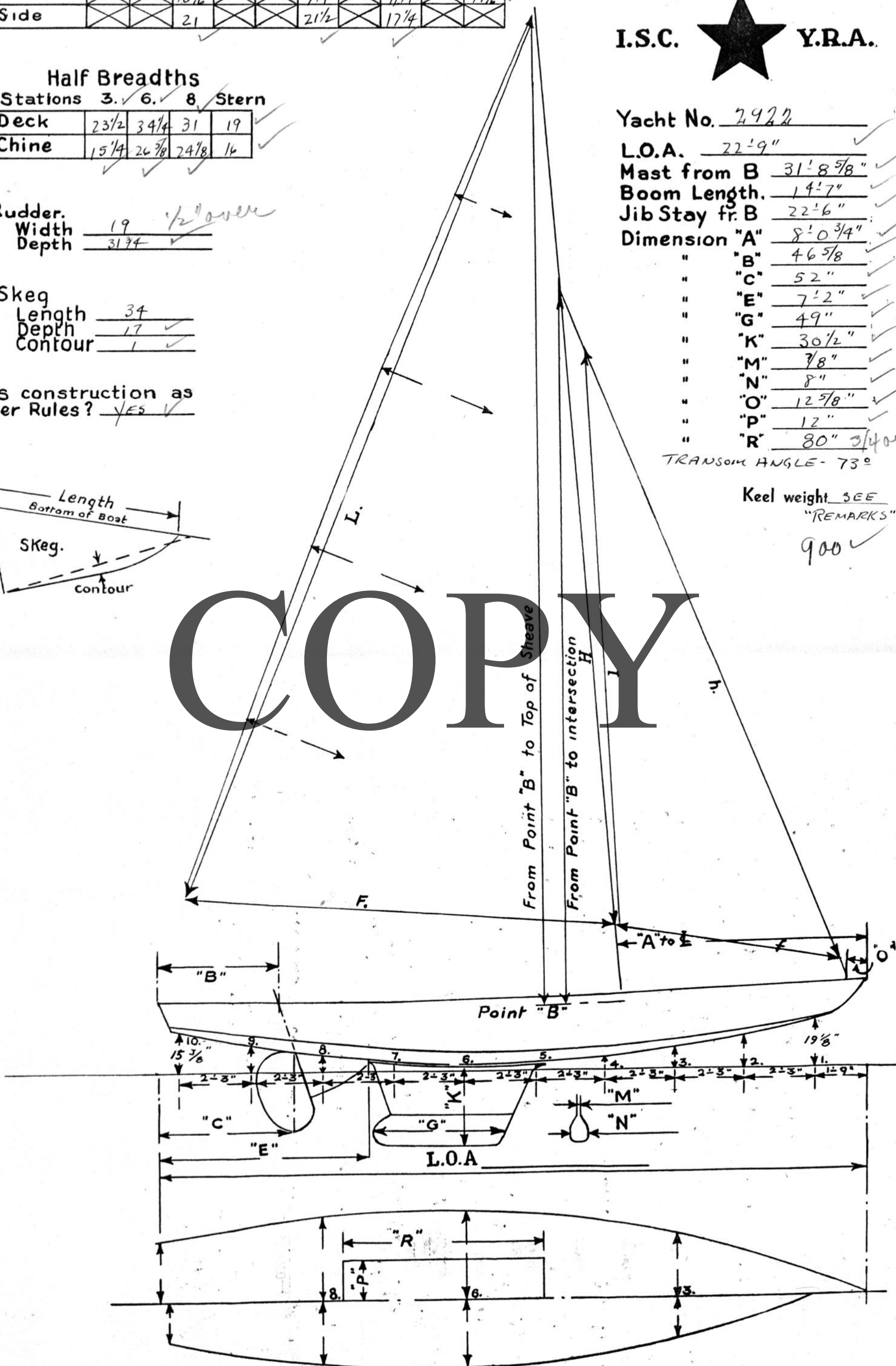
TRANSOM ANGLE - 73°

Keel weight SEE

"REMARKS"

900

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 a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 2922
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "DOROTHY"
4. Year built? 1949
5. By whom built? FRED OSBERG
6. Owner's name? FRED OSBERG
7. Address 24 W. PARK PLACE, RUTHERFORD, N.J.
8. Fleet PARITAN BAY
9. Remarks KEEL WAS USED ON OWNERS FORMER BOAT #2428 WHICH WAS DESTROYED BY STORM

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 7-26-49 day of 19 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 8-15-49 Signed [Signature]
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.

24 W. Park Place,
Rutherford, N. J.

International Star Class Y.R.A.,
51 East 42nd Street,
New York 17, N. Y.

Attention: Mr. Sampson Smith

Dear Sir:

2922
Howard T. Walcott
I am enclosing a check for the sum of five dollars (\$5.00) to cover the issuance of a number certificate for a new Star which I am rapidly bringing to completion.

Builder of Vessel:	Frederick C. Osberg
Owner of Vessel:	Frederick C. Osberg

The last Star built and raced by myself #2428, was completely destroyed on October 26, 1948 when she parted her moorings during a storm and landed on a rocky shore. Nothing but keel and fittings were recovered. This loss was reported to my Fleet Secretary, but I am again reporting in case the Control Office had not been informed.

Sincerely yours,

Frederick Osberg
Frederick C. Osberg

FCO/jam
Attach: Ck of \$5.00

June 29, 1949

Ivoryton, Conn.
September 29, 1949

Mr. Fred Osberg
24 W. Park Place
Rutherford, New Jersey.

