

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

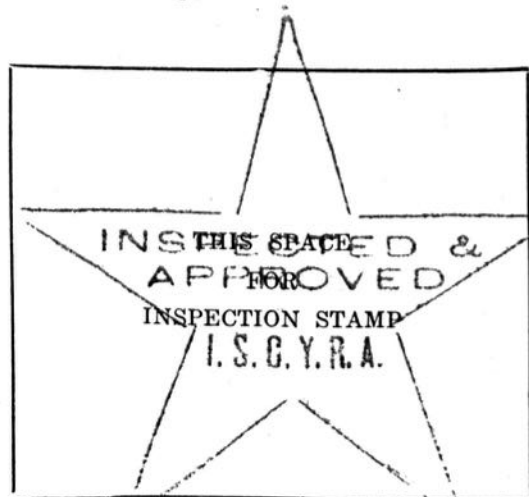
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

1/17/57

12967

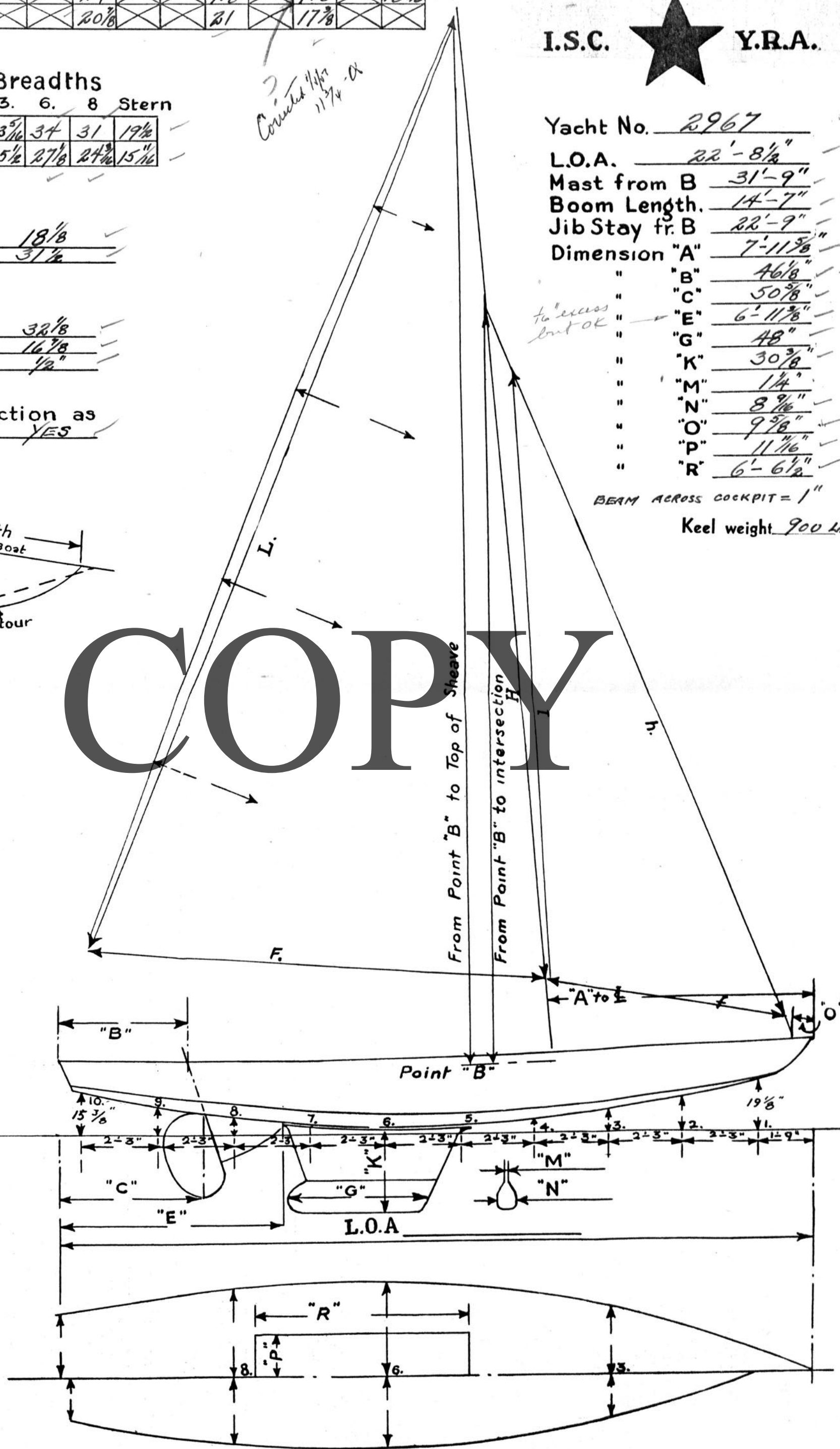
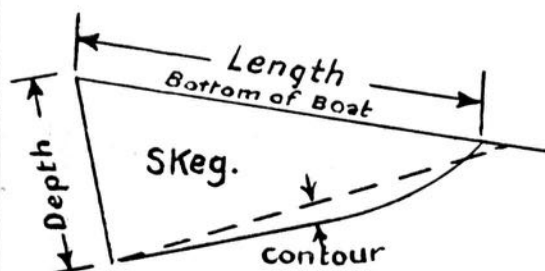
Y.R.A.

