

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

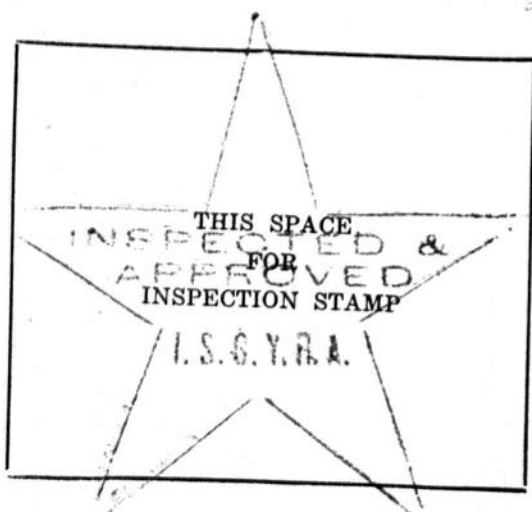
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

AUG - 4 1950

Conditional approval granted August 4, 1950.
Final approval subject to correction on "0".

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

Final approval 8/10/50
Henry M. Devereux

3005

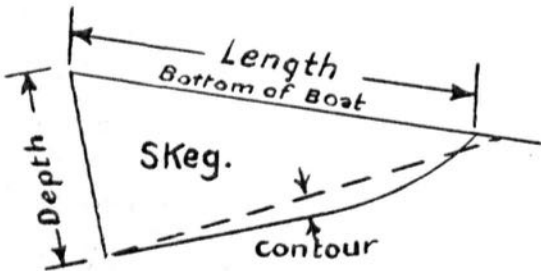
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Heights.										
Contour	19 1/8	13 7/8	9 1/2	6 5/8	4 3/8	3 7/8	4	7	11	15 7/8
Chine			12 1/2			8 1/2		11 1/2		18 1/8
Side			19 1/2			21 3/8		16 1/2		

Half Breadths	Stations	3.	6.	8	Stern
Deck		23 1/2	34 3/8	31 7/8	19 1/2
Chine		15 1/2	26 1/2	24 3/4	16 3/4

Rudder.
Width 18 1/4
Depth 22

Skeg
Length 39 1/2
Depth 16
Contour 1

Is construction as
per Rules? YES



I.S.C. ★ Y.R.A.

Yacht No. 3005

L.O.A. 22' 8 1/4"

Mast from B 31' 8 3/8"

Boom Length 14' 7"

Jib Stay fr. B 22' 5 7/8"

Dimension "A" 7' 8"

"B" 46' 1/2"

"C" 57"

"E" 83' 1/2"

"G" 48' 1/2"

"K" 30' 1/2"

"M" 7' 8"

"N" 8"

"O" 0"

"P" 12"

