

# OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

## Sec. C.

### —INSTRUCTION TO CERTIFIED MEASURERS—

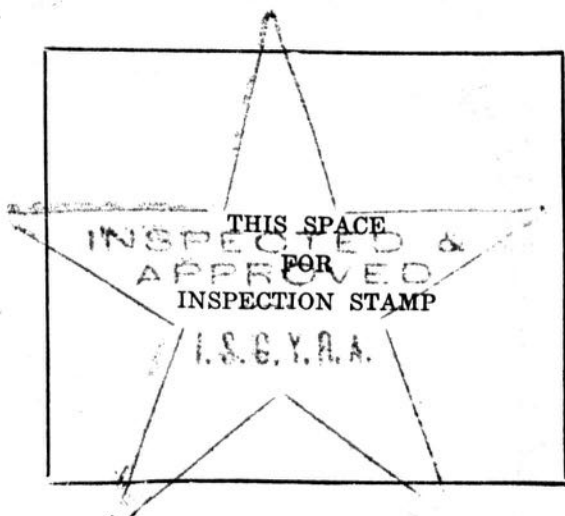
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

*Henry M. Devereux*  
Chairman International Measurement Committee.

HENRY M. DEVEREUX  
88 CITY ISLAND AVE.  
CITY ISLAND  
NEW YORK 64, N. Y.

AUG 10 1950

2995

|          |                                 |                                  |                                 |                                 |                                 |                                 |                                |                                  |                                 |                                 |
|----------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|--------------------------------|----------------------------------|---------------------------------|---------------------------------|
| Stations | 1.                              | 2.                               | 3.                              | 4.                              | 5.                              | 6.                              | 7.                             | 8.                               | 9.                              | 10.                             |
| Heights. |                                 |                                  |                                 |                                 |                                 |                                 |                                |                                  |                                 |                                 |
| Contour  | 19 <sup>2</sup> / <sub>16</sub> | 13 <sup>13</sup> / <sub>16</sub> | 9 <sup>1</sup> / <sub>16</sub>  | 5 <sup>10</sup> / <sub>16</sub> | 3 <sup>12</sup> / <sub>16</sub> | 3 <sup>11</sup> / <sub>16</sub> | 4 <sup>8</sup> / <sub>16</sub> | 6 <sup>14</sup> / <sub>16</sub>  | 10 <sup>9</sup> / <sub>16</sub> | 15 <sup>5</sup> / <sub>16</sub> |
| Chine    |                                 |                                  | 11                              |                                 |                                 | 7 <sup>5</sup> / <sub>16</sub>  |                                | 10 <sup>12</sup> / <sub>16</sub> |                                 | 17 <sup>8</sup> / <sub>16</sub> |
| Side     |                                 |                                  | 20 <sup>4</sup> / <sub>16</sub> |                                 |                                 | 21 <sup>3</sup> / <sub>16</sub> |                                | 17 <sup>5</sup> / <sub>16</sub>  |                                 |                                 |

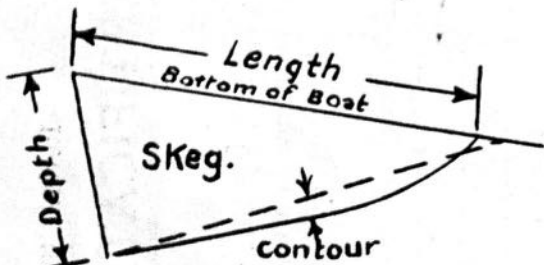
|               |                                  |                                  |                                  |                                  |  |  |  |  |  |  |
|---------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|--|--|--|--|--|--|
| Half Breadths |                                  |                                  |                                  |                                  |  |  |  |  |  |  |
| Stations      | 3.                               | 6.                               | 8.                               | Stern                            |  |  |  |  |  |  |
| Deck          | 23 <sup>14</sup> / <sub>16</sub> | 34 <sup>12</sup> / <sub>16</sub> | 31 <sup>11</sup> / <sub>16</sub> | 19 <sup>11</sup> / <sub>16</sub> |  |  |  |  |  |  |
| Chine         | 16 <sup>7</sup> / <sub>16</sub>  | 27 <sup>9</sup> / <sub>16</sub>  | 24 <sup>5</sup> / <sub>16</sub>  | 15 <sup>4</sup> / <sub>16</sub>  |  |  |  |  |  |  |

corrected to 15 <sup>15</sup>/<sub>16</sub>"