Half Breadths				
Stations	3.	6.	8	Stern
Deck	23 $\frac{5}{16}$	34	31	19 $\frac{1}{2}$
Chine	15 $\frac{1}{2}$	27 $\frac{1}{2}$	24 $\frac{1}{2}$	15 $\frac{1}{16}$

Rudder. 18 1/8 ✓
Width 31 1/2 ✓
Depth

Skeg
Length 32 1/8 ✓
Depth 16 7/8 ✓
Contour 1/2" ✓

Is construction as per Rules? YES



Yacht No. 2967

L.O.A. 22'-8 1/2"

Mast from B 31'-9"

Boom Length, 14'-7"

Jib Stay fr. B 22'-9"

Dimension "A" 7'-11 5/8"

" "B" 46 1/8

"C" $\frac{50\frac{3}{8}}{1' 11\frac{1}{2}"}$

16 excess " — "E" 6-11/8"
 but OK " " " " 12"

"G" 48"
"K" 30 3/4"

" "K" 30/8
" "M" 1 1/4"

" "M" $\frac{1}{4}$
" "N" $8 \frac{9}{16}$ "

"O" $9\frac{5}{8}"$

" "P" 11/16

" "R" 6'-6 1/2'

BEAM ACROSS COCKPIT = 1"

Keel weight 900 lbs. ✓

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? 2967
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "ESTRALITA" 4. Year built? 1950 (JAN)
5. By whom built? REID & BAYLES
6. Owner's name? JAMES M. SCHOONMAKER
7. Address 4815 COLLINS AVE, MIAMI BEACH 40, FLORIDA
8. Fleet BISCAYNE BAY 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 12 day of JUNE 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 20 JUNE 1950 Signed W. H. Munn
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.

