

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.



3026
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.
JUL 27 1950

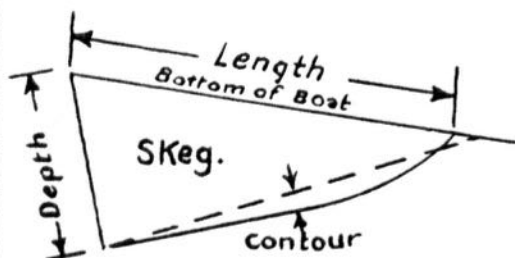
	Heights.									
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	19 $\frac{1}{8}$	13 $\frac{15}{16}$	9 $\frac{1}{16}$	6 $\frac{7}{16}$	4 $\frac{1}{2}$	4 $\frac{1}{8}$	5 $\frac{5}{16}$	7 $\frac{3}{4}$	11 $\frac{1}{4}$	15 $\frac{3}{8}$
Chine			12 $\frac{1}{16}$			9 $\frac{3}{16}$		12 $\frac{1}{16}$		17 $\frac{15}{16}$
Side			20 $\frac{3}{8}$			20 $\frac{15}{16}$		17 $\frac{1}{8}$		

Half Breadths				
Stations	3.	6.	8	Stern
Deck	24	33 $\frac{15}{16}$	30 $\frac{15}{16}$	19 $\frac{1}{4}$
Chine	15 $\frac{15}{16}$	26 $\frac{3}{8}$	24 $\frac{1}{2}$	16 $\frac{1}{8}$

Rudder.
Width 18 $\frac{1}{4}$ "
Depth 31 $\frac{1}{8}$ "

Skeg
Length 30 $\frac{3}{4}$ "
Depth 17"
Contour 13 $\frac{1}{16}$ "

Is construction as
per Rules? YES



I.S.C. ★ Y.R.A.

Yacht No. 3026

L.O.A. 22'-8 $\frac{1}{4}$ "

Mast from B 31'-9"

Boom Length. 14'-7"

Jib Stay fr. B 22'-9"

Dimension "A" 7'-7 $\frac{5}{8}$ "

"B" 45 $\frac{1}{4}$ "

"C" 51"

"E" 6'-11 $\frac{1}{2}$ "

"G" 4'-1"

"K" 30 $\frac{1}{2}$ "

"M" 7 $\frac{1}{8}$ "