Rudder.  
Width 18 <sup>8</sup>/<sub>16</sub>  
Depth 31 <sup>4</sup>/<sub>16</sub>

Skeg  
Length 31 <sup>8</sup>/<sub>16</sub>  
Depth 16 <sup>10</sup>/<sub>16</sub>  
Contour 1 <sup>2</sup>/<sub>16</sub> Corrected to 1"

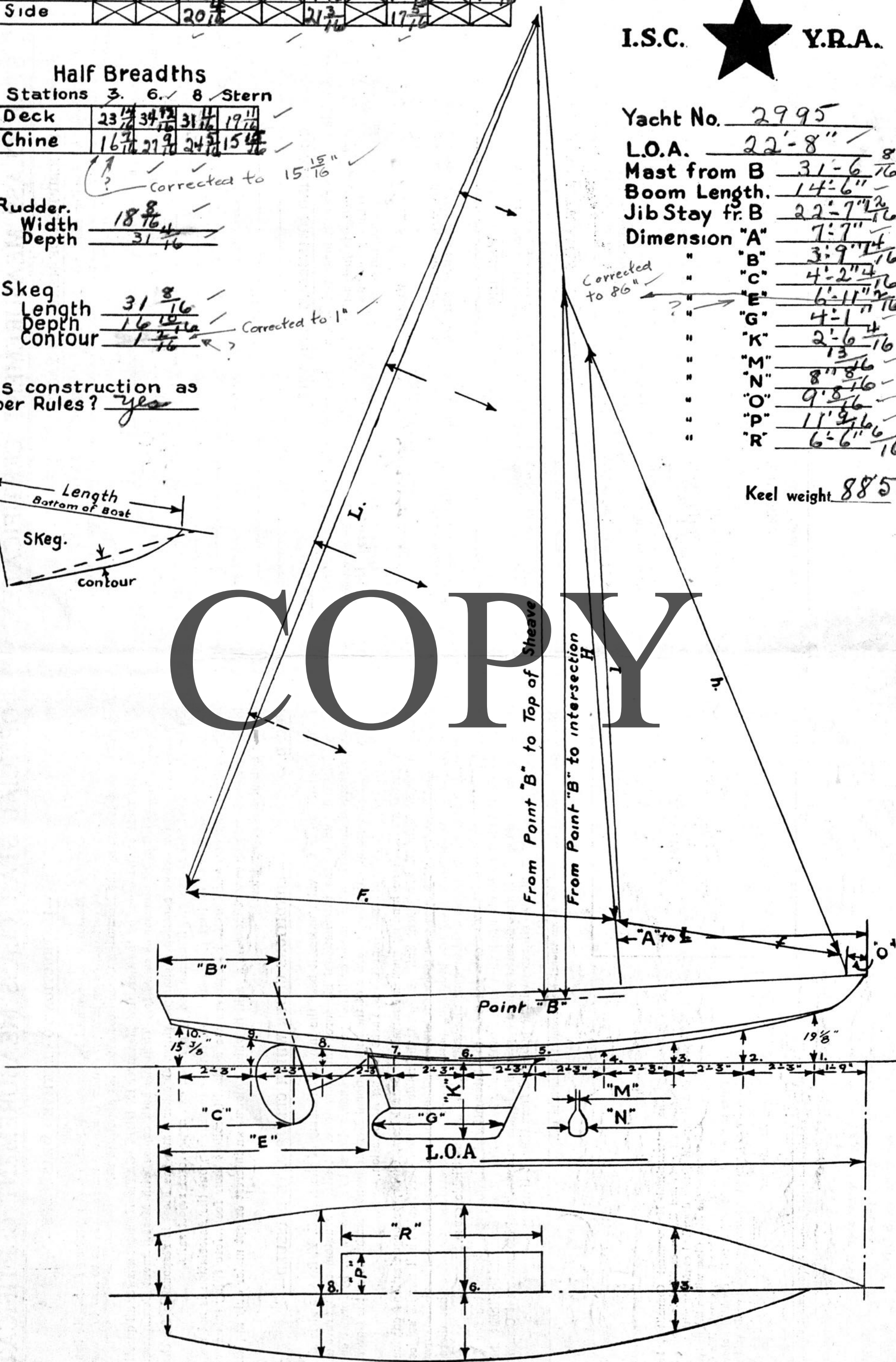
Is construction as  
per Rules? yes



I.S.C.  Y.R.A.

Yacht No. 2995  
L.O.A. 22'-8"  
Mast from B 31'-6 <sup>8</sup>/<sub>16</sub>  
Boom Length 14'-6"  
Jib Stay fr. B 22'-7 <sup>12</sup>/<sub>16</sub>  
Dimension "A" 7'-7"  
"B" 3'-9 <sup>14</sup>/<sub>16</sub>  
"C" 4'-2 <sup>4</sup>/<sub>16</sub>  
"E" 6'-11 <sup>12</sup>/<sub>16</sub>  
"G" 4'-1 <sup>16</sup>/<sub>16</sub>  
"K" 2'-6 <sup>4</sup>/<sub>16</sub>  
"M" 13 <sup>16</sup>/<sub>16</sub>  
"N" 8 <sup>16</sup>/<sub>16</sub>  
"O" 9 <sup>8</sup>/<sub>16</sub>  
"P" 11 <sup>9</sup>/<sub>16</sub>  
"R" 6'-6 <sup>6</sup>/<sub>16</sub>

Keel weight 885



# 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? 2995
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name "Oregon Star" 4. Year built? 1950
5. By whom built? Walter Gram
6. Owner's name? Walter Gram
7. Address 285 Greenwood Ave Beaverton Oregon
8. Fleet Scout 9. Remarks

### CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 29th day of July, 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 July 29th 1950 Signed Walter A. Gramling

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.

88 City Island Ave.  
City Island  
New York, 64, N. Y.  
August 4, 1950

Star No. 2995

Mr. Walter Cram  
285 Greenwood Ave.  