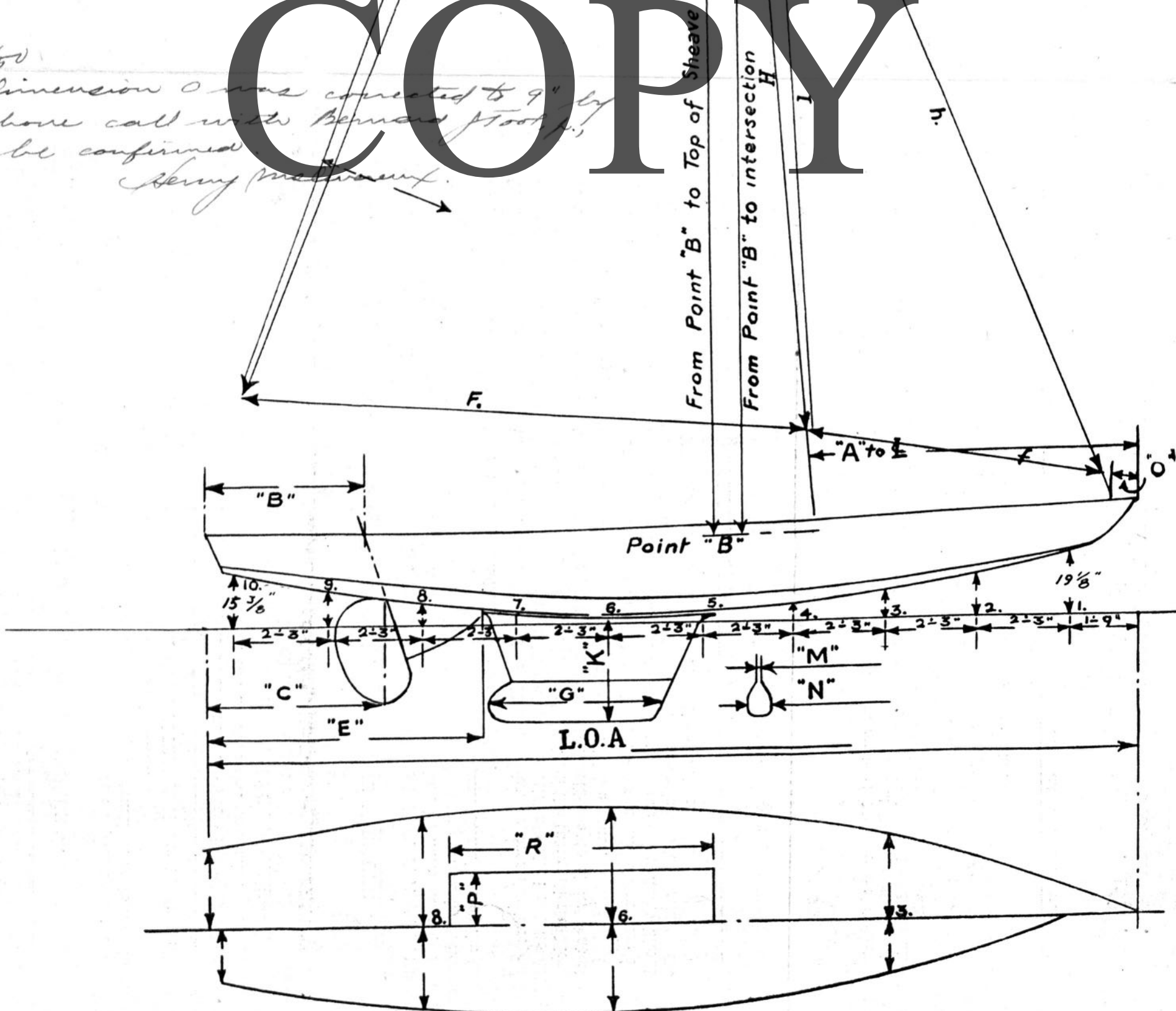
"R" 6' 9"

Keel weight 895 lb

TRANS L=730

COPY

8/10/50
Dimension O was corrected to 9" by
phone call with Bernard Pootz,
to be confirmed.
Bernard Pootz



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? 2205
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "NATHLEEN"
4. Year built? 1950
5. By whom built? LIPPMOTT BOATWORKS
6. Owner's name? W.P. WILLIAMS ; 5693 North Lincoln Ave, p may address
7. Address CHICAGO, ILL. - 8/10/50.
8. Fleet
9. Remarks KEEL CAST BY ELIZABETH ST. FUNDARY CO, CHICAGO, ILL. FROM PATTERNS MADE BY OLLIE KARIS

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 14 day of MAY 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 JUNE 9, 1950Signed [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.

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

Star No. 3005

Mr. H. P. Williams
Forest Ave.
Evanston
Illinois

Dear Mr. Williams;

This letter is long overdue. I have been retarded in all of my activities by serious family illness, causing all the Star work to suffer. I must apologize.

Herewith I am enclosing the certificate for your Star No. 3005, with a conditional approval. The boat is entirely within all limits, except for the Dimension "O".

I have accordingly marked Dimension "O" with a question mark. In the report of the measurer, this dimension is given as Zero inches; which means that the jibstay comes directly onto the stem head. This is not correct. Dimension "O" should be a minimum of $8 \frac{3}{4}$ ", and a maximum of $12 \frac{3}{4}$ ".

