

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. Lawrence
Chairman International Measurement Committee.

2975

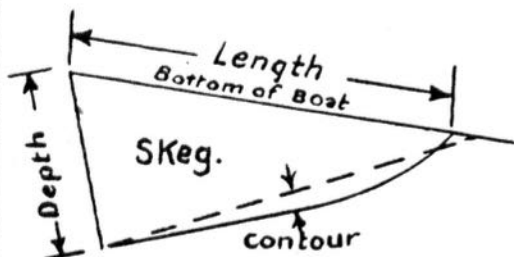
	Heights.									
Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 1/8	14	9 1/2	5 13/16	3 3/8	3 1/8	4 1/8	6 1/16	10 11/16	15 3/8
Chine			2				4 1/16	3 1/16		2
Side			20 5/16			21		17 3/8		

	Half Breadths			
Stations	3.	6.	8	Stern
Deck	23 7/8	34 1/4	31 3/16	19 1/4
Chine	15 1/16	27 1/4	24 1/16	15 1/16

Rudder.
Width 18 3/16
Depth 31 1/4

Skeg
Length 30 1/2
Depth 15 1/2
Contour 7/8

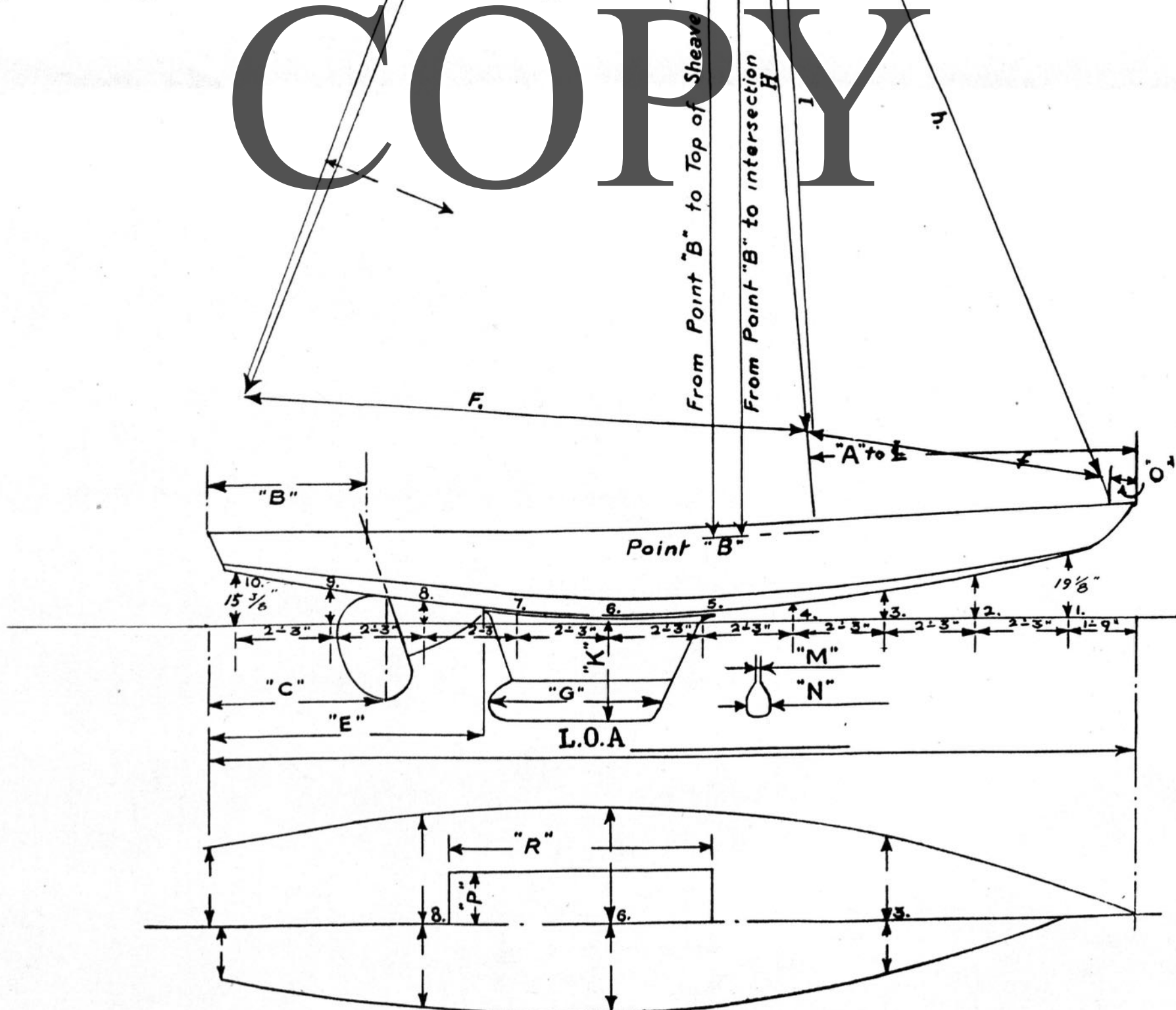
Is construction as
per Rules? yes.



