

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

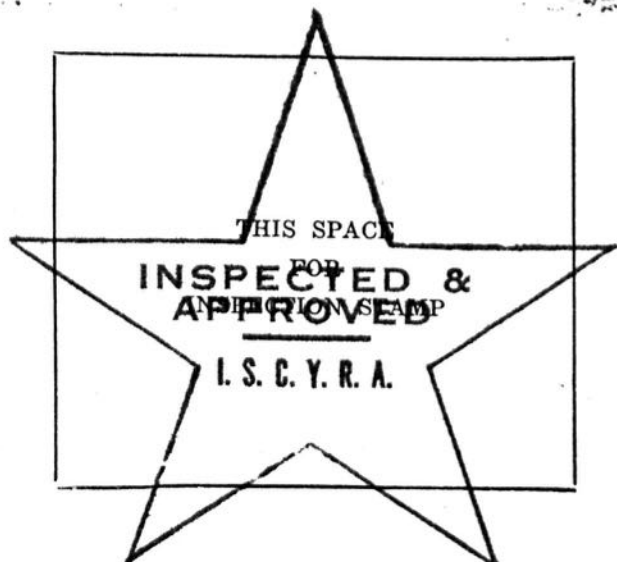
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made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

August 12, 1952

3113

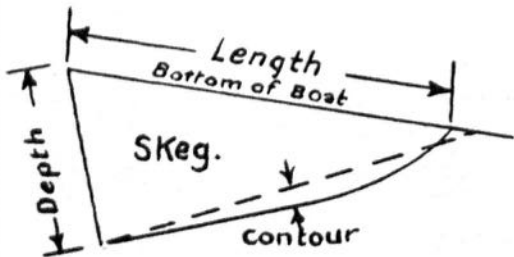
Heights.										
Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	1-7-1	1-2-0	0-9-6	0-7-2	0-4-5	0-4-14	0-5-2	0-7-34	0-11-1	1-3-3
Chine			0-11-14			0-7-3		0-11-3		1-6-1
Side			1-8-6			1-9-0		1-4-7		

Half Breadths				
Stations	3.	6.	8	Stern
Deck	1-11-6+	2-10-4	2-7-0	1-7-3
Chine	1-3-5	2-3-0	2-0-8+	1-3-64

Rudder.
Width 1-6-2 ✓
Depth 2-7-4 ✓

Skeg
Length 2-8-0 ✓
Depth 1-5-0 ✓
Contour 0-1-0 ✓

Is construction as
per Rules? YES ✓



I.S.C. ★ Y.R.A.

Yacht No. 3113 ✓
L.O.A. 22-8-3 ✓
Mast from B 31-8-6 ✓
Boom Length 14-7-0 ✓
Jib Stay fr. B 22-6-0 ✓
Dimension "A" 8-0-5 ✓
"B" 3-10-1+ ✓
"C" 4-3-4 ✓
"E" 6-11-2 ✓
"G" 4-0-6 ✓
"K" 2-6-6 ✓
"M" 0-1-0+ ✓
"N" 0-8-3+ ✓
"O" 0-9-0+ ✓
"P" 1-11-4 + 1/2" ✓
"R" 6-6-4 ✓

Keel weight 893 #



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? 3113
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "POR QUE NO" 4. Year built? 1951
5. By whom built? JOHN REID
6. Owner's name? ALEXANDER S. BOWERS
7. Address "LAKELANDS", COOPERSTOWN, NEW YORK.
8. Fleet _____ 9. Remarks I HAVE WATCHED THIS
BOAT UNDER CONSTRUCTION AND IT IS AN EXCELLENT JOB

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 28TH day of MAY 1951 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 3 JUNE 1951 Signed Wm. M. Munroe
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.

12 Main St.,
Windsor Locks, Conn.
July 28, 1952

Mr. Richard Sievert,
c/o International Star Class Yacht Assn.,
51 E. 42 St.,
New York City

Dear Mr. Sievert:-

This letter is in reference to Star yacht # 3113 which has just been purchased by Willard Hodges of Lunapee N.H. We understand that there has ~~never~~ been a certificate issued for this yacht but that it has been measured and the only thing holding up the certificate is the location of the keel. I believe this is point "E".

I measured this point this past week end and find it is within the specifications. Actually this point is just $\frac{7}{16}$ inch ahead of the aft limitation.

This measurement was made by leveling the keel, dropping a plumb line over the aft deck (no combing) and measuring the distance from the plumb line to point "E" with a leveled measure.