Fortunately this matter is easily corrected, and is small enough to grant the conditional approval.

Please have your local measurer check up on this matter; and if necessary, have the location of the jibstay corrected. When the measurer reports to me that Dimension "O" is within the limits, the boat will be fully approved.

Sincerely,

Copy to
Mr. Bernard J. Tool, Jr.

HENRY M. DEVEREUX

Chairman, International Measurement Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
August 10, 1950

Star No. 3005

Mr. H. P. Williams
5693 North Lincoln Ave.
Chicago
Illinois

Dear Mr. Williams;

My first letter, dated August 6, was evidently sent to the wrong address. I received it back in the mail this morning.

However, shortly thereafter I had a long telephone conversation with Mr. Tool, the measurer. The result is that the "O" dimension is now cleared up and the boat is fully approved.

I have notified the head office of the ISCYRA of all the above a few moments ago.

With best wishes for some good racing,

Sincerely,

HENRY M. DEVEREUX

Chairman
International Measurement Committee

Star No. 3005

August 15, 1950

See letter from R. Adair Hess to Harold Halsted, dated 8/9/50. This letter, submitted in duplicate, was first read by Halsted and then the copy sent to me by Special Delivery. I received my copy about 5:00 P.M. 8/14/50.

On 8/15/50; I spoke with Halsted over the phone, and he will reply to Hess' letter, with copy to me. This will confirm our telephone discussion of the letter, by phone to-day. The points to be covered are as follows:

1. Keel location... Dimension "E". My letter to H. P. Williams, of 8/10/50, still stands. Grind off the keel flange.

2.)

3.) Cut rudder down to agree with limits of template.

4. Let cockpit excess pass.

5. Cut mast down to requirements.

6. Frame knees not to be thrown out.

7. Numbers in keelson O.K.

HENRY M. DEVEREUX

5807 S. Harper Ave.
Chicago 37, Ill.
Aug. 9, 1950

Am reading this to you & have the original Will phone to get answers Harold (merry pr)

Mr. Harold C. Halsted
64 Pearl St.
New York 4, N.Y.

Dear Harold:

Thanks for your prompt reply to my letter. Your information was gratefully received. Sorry to hear you lost your eliminations and I for one wish you would come to the championship anyway.

I have tentatively measured Jet #2553 and Kathleen #3005 and have run into some errors on #3005. Incidentally, #3005 is listed improperly in the Log, as belonging to Knight instead of H. P. Williams. According to the Log this boat was built by Lippincott Boat Works. Bert Williams is correcting the following errors, but it is a disgrace that a new boat should have to have this work done on it:

1. According to the new Log the minimum dimension for E is 83 $\frac{7}{16}$ ", yet this dimension is only 83" on this boat. I was wondering since the boat is 22' 8 $\frac{1}{2}$ " in length from the projected point A, if a $\frac{7}{16}$ " piece of wood could be fastened permanently to the transom. This would still keep it within the limits on overall length.

2. Rudder is 19" wide from center of rudder post instead

cut down to 16" wide

correct by grinding heel perfectly. transom divider too much for slaws.

of the required $18\frac{1}{2}$ ".

3. Rudder deviates from rudder pattern more than the allowed $\frac{1}{4}$ " at the rudder post.

4. Cockpit is $3/8$ " over the maximum of $81\frac{1}{2}$ " allowed.

5. Mast is slightly over the required maximum.

6. The frames were to size as specified and the knees were molded in the side frames, but they looked awfully skimpy to me. I do not have that exact measurement, but the side frames were made from approximately a three inch piece of wood. I would like to have a minimum dimension for the knee section of a side frame.

While I'm beefing I might just as well gripe about the number cut into the keelson. To start with the number was formed by two $1/16$ " grooves approximately $3/8$ " apart and not cut out inbetween. They looked very pretty, but could be very easily removed. The numbers 3 and 5 were of the required 3" height, but the cyppers were only $2\frac{1}{2}$ " in height.

I have not as yet heard from Henry Devereux, and would appreciate it if you would send me a copy of last years' instructions, as I have mislaid mine. Will you also send me the Starlights which contained the ruling on flat surfaces on the sides of spars.

