

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 International 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 International 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 OR RENEWAL IS ISSUED—

1. This Certificate is not valid unless it bears 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. The holder of this Certificate shall not be subject to protest on hull measurements unless an order to remeasure is obtained from the International Race Committee, International Measurement Committee, or Governing Committee, or unless the protesting party has submitted evidence to show there are reasonable grounds to suspect subsequent alterations or other justifiable causes. See By-Laws, Article VII.
3. This Certificate should be renewed in name of new owner. For renewal, send this Certificate and \$1.00 to International Measurement Committee, with notation as to change of boat's name, if any.

4. WARNING

Spars, position of keel, or anything else that is not an intergral part of the hull, can easily be changed and should not be depended upon. These, as reported on original certificate, serve also as a protection to the purchaser of a new boat, but are subject to remeasurement as noted above.

—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. H. Stewart
Chairman International Measurement Committee.

Date July 10, 1952

3226

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8"	13 1/16"	9 1/16"	6 1/4"	4 1/4"	3 3/4"	5 1/8"	7 1/4"	10 1/4"	15 3/8"
CHINE			12"			8 3/8"		11 1/16"		17 15/16"
SIDE *			20 1/8"			20 1/4"		17"		

* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	23 1/16"	34"	31 1/8"	19 1/8"
CHINE	8 1/8"	7 1/16"	6 5/8"	16"

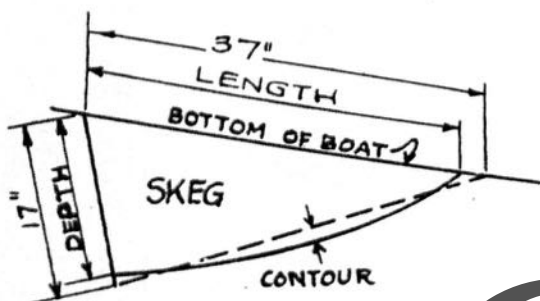
RUDDER
WIDTH 18 1/4"
DEPTH 31 3/8" TO ϕ OF POST

SKEG

DEPTH 17"
CONTOUR 9 1/16"

LENGTH ALONG CURVE 30'0"

IS CONSTRUCTION AS PER
RULES & PLAN? yes



I.S.C.



Y.R.A.

YACHT NO. 3200

L.O.A. 22'-9"

MAST FROM B 31'-9"

BOOM LENGTH 14'-7"

JIB STAY FR. B 22'-8 3/8"

DIMENSION "A" 7'-5 3/8"

"B" 45 1/4"

"C" 51 1/2"

"E" 6'-11 7/16"

"G" 49"

"K" 31"

"M" 15 1/16"

"N" 8 1/2"

"O" 9 1/2"

"P" 12"

"R" 6'-8 7/8"