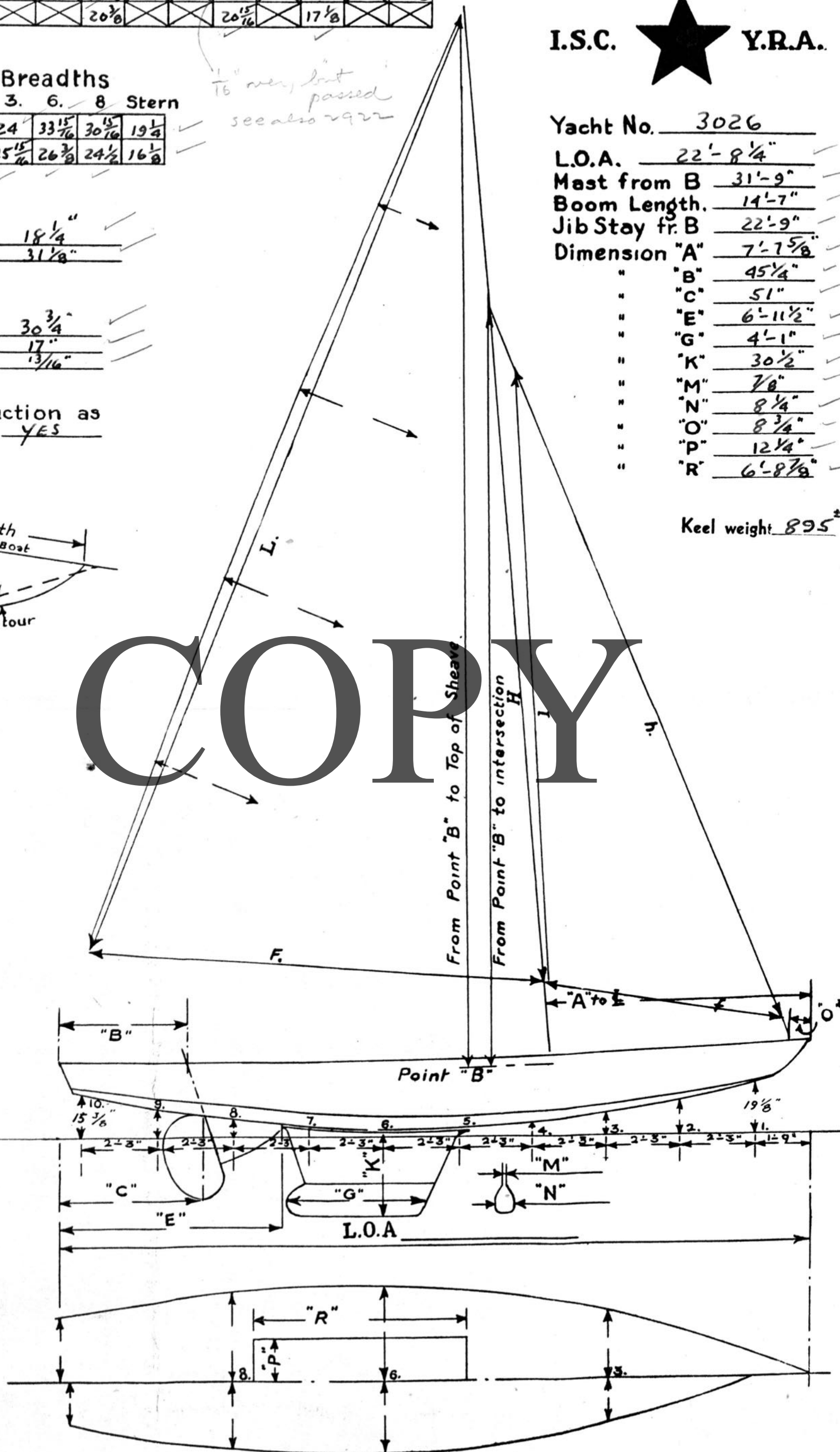
"N" 8 $\frac{1}{4}$ "

"O" 8 $\frac{3}{4}$ "

"P" 12 $\frac{1}{4}$ "

"R" 6'-8 $\frac{7}{8}$ "

Keel weight 895^{##}



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? 3026
2. Was this number cut or burned into keelson as required above? CUT
3. Yacht's name "....." 4. Year built? 1950
5. By whom built? OLD GREENWICH BOAT CO.
6. Owner's name? GEO. C. DEWAR
7. Address HOMESTEAD, PA. (217 - West 8th Ave.)
8. Fleet OAKMONT - ALLEGHENY RIVER 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 20th 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 July 19, 1950

Signed

Eden Beery
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.

International Star Class
Yacht Racing Association

1545 Waukegan Road • Glenview, Illinois 60025-2185 U.S.A.
Phone 708-729-0630
FAX 708-729-0718



15 March 1995

Jon Evans
7 Glenwood Dr.
Litchfield, NH 03051

Dear Jon,

In regard to your request for approval of the reconstruction method of your boat #3026, the Technical Committee will permit restoration and repair work NOT complying with the Specifications to be done when:

- The boat is a wooden boat made before the fiberglass era.
- The work is necessary to maintain the seaworthiness of the boat.
- The work is undertaken for restoration or repair, not as a means of giving a competitive advantage to the boat.

In simple terms, you are approved to proceed with your project as detailed in your letter.

Thank you for your patience. I apologize again for the delay in responding to your request and hope this has not deterred you from the class in any way.

When you have #3026 all restored please do not hesitate to forward a picture, maybe we can use it in one of our publications!