I would like to make a suggestion that boat builders have a full size plan of rudder, so that there is no excuse for so

many rudders being oversize.

I have hopes some day of having boats built within limits and figured you could do the most to bring this about. I would appreciate it if you would get a ruling from the Measurement Committee on points 1 and 6 as soon as possible, so that Bert Williams can make the necessary changes.

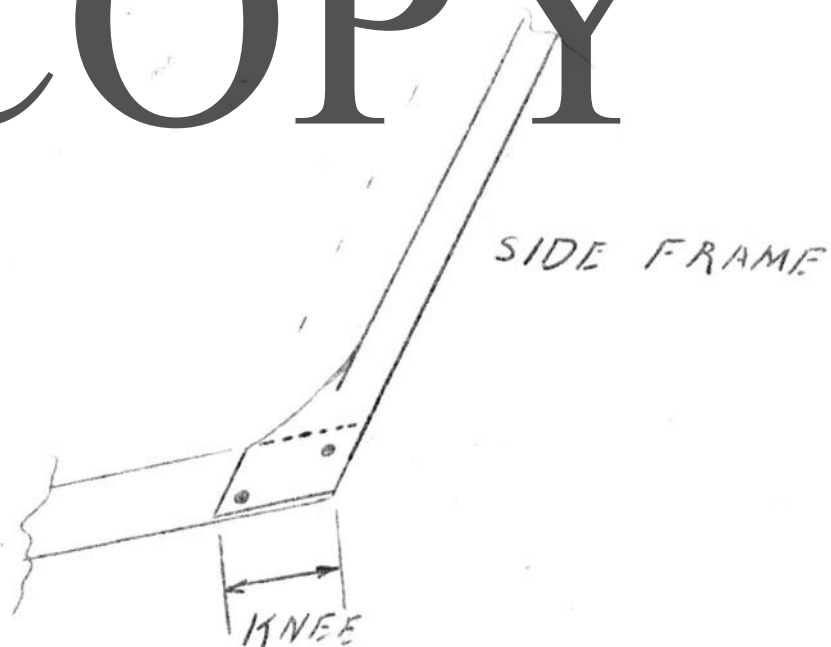
Sincerely,

Adair

R. Adair Hess

FB

COPY



88 City Island Ave.
City Island
New York, 64, N. Y.
August 10, 1950

Star No. 3005
SPECIAL RULING

Mr. H. P. Williams
5693 North Lincoln Ave.
Chicago
Illinois

Dear Mr. Williams;

Shortly after my telephone conversation which resulted in full approval of your Star No. 3005, I received another one from the Lippincotts, builders of your boat.

On the basis of this telephone call, I gave verbal consent to getting the keel into proper shape. This letter is to confirm this decision.

It seems that Mr. Lippincott learned that on a recent check-up at Chicago, the boat was found to have the iron keel $1/4$ " too far aft. The original measurer's report shows the keel to be within all allowed limits, as to location and inherent characteristics. This evidently indicates the Chicago Measurer found Dimension "E" to be $83 \frac{3}{16}$ "; while the report of Mr. Tool shows it to be $83 \frac{1}{2}$ ".

I gave consent, which I now confirm, to grinding about $1/4$ " from the after end of the keel flange, to overcome this $1/4$ " deficiency. This is strictly dependent on the keel, after grinding, being still a normal keel.

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Bernard J. Tool, Jr.



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Riverton, N. J.

194

Sold to

Lippincott Boat Works

Address

E. Riverton

Del'd to

*Gross Weight of Boat
Keel*

898 lbs

12 yearly

BOAT# 3005

COPY

DEALER'S SOLID FUEL LICENSE #

Gross Weight _____ lb.

Tare Weight _____ lb.

Net Weight _____ lb.

Vehicle Lic. # _____

Registered Weigher _____

No. E 40860

Driver _____

A. M.

P. M.

CUSTOMER'S COPY

Received by _____

MOORE BUSINESS FORMS, INC., NIAGARA FALLS, N. Y.