I.S.C. ★ Y.R.A.

Yacht No. 2975
L.O.A. 22'-8 1/2"
Mast from B 31'-6 7/16"
Boom Length. 14'-6"
Jib Stay fr. B 22'-6 11/16"
Dimension "A" 89 1/2"
"B" 45 3/4"
"C" 51 1/4"
"E" 85"
"G" 48 3/4"
"K" 30"
"M" 1"
"N" 8 3/4"
"O" 11"
"P" 1 7/8"
"R" 6'-7"

Keel weight 872



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? 2975
2. Was this number cut or burned into keelson as required above? Cut.
3. Yacht's name "Tan" 4. Year built? 1950
5. By whom built? C. W. Jones and Plasuncraft Boat Builders
6. Owner's name? Nels O. Rosenberg
7. Address 3915 East Pine St. Seattle (22) Wash
8. Fleet Seattle Wash 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 23^d 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 8/23/50

Signed George G. Spaulding

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.

File

2975

October 4, 1950

Mr. Henry M. Devereux
88 City Island
City Island
New York City, 64 N.Y.

Dear Mr. Devereux:

In reply to your letter of September 21, 1950, on Star Boat #2975, I am very sorry that the measurements on the Chine Heights were from the contour of the bottom of the boat instead of the base line. Apparently in taking them off my work sheet I took them from the wrong column. The correct measurements are as follows:

Station #3	11 8/16 inches
Station #6	7 14/16 inches
Station #8	10 8/16 inches
Station #10	17 6/16 inches

In determining position (a.) I followed instructions using two straight edges at the deck line one on each side of the bow and where they crossed, I took that to be position (a.), which was $\frac{3}{4}$ of an inch forward of the bow stem. From Position (a.), I started all my measurements. From position (a.) to center line of forward end of mast opening is $89\frac{1}{2}$ inches.

Dimension (P) reported as $1\frac{1}{8}$ was meant to be $12\frac{1}{8}$ inches which is half width of cockpit.

Hoping these measurements will meet your approval I remain,

Yours truly,

George A. Spaulding
George A. Spaulding, Measurer
5211-57th. Ave. So.
Seattle, 8 Washington

3915 E. Pine St.,
Seattle 22, Wash.,
September 25, 1950

Mr. Henry M. Devereux,
88 City Island Ave.,
New York, 64, N.Y.

Re: Star No. 2975

Dear Mr. Devereux:

I have just received your letter covering two uncertain points regarding measurements submitted on my star boat No. 2975. I have tried to reach Mr. George Spalding, our measurer, but have been unable to do so. Since I personally helped him measure the boat, and since this was the second boat he measured since becoming our fleet measurer and consequently had to spend considerable time at it, I believe I may explain the uncertain items.

With regard to your item a), Dimension "A", this was measured from point A aft to forward end of mast slot as specified in 1950 Star Log.