Cedar Hills  
Beaverton  
Oregon

Dear Mr. Cram;

I have received the measurement report of your Star No. 2995. This boat cannot be approved for the following reasons:

- (a) Chine half-breadth at Station No. 3 is reported as  $16 \frac{7}{16}$ ". This is  $\frac{5}{16}$ " in excess of the allowed maximum.
- (b) Contour dimension is reported as  $1 \frac{2}{16}$ ". The maximum allowed is 1". This is very easy to correct.
- (c) Dimension "E" is reported as  $6' - 11 \frac{2}{16}$ ". The minimum allowed is  $6' - 11 \frac{7}{16}$ ". This is at times subject to errors of measurement.

When the measurer can assure me that these items are corrected, the boat will be approved. In the event that Dimension "E", under re-measurement does not quite meet the requirement, that can sometimes be adjusted in my office. Anyway, please advise me what you find out.

Sincerely,

HENRY M. DEVEREUX  
Chairman  
International Measurement Committee

Copy to Mr. Geo. A. Spaulding

Cross File:

Measurers  
Star No. 2995

88 City Island Ave.  
City Island  
New York, 64, N. Y.  
August 9, 1950

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

Dear Mr. Spaulding;

When I wrote you on August 4, 1950, concerning your status as a measurer, some of my mail had not been completely processed. I realize that two letters have crossed, the other one being the recommendation for your appointment as a Certified Star Class Measurer, from Mr. Frank Rambaldini.

This letter is to notify you that your appointment as Certified Star Measurer is confirmed.