Dear Sir:

I have the Measurement Certificate for Star No. 2922 which is in order except that the rudder is 3" too wide. This should be measured to center line of rudder post. Please correct this and have Mr. Tool or one of your Fleet Officers testify as to the new measurement.

For future reference, the cockpit should be from 76 3/4" to 79 1/2" long. Yours is slightly over.

Very truly yours,

W. Whitney Stueck.

WWS:ps

cc: B. J. Tool, Jr.
625 Thomas Avenue.
Riverton, N. J.

C O P Y

INTERNATIONAL STAR CLASS YACHT RACING ASSOCIATION

Ivoryton, Conn.
September 29, 1949

Mr. Fred Osberg
24 W. Park Place
Rutherford, New Jersey.

Dear Sir:

I have the Measurement Certificate for Star No. 2022 which is in order except that the rudder is $\frac{1}{2}$ " too wide. This should be measured to center line of rudder post. Please correct this and have Mr. Tool or one of your Fleet Officers testify as to the new measurement.

For future reference, the cockpit should be from $76 \frac{3}{4}$ " to $79 \frac{1}{4}$ " long. Yours is slightly over.

Very truly yours,

/s/ W. Whitney Stueck

W. Whitney Stueck.

WWS:ps

cc: B. J. Tool, Jr.
625 Thomas Avenue.
Riverton, N. J.

24 West Park Place
Rutherford, New Jersey

August 27, 1951

Star No. 2922

Mr. Maxwell W. Small,
International Measurer
7 Otis Lane
Bellport, Long Island

Dear Max,

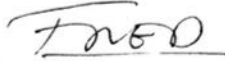
After receiving your short note of a few weeks ago, I reluctantly cut the well sharpened trailing edge off the rudder of #2922 - and made the width exactly $18\frac{1}{2}$ " from Centerline of rudder post to the rear edge. I sincerely hope that this will be satisfactory.

May I add the following short dig! Fortunately, my return from India was delayed so that your late reply to my note written in April was received in plenty of time before launching. Truthfully, however, you have my sympathy, as Harry Hoffman tells me you are loaded with paper work.

From now on, I am looking forward hopefully to receipt of the measurement certificate.

Let me extend my deepest sympathy over the loss of your father.

Sincerely yours,


Fred Osberg

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

7/20/51

Dear Fred:

Nice to hear from you
again. Come + see us -

Re 2922 - cut the
rudder to 18 1/2" and send
me a letter saying you
have done so. This seems
picky, even to me, but it
is one large bone of con-
tention and a point which
is always checked in any major
competition. If you don't change
it now you most certainly will
have to later

Sorry
Max.

Tell to H.W.

24 West Park Place
Rutherford, New Jersey

April 27, 1951

Mr. Maxwell W. Small
International Star Class Measurer
Bellport, Long Island

Dear Max,

I visited Staten Island last Sunday in order to say good-by to Harry and Ruth Hoffman before taking off for India for a three months' job. The ensuing discussion eventually got around to Star Class measuring, and I learned, much to my surprise and delight, that you recently had become a person of eminent world importance, at least to the Star Class sailors by your recent appointment as Chief Measurer. Let me congratulate you upon your august position, and may I further offer the hope that this job may lead you to the purchase of a Star.

Actually, I do have an item of considerable interest to me concerning my newest Star No. 2922. As you can see by the attached letter from Mr. W. Whitney Stueck, I was refused a measurement certificate on this boat because the extreme width of my rudder was exactly 19" rather than 18 1/2", which is equal to the optimum dimension plus total allowance. I have corrected this condition and carried the rudder itself down to Harry Hoffman so that he could lay his ruler across it and attest to the measurement which is now 18 3/4". I am certain that Harry Hoffman will be writing to you in the next few days giving similar information.

I do wish to state that this boat has not been raced without a certificate, to my knowledge at least. I did race the vessel in the summer of 1949 after it was measured by Mr. Tool of Riverton, New Jersey, who opined that the boat would measure in. I was informed on September 29, 1951 that the rudder was too big and left on October 9 for India and Indonesia, returning in August of 1950. The vessel did not race in 1950 and this is the first time that I have had an opportunity to correct it. Unfortunately, as a result of my forthcoming trip to India, my 1951 racing season will also be very short.

Harry tells me that you and Peg are enjoying the life in Long Island too well to ever visit we city folk on Staten Island. However, if you do get a week-end next August and feel like coming over to see Harry at his house, Dottie and I will be pleased to be there for the activities.

Kindly give this matter your usually prompt attention so that I will again become official.

Sincerely yours,

Fred Osberg
Fred Osberg

FCO:tam

2922

40711

THE BURR & HOUSTON CO.
GRAY IRON AND ALLOY IRON CASTINGS

OFFICE:
84 CALYER ST.

BROOKLYN 22, N. Y., July 25 1946

NAME J. L. Osberg
ADDRESS % Rutherford Automotive & Marine Bldg

CUSTOMER'S ORDER NO.	OUR ORDER NO.	DESCRIPTION	PIECES	POUNDS	RETURNED PARTS	CORE BOXES	PRICE	AMOUNT
		River Road Keel casting	1	900				
		Originally on # 2428 - wrecked Transferred to # 2922						

COPY

DRIVER

SIGN HERE

Autographic Register Co., N. Y., Bklyn., & Hoboken, N. J.

COPY

SIGN HERE

Autographic Register Co., N. Y., Bklyn., & Hoboken, N. J.

2922

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