If this is the only question that

is holding up the certificate then
I believe it is in order to issue it.

Willard is very anxious to get
this certificate as he wants to go to
the 12th district races on Lake
George starting August 7th. If you
issue this certificate please send it
direct to him.

Mr. Willard Hodges
Sunapee, N.H.

Very truly yours
F. H. Osborne.

P.S.

Name of Yacht "Port Line No"

COPY

WIRTH M. MUNROE

YACHT DESIGNER

MARINE SURVEYOR

COCONUT GROVE, MIAMI 33, FLORIDA

RESIDENCE: 3485 MAIN HIGHWAY

MAILING: POST OFFICE BOX 196

15 June 1951

Mr. Maxwell M. Small
Chairman Int. Star Class Meas. Comm.
7 Otis Lane
Bellport, N.Y.

Re; Measurement Cert.
Star # 3113

Dear Mr. Small:

The returned certificate on Star #3113 was received this morning and I am much ashamed at the error I made in "P", I just never seem to remember that when this measurement is made it must be divided in half.

The measurement of "E" will have to be checked by someone else as the boat has been delivered to Mr. Bowers and should be in Cooperstown by this time, or will be very shortly.

Sincerely,

Wirth Munroe

I have done nothing on this. Will wait until I hear from owner or another measurer. Sinc 6/25/51

ESTABLISHED 1904

C. H. Lyne Foundry & Machine Co., Inc.

105-109 Northwest Fifth Street

P. O. Box 3217

MIAMI, FLORIDA May 26, 1951

IRON CASTINGS
BRASS CASTINGS
BRONZE CASTINGS
ALUMINUM CASTINGS
PATTERN SHOP
SAND BLASTING
WELDING

PULLEYS
SHAFTING
SHAFT BEARINGS
SHAFT HANGERS
SHAFT COLLARS
PILLOW BLOCKS
MACHINE SHOP



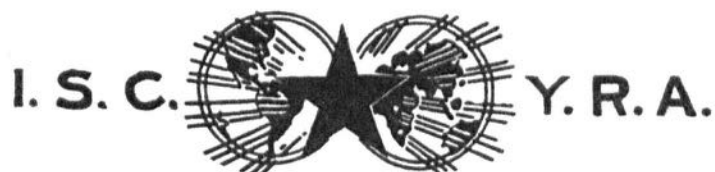
To Whom It May Concern:

This is to certify that the weight on the cast
iron bolts made for North American 8-32 each.

COPY

C. H. LYNE FOUNDRY & MACHINE CO., INC.

BY Bessie C. Stickler



CENTRAL OFFICE
51 EAST 42ND. ST.
NEW YORK 17, N. Y.
U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

6/11/51

DEAR MUNROE:

THE KEEL WEIGHT IS OK.

I AM SURE YOU MUST BE

WRONG ON DIMENSION "D"

PLEASE CHECK & RETURN CER-
TIFICATE

"E" IS $3/16$ " UNDER. IF

POSSIBLE CHECK -

SORRY.

Small.

WIRTH M. MUNROE

YACHT DESIGNER

MARINE SURVEYOR

COCONUT GROVE, MIAMI 33, FLORIDA

RESIDENCE: 3485 MAIN HIGHWAY

June 8, 1951

MAILING: POST OFFICE BOX 196

Mr. Maxwell M. Small
Chairman Int. Star Class Meas't. Comm.
7 Otis Lane
Bellsport, N.Y.

Dear Mr. Small:

Enclosed are two copies of my measurements on Star #3113 which has just been completed by Mr. John Reid of this city for Mr. Alexander S. Bowers, "Lakelands", Cooperstown, N.Y.

The workmanship in this boat is excellent and accurate. I watched her while under construction and dimensions of materials used are right on.

The only item that is doubtful in my mind is the weight of the keel. Mr. Reid weighed the casting with his own equipment before any grinding or smoothing was done. His weight was 886 lbs., but when the foundry sent the enclosed letter as a weight certificate, (after the keel was bolted in place), it shows the weight to be 893 lbs. This is, incidentally, the same weight as the new keel on Star #3089. It is also cast by the same foundry from the same pattern, but this last one is a much better job. Maybe the 7 lbs. difference is immaterial? — yes. — 900th Max.

Please send the approved certificate to Mr. Bowers at Cooperstown.

Sincerely

Wirth Munroe