Best of luck and kind regards,

Shery Hughes
Executive Secretary

cc: Charles Morgan, Technical Committee
Joseph Knowles, Measurement Committee

International Star Class
Yacht Racing Association

1545 Waukegan Road • Glenview, Illinois 60025-2185 U.S.A.
Phone 708-729-0630
FAX 708-729-0718



27 February 1995

Joe Knowles
10 Old South Road
Mystic, CT 06355

Dear Joe,

May I impose upon you to look at the enclosed. I have asked Charley numerous times to please give me a response but to no avail. This poor man seems to be getting annoyed and if you wouldn't mind giving his proposal a quick once over and writing him a nice letter I would really appreciate it.

If you have any questions please give me a call.

Thank you and kind regards,


Shery Hughes

Enc.

On March Agenda
per Joe.

Jon Evans
7 Glenwood Dr.
Litchfield, NH 03051
Daytime phone 508-250-9800 ext. 645
Fax 508-250-3514

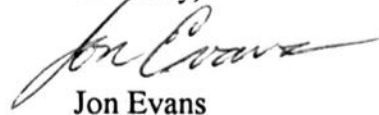
Shery Hughes
International Star Class
1545 Waukenag Road
Glenview, Ill 60025-2185

February 16, 1995

Dear Shery;

I would first like to thank you for all the information you have given me. Unfortunately, others within your organization don't seem to share your enthusiasm for promoting the Class. As you may recall, on March 18, 1994 I faxed a request to you detailing how I wanted to reconstruct the bottom of my boat, #3026 and asked for verification that what I was proposing didn't violate any Class rules. Over the past year I have contacted you to find out if you had heard anything. As you can see I have waited almost one year. I think you will agree this is a ridiculous amount of time to get an answer to my question. Can I expect an answer soon or should I look for a Class that is going to be more responsive? Your immediate attention would be appreciated.

Sincerely,



Jon Evans

REC'D FEB 21 1995

I'm about to start to rebuild boat number 3026 and want to make sure I don't violate any rules, in particular rule number 3.1.5 pertaining to planking.

Rather than replace many of the planks due to poor seams and multiple refastenings, I would like to "cold mold" the bottom, maintaining the thickness requirements of rule 3.1.2.

Figure A shows the original planking reduced in thickness approximately 8mm and two cold molded veneers applied to make up the proper thickness. Figure B would totally remove all original bottom planking and replace it with 4 to 5 veneers to make up the required thickness. In both scenarios the entire hull would be covered with fiberglass. All original framing will remain untouched.

My intent is to both save a good old boat while increasing stiffness and reducing maintenance. I would greatly appreciate a review of this proposed bottom treatment and weather one method is desired over the other (figure A or figure B).