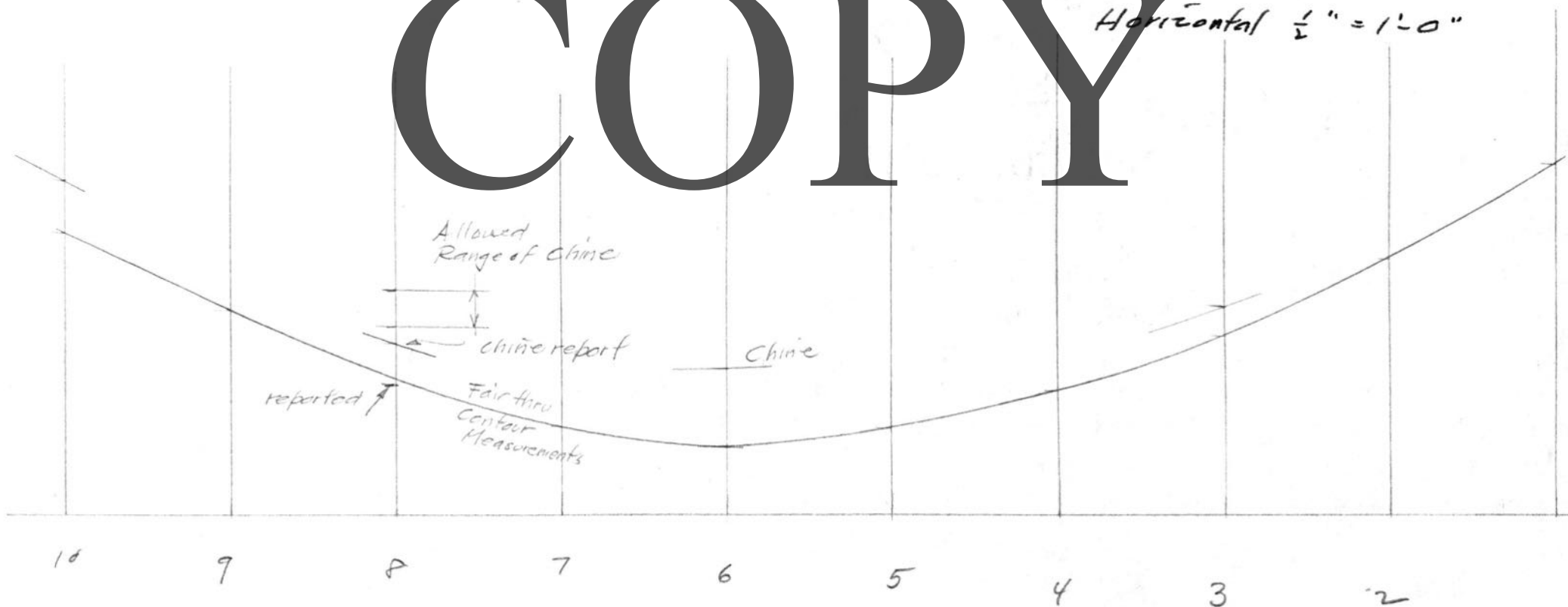
8/3/50

STAR NO. 2967

Plot of Chine Profile (Contour)
from measurement of 6/12/50

Scale: Vertical $1\frac{1}{2}" = 1'-0"$
Horizontal $\frac{1}{2}" = 1'-0"$

COPY



WIRTH M. MUNROE

YACHT DESIGNER

MARINE SURVEYOR

COCONUT GROVE, MIAMI 33, FLORIDA

RESIDENCE: 3485 MAIN HIGHWAY

MAILING: POST OFFICE BOX 196

1 January 1951

Mr. Henry M. Devereux
Chairman Inter'l. Measurement Comm't/
International Star Class Racing Assn.
88 City Island Ave.
City Island
New York 64, N.Y.

Re: STAR #2967
Ref: Your letter dated
Aug. 5, 1950

Dear Mr. Devereux;

Mr. Schoonmaker has made his Star boat #2967 available to me for remeasurement and I have checked the measurement on Station #8 which was found to be 11-3/4 inches rather than the 9-3/8 inches as shown on the certificate sent in last June for your approval.

I have been trying to figure out how this original figure was obtained but there is just no reason. This boat and #2965 were built by the same men and were supposed to be duplicate boats.

Mr. Schoonmaker is going to Havana to race about the middle of this month and would like very much to have his certificate to take with him then.

May the New Year be a prosperous and Happy one for you and that there will be lots of good racing.

Sincerely,

Wirth Munroe

file
OK
Cert
number
1/7/51

88 City Island Ave.
City Island
New York, 64, N. Y.
August 5, 1950

Star No. 2967

Mr. James M. Schoonmaker
4815 Collins Ave.
Miami Beach, 40
Florida

Dear Mr. Schoonmaker;

This letter is long overdue, and I must apologize. Serious family illness has retarded me in all of my activities including the Star Class work.

For the time being your Star No. 2967 is not approved. The matter of the chine height at Station No. 8 is the trouble.

The chine height at Station No. 8 is reported as $9 \frac{3}{8}$ ". The minimum allowed for this, with the particular flatness of contour of this boat, is $10 \frac{7}{32}$ "; and the corresponding maximum is $12 \frac{7}{32}$ ". I rather suspect there is a typographical error in the report; since I have drawn the reported measurements on my drawing board, and find them not entirely consistent at this point.

Please have this matter checked up. When the chine height at Station No. 8 is reported as within the above noted limits, the boat will be approved.

Wishing you good racing,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Wirth M. Munroe

3040 NW North River Drive
Miami, Fla.

No. 2852

Load **BOAT KEEL** Date **3-27-50**

From _____

Gross _____ lbs. To _____

Tare _____ lbs. Price **25**

Net **900** lbs. Amt. **25**

On _____ Off _____

Weigher _____

Form S. J. 351 Printed in U. S. A.

2967

August 5, 1950

STAR NO. 2965
NO. 2967

See letter to the builders, Reid & Bayles, concerning the overages of keel dimensions.

Letter is dated 8/5/50, and filed under General Correspondence.

HENRY M. DEVEREUX

See also letter to Wirth M. Munroe, 8/5/50, on same subject, filed Measurers.

HENRY M. DEVEREUX
COPY

*Sent H. Husted
7/22/51
Sumell*