Dimension P was found to be one half of $24\frac{1}{4}$ ". Mr. Spalding put this down as $1'-1\frac{1}{8}"$ on his work sheet for dimension P. It is conceivable that in copying the figures onto the official measurement form, he merely wrote $1\frac{1}{8}$ as shown by you. The actual dimension is $12\frac{1}{4}"$, of course.

It is very gratifying to know that I won't have to rebuild her this winter, since it is going pretty good.

Yours truly,

Nils M. Rosenberg
Nils M. Rosenberg

Cross File: Measurers
Star No. 2975

88 City Island Ave.
City Island
New York, 64, N. Y.
September 21, 1950

Mr. George A. Spaulding
5211 - 57th, South
Seattle, 8, Wash.

Dear Mr. Spaulding;

In your measurement report on Star No. 2975,
I note that the chine heights are reported in dimensions
above the bottom of the keel contour.

I have checked up on these chine heights, and
find that this boat is entirely satisfactory, so far as
they are concerned. However, for future measurements,
please report the chine heights as dimensions above the
base line.

Your copy of my letter on Star No. 2975 is here-
with enclosed.

With best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
September 21, 1950

Star No. 2975

Mr. Nels Rosenberg
3915 East Pine St.
Seattle, 22, Wash.

Dear Mr. Rosenberg;

I have the measurement report for your Star No. 2975. It is my opinion that this boat probably does conform to the measurement requirements, but there are two uncertain points to be clarified before final approval can be given. These are as follows:

(a) Dimension "A" is reported as 89 1/2". This is satisfactory, provided this was measured to the forward end of the mast slot; as noted thru the 1950 Star Log.

(b) Dimension "P" is reported as 1 1/8. This is uncertain, since the half-width of the cockpit is usually close to 12".

Please have these items checked up, and reported to me.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Cross File: Measurers
Star No. 2975

88 City Island Ave.
City Island
New York, 64, N. Y.
September 21, 1950

Mr. George A. Spaulding
5211 - 57th, South
Seattle, 8, Wash.

Dear Mr. Spaulding;

In your measurement report on Star No. 2975,
I note that the chine heights are reported in dimensions
above the bottom of the keel contour.

I have checked up on these chine heights, and
find that this boat is entirely satisfactory, so far as
they are concerned. However, for future measurements,
please report the chine heights as dimensions above the
base line.

Your copy of my letter on Star No. 2975 is here-
with enclosed.

With best wishes.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

and Western Classification Territories, March 15, 1922.

RECEIVE, subject to the classifications and tariffs in effect on the date of the issue of this Shipping Order,

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

At Tacoma, Wash., November 8, 1949

Consigned to Pleasurecraft Boat Builders

Destination 9001 Pacific Ave. State of Wash. County of _____

Route Tacoma.

Delivering Carrier Atlas Truck # 1

Our Order No. 1810 Your Order No.

No. Packages	Description of Articles, Special Marks and Exceptions	*Weight (Sub. to Cor.)	Pattern Returned
1	C. I. Starboat Keel	872	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. _____ (Signature of Consignor) If charges are to be prepaid, write or stamp here, "To be Prepaid." _____ Received \$ _____ to apply in prepayment of the charges on the property described hereon. _____ Agent or Cashier Per _____ (The signature here acknowledges only the amount prepaid.) Charges Advanced: _____ \$ _____ No. 10386

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."
NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Per

ATLAS FOUNDRY & MACHINE CO., Shippers, Per dbp

Permanent Post Office Address of Shippers: TACOMA, WASH.

§ - Printed by Sunset McKee-Standard Register Sales Co., Oakland 6, California SC-12908

 Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

5211 57 So.
Seattle 8 Washington.
Aug. 31 1930.

Mr. Henry M Devereux.
88 City Island Ave.
City Island.
New York.

2975

Dear Mr Devereux;

You will find enclosed the Measurement Certificate
for Star no 2975 . In the case of this Boat the owner
bought an unfinished hull from Pleasurecraft Boat Builders
and finished it up his self, so listed him as the builder..

COPY

Very Truly Yours.

Geo A Spaulding
Geo. A Spaulding.
Measurer 6th District.