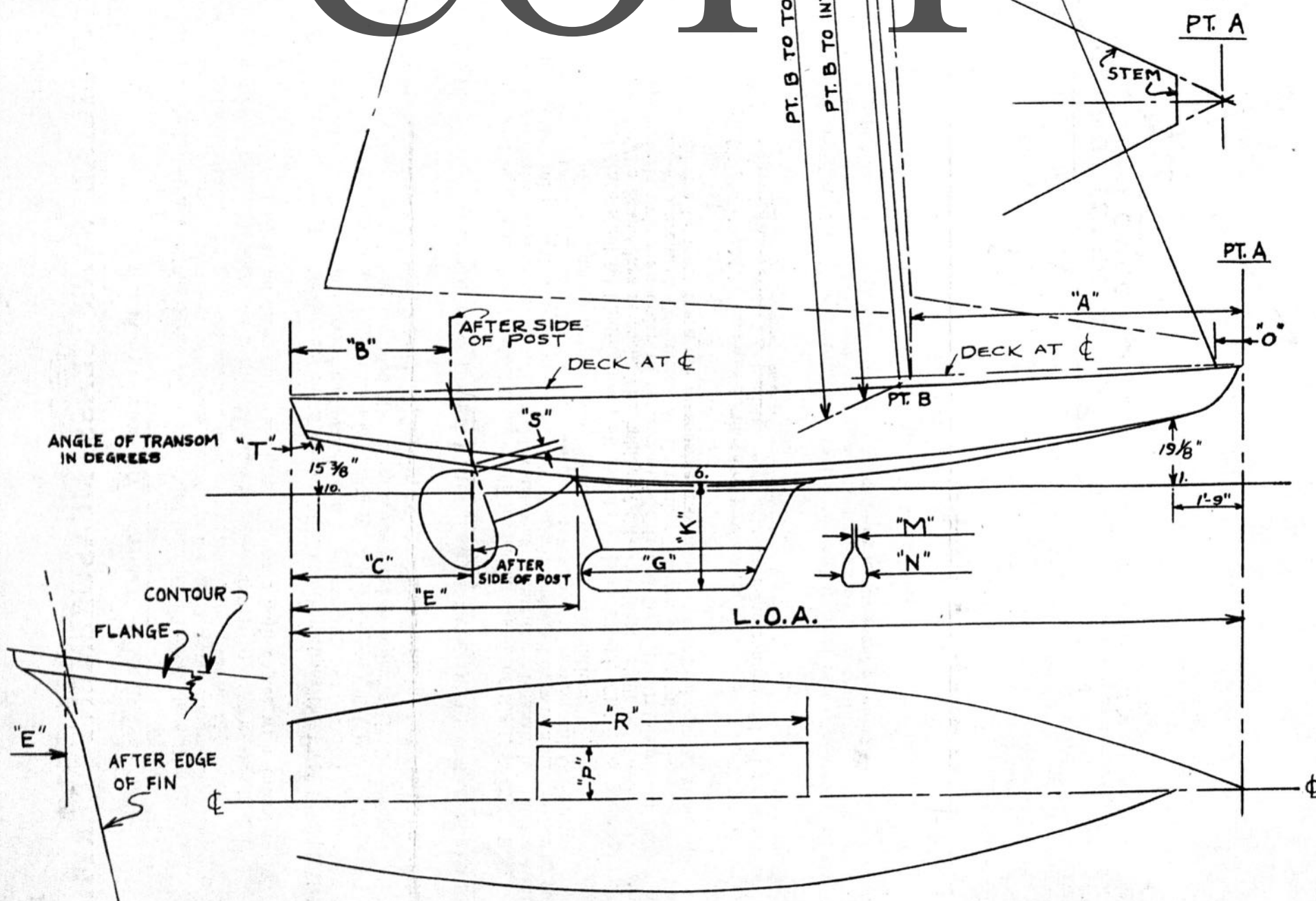
"S" 1 3/4"

"T" 15°

KEEL WEIGHT 900#

IS KEEL WEIGHT CERT.
ATTACHED? yes

COPY



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 at least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 32002. Was this number cut or burned into keelson as required above? yes3. Yacht's name "Independence V" 4. Year built 19525. By whom built? Owner6. Owner's Name Charles Domery7. Address Bellport, L.I., N.Y.8. Fleet Moriches Bay 9. Remarks**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 16th day of May, 1952, 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 May 22, 1952 Signed Stanley H. Barnes Jr.

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 owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

AFFIDAVIT 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.

WATSON

Donning

THE WATSON MACHINE COMPANY

ESTABLISHED 1845

ENGINEERS - FOUNDERS - MACHINISTS

MANUFACTURERS OF

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

CORDAGE, ELECTRICAL WIRE AND CABLE
AND WIRE ROPE MACHINERY

CABLE ADDRESS
WATSON PATERSON

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

Feb 28, 1952

KEEL WEIGHT CERTIFICATE

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS AND OTHER DELAYS BEYOND OUR CONTROL
OUR LIABILITY ON ORDERS EXECUTED, COVERS ONLY THE REPLACEMENT OF PARTS PROVING DEFECTIVE WITHIN ONE YEAR OF DELIVERY