Thank You

Jon Evans

COPY

*COPY OF ORIGINAL
SENT 3-18-94*

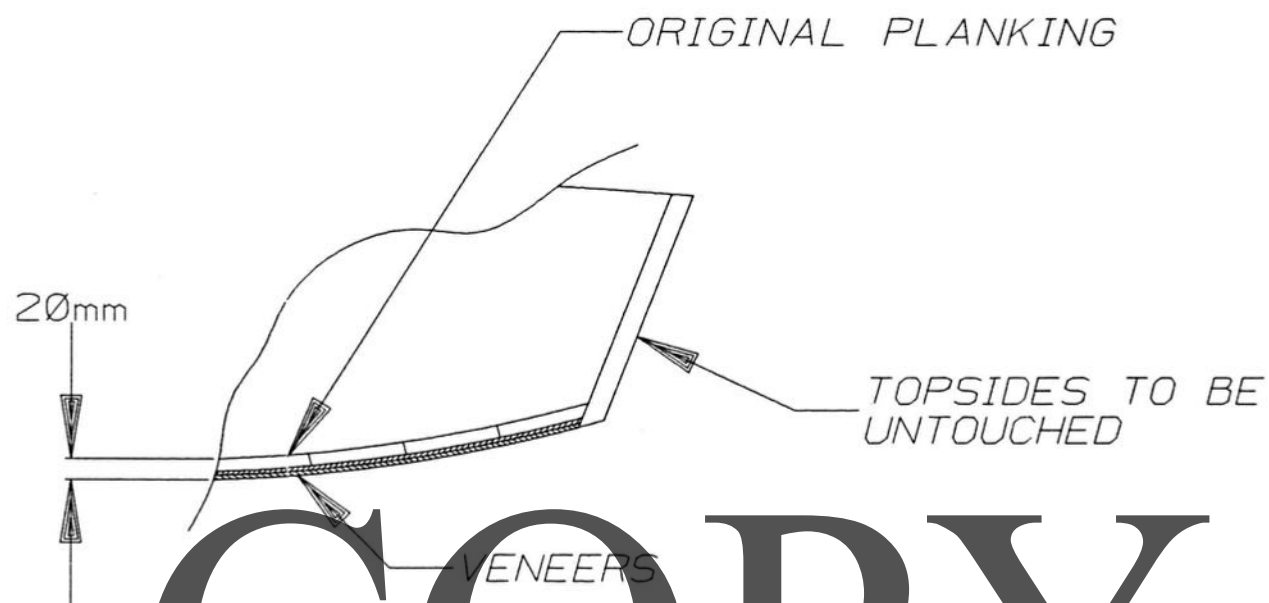


FIGURE A

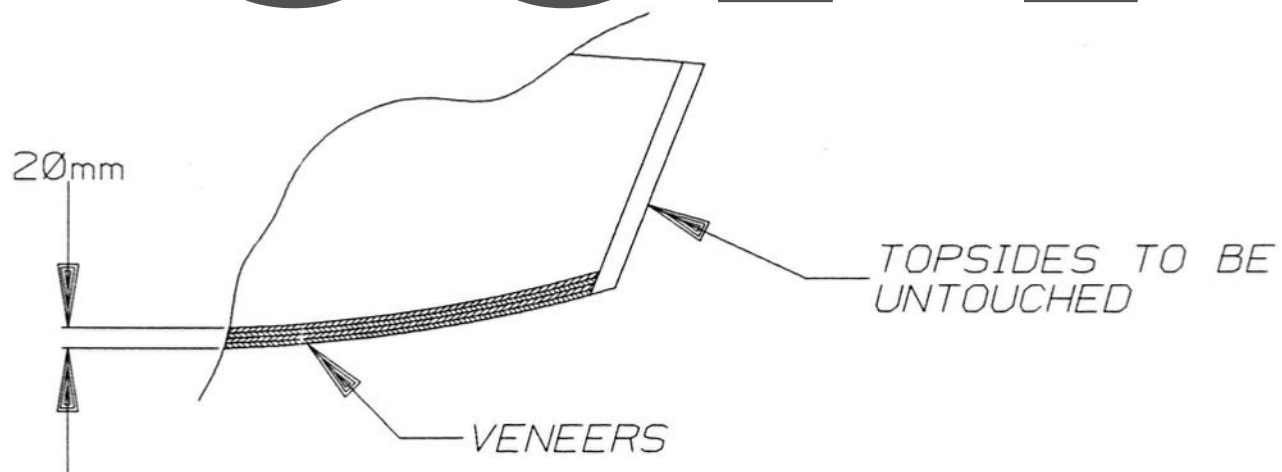


FIGURE B

COPY OF ORIGINAL
SENT 3-18-94

July 27, 1950

STARS NO. ... 2987
2922
3026 —

See letter on measurements, to Old Greenwich Boat Co.,
dated July 27, 1950,

Filed "General Correspondence"

HENRY M. DEVEREUX

COPY

THE WATSON MACHINE COMPANY

ESTABLISHED 1845

ENGINEERS - FOUNDERS - MACHINISTS

MANUFACTURERS OF

CORDAGE, ELECTRICAL WIRE AND CABLE
AND WIRE ROPE MACHINERY

PATERSON, N.J., U.S.A.

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

CABLE ADDRESS
WATSON PATERSON

Keel Weight Certificate

Sold to: *Old Greenwich Boat Co*

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS AND OTHER DELAYS BEYOND OUR CONTROL

Date Shipped: *Jan 3, 1940*

Shipping Memo No.: *8*

Certified Delivery Weight: *895 lbs*

COPY

THE WATSON MACHINE COMPANY

James J OByrne

30 26