You will shortly receive the outfit of instructions and necessary plans. Meanwhile, I suggest that you try to borrow the ones from Mr. Raymond H. Barnes, if this is feasible.

Your report on Star No. 2995 indicates that you understand the work in general.

Let me caution you about the absolute necessity of setting your measurement baselines so that they are exactly at the points dimensioned on the measurement forms, Form "I". Sometimes reports reach me with baselines set improperly. I seldom return them for correction, but make a re-check in this office, and then caution the measurers.

Wishing you all success in your work.

Sincerely,

HENRY M. DEVEREUX  
Chairman  
International Measurement Committee

Cross File: Measurers  
Star No. 2995

88 City Island Ave.  
City Island  
New York, 64, N. Y.  
August 4, 1950

Mr. George A. Spaulding  
5211 - 57 So.  
Seattle, 6  
Wash.

Dear Mr. Spaulding;

Your letter of July 31, 1950, and the report of measurement of Star No. 2995, addressed to Mr. W. Whitney Stueck, were turned over to me. I have succeeded Mr. Stueck for this measurement work.

Enclosed is your copy of my letter to Mr. Walter Cram, which I believe is self-explanatory.

I am somewhat puzzled about your status as a Star Measurer. Your name is not on the published list, nor on my own office list of the most recent date. Please advise me of how you were appointed, and if you have ever severed connections with this work. My list shows the Seattle measurer as Mr. Raymond H. Barnes, of 1223 17th Ave., North, Seattle, 2, Wash.

For the time being, in the interests of saving time on Star No. 2995, I shall not question your status. But I want to get it clarified.

With best wishes.

Sincerely,

HENRY M. DEVEREUX  
Chairman  
International Measurement Committee

P. S. A supply of measurement forms is being sent by normal first class mail.

H.M.D.

1223-17th Avenue North  
Seattle 2, Washington  
August 8, 1950

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

Dear Mr. Devereux;

This letter which is in reply to your letter of August 4th concerning Star No. 2995 is being written by me as the present measurer had to leave immediately after he had checked the deficiencies noted in your letter.

Together we checked the items in question and he wishes to report as follows:

- (a) The measurement reported was in error due to an arithmetical mistake on the work sheet. The correct half-breadth is 15-15/16"
- (b) The skeg contour was corrected and is now 1"
- (c) Dimension 'E' was remeasured and is 7'2" without any change. This measurement had not been taken at the correct intersection of the aft edge of the keel fin projection with the bottom of the boat.

The owners are leaving this coming Saturday for the Internationals at Chicago and respectfully request that the certificate be forwarded to them at the I.S.C.Y.R.A. headquarters or that the necessary clearance be arranged for.

Respectfully yours,

*Raymond H. Barnes*

Raymond H. Barnes  
Past Measurer

cc. Geo. A. Spaulding  
Walter Cram

*8/10/50 Certificate altered, and boat approved  
Snel.*

#2995

5211-57 So.  
Seattle Wash  
July 31<sup>st</sup> 50

W Whitney Stueck  
Everton Conn.

Dear Mr Stueck

You will find enclosed our  
measurement certificate for Star 2995  
I only had this one certificate copy and  
I would like you to make out a duplicate  
copy for me if you would.

Mr Graham is very anxious to have  
boat certified as soon as possible as  
he has taken the eleventh race  
here in Seattle and wants to trailer  
his boat back to Chicago and must  
leave Seattle before Aug 14<sup>th</sup>.

I would appreciate it if you would send  
me about twenty copies of measurement  
certificates

Very truly yours  
G A Hagedorn

May 4, 1950

Pleasurecraft Boat Builders  
9001 Pacific Avenue  
Tacoma, Washington

*Star  
#2995*

Gentlemen:

A Cast Iron Star Boat Keel was delivered  
to you on the above date on our bill of lading  
#14010.

We hereby certify the weight to be eight  
hundred eighty five (885) pounds.

Yours very truly,

ATLAS FOUNDRY & MACHINE CO.

*G. L. Clinton*  
G. L. Clinton

GLC:eab