SOLD TO - Old Greenwich Boat Company

DATE SHIPPED Feb 28, 1952

SHIPPING MEMO NO. 2982

CERTIFIED DELIVERED WEIGHT 900

THE WATSON MACHINE COMPANY

James J. OByrne

CHARLES R. DOMINY
5 TITUS LANE
BELLPORT, NEW YORK

June 12, 52

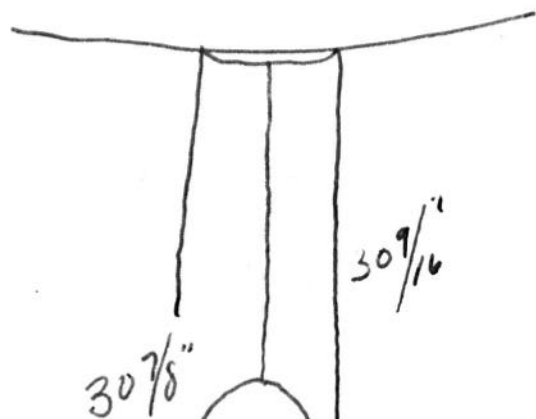
Measurement Committee

51 East 42nd St
New York, N.Y.

Dear Dick:

I have checked the keel and can see what happened to Stan when he measured the keel. A couple of things enter into it. (1) When I put the keel on the boat I put a towel cement between the keel & the boat, when he measured I hadn't used the bat boat since then quite a little has squeezed out and I have tightened the keel bolts again. (2) There is a little bead on the bottom of the keel in the center. (diagram at end) which affects the measurement. If you put a steel level under the bottom ~~it~~ rocks back & forth on this bead. If you hold it firm & measure both sides it measures $30\frac{7}{8}$ " on one side & $30\frac{9}{16}$ " on the other side if you average this off it is under $30\frac{3}{4}$ ". If you measure one side with level tight on that side it measures $30\frac{9}{16}$ " & then tip the level the other way & hold it tight on that side it also measures $30\frac{9}{16}$ ". The only way it measures over $30\frac{3}{4}$ " now is to measure the other side. Then it measures $30\frac{7}{8}$ " on either side if measured long. This sounds complicated

but if you can fathom out my writing & explanation I think
 you'll see that if you add $30\frac{9}{16} + 30\frac{14}{16} = 60\frac{23}{16}$ or $30\frac{23}{82}$ on each
 side averages or $\frac{1}{32}$ under $30\frac{3}{4}$. Following is a crude
 design of how I measured



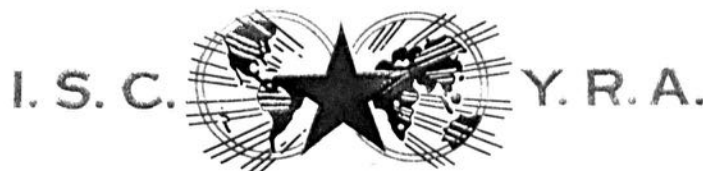
COPY

The above is out of proportion but maybe you can see what
 I'm trying to say.

I hope this will explain the situation so I can
 get the Certificate. I would rather settle it this way
 than have Harold measure it as we race against
 each other & it makes it better if he doesn't get into it
 so much.

Sincerely
 Charlie Downing

P.S. Let me know as soon as you conveniently can
 Thanks — Charlie



ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

FOR THIRTY-NINE YEARS THE MOST POPULAR AND WIDELY DISTRIBUTED
CLASS OF ONE DESIGN RACING YACHTS IN THE WORLD.

July 1, 1952

Mr. W. Whitney Stueck
P.O. Box 355
Old Saybrook, Connecticut

Dear Whit:

I beg to report that, at the request of Charley Dominy, John Titterington and I took over the measuring of his keel Saturday morning and discovered that a ridge, formed where the two moulds meet, extended from in front of the bulb of the keel along the bottom and seemed to be well over 1/16th in. in height.

We took a rough measurement using a piece of wood, and discovered there was no question that his keel checked high, due to this ridge.

We therefore suggested he grind this off while the rest of us were racing in the morning, so when we came in he had the boat on the hoist and the ridge had been removed.

We therefore took a metal ruler, held it across the bottom at Station 6, and using a ruler on each side discovered that the keel measures minus 30 3/4 inches. I note it this way as the rulers did not have 1/64th or 1/32nd dimensions.

I hope that the above information is sufficient to O.K. a certificate, and that if not that I will hear from you so that I can carry out your further wishes, and awaiting your further commands, remain,

Sincerely yours,

HCH:ER

H.C. Halsted

Dick - This seems to be sufficient grounds for passing the boat if everything else is in order. Keep this letter with the file copy of the certificate.

FOR LIST OF OFFICIALS SEE BACK OF THIS LETTER

Whit.

I have written Harold that I assume they had an accurate way of locating pta. 6 and that proper allowance was made for keel flange thickness. We.

DISTRICT SECRETARIES

1st—ARTHUR M. DEACON
160 Maple Ave.
Mamaroneck, N. Y.
(Atlantic Coast of North America,
North of Manasquan Inlet, N. J.)

2nd—D. J. DUNIGAN, JR.
Tower Building
Washington 5, D. C.
(Atlantic Coast of America,
South of Manasquan Inlet, N. J.,
except Florida)

3rd—ELIZABETH M. ROBIN
1661 Octavia St.
New Orleans, La.
(Coast of the Gulf of Mexico,
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4th—DONALD J. BERGMAN
556 Earlston Rd.
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P. O. Box 65
Belvedere, Calif.
(Pacific Coast of North America,
from Mexico to Oregon)

6th—SID MILLER
3328 West 1st Ave.
Vancouver, B. C.
Canada
(Gulf of Georgia and Pacific
Coast of North America, North
of Oregon)

7th—ROBERTO BUENO
294 R. Santa Clara
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(South America Atlantic Coast)

8th—H. W. B. WHITE
Hawaiian Trust Co.
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66 Rue de Lisbonne
Paris VIII, France
(France, Belgium, Holland)

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3 South Quay
Great Yarmouth, Norfolk
England
(British Isles and Scandinavian
Countries, including Finland)

11th—B. HARVEY
Flat 6 "Avignon"
Selwyn Ave.
Elwood S. 3, Victoria, Australia
(Australasian Islands and the
Far East)

COMMODORE GEORGE W. ELDER (For Other Honorary Officers, see "Log".)

IMPORTANT

Always Communicate Direct With Officers in
Charge of Subject and Mark Letters
I. S. C. Y. R. A.

★ CENTRAL OFFICE ★

INTERNATIONAL STAR CLASS Y. R. A.

51 East 42nd Street
New York 17, N. Y., U. S. A.
Cable—ISCYRA New York
Telephone Murray Hill 2-3243

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and Eastern Canada)

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Casal Branco
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Estoril, Portugal
(Water Spain and Portugal)

16th—SERGE H. N. TAY
93 Ave. Moinier
Casablanca, Morocco
(North Africa)

17th—H. GWALTER
Rapperswil, Switzerland
(Switzerland and Austria)

DEPARTMENT OFFICIALS

Measurement Certificates,
Certificate Transfer \$1.00
W. W. STUECK
Ivoryton, Conn.

Editor of "Starlights" and "Log"—
Mailing Dept.—
C. STANLEY OGILVY
(Central Office)

Development Committee—
ANN D. FRANKLIN, Chairman
Box 245
Noroton, Conn.

Secretary for Isolated Members
CHARLES ULMER
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City Island 64, N. Y. C.

Insurance Officer—Standard Star Policy
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111 Westminster St.
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A. F. WAKEFIELD
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FOR FLEET OFFICIALS CONSULT LOG