

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATESec. 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? 3841
2. Was this number cut or burned into keelson as required above? YES
3. Yacht's name "WET DECKS" 4. Year built 1957
5. By whom built? DON and FLOYD HEIMAN
6. Owner's Name DON and FLOYD HEIMAN
7. Address 123 Hamilton Ave., Lorain, Ohio
8. Fleet Southern Lake Erie 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the thirtieth day of May, 1957, 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 1, 1958 Signed Chester Blumh
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.

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATESec. 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.

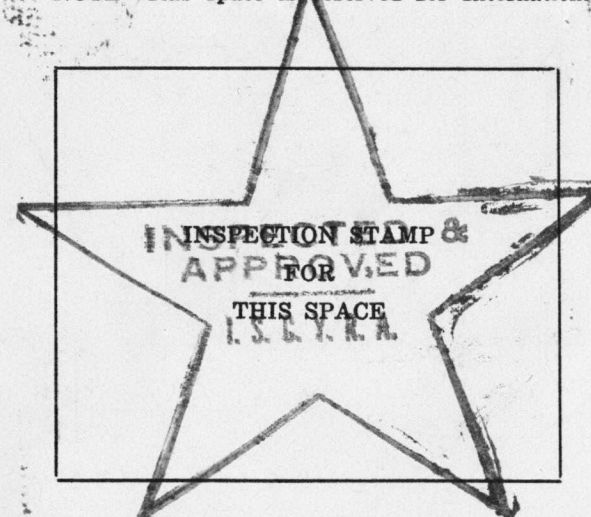
SEC. D. —CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 John S. Tilling
Chairman International Measurement Committee.

Date June 9, 1958

3841

3841

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	14 3/8	10	6 3/8	4 3/8	4 1/8	4 1/8	7 3/8	11 1/8	15 3/8
CHINE			12 1/8			9		12 3/8		18
SIDE *	14 2/8		20 4/8			21 4/8		17 4/8		10 9/8

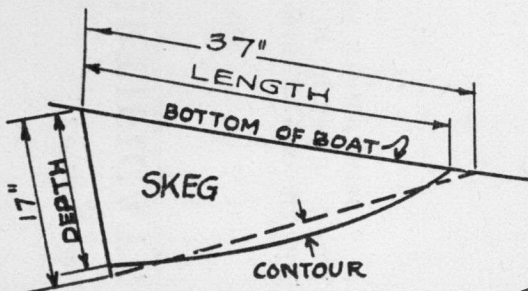
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	1	3	6	8	STERN
HALF BREADTHS					
DECK	8 1/8	24 7/16	34 5/8	31 3/8	19 8/16
CHINE	2 4/8	16 1/16	26 13/16	24 7/8	15 4/16

RUDDER
WIDTH 18 3/8" TO ϕ OF POST
DEPTH 32"

SKEG
DEPTH 17"
CONTOUR 1"
LENGTH ALONG CURVE 37"

IS CONSTRUCTION AS PER
RULES & PLAN? yes



I.S.C.



Y.R.A.

YACHT NO. 3841

L.O.A. 22' 8"

MAST FROM B 31' 8 3/8"

BOOM LENGTH 14' 7"

JIB STAY FR. B 22' 6 1/2"

DIMENSION "A" 88 3/4" - 91"

"B" 46"

"C" 51 5/8"

"E" 7' 2"

"G" 49 3/8"

"K" 30"

"M" 1"

"N" 8 3/8"

"O" 10 1/2"

"P" 11 5/8"

"R" 79 3/8"

"S" 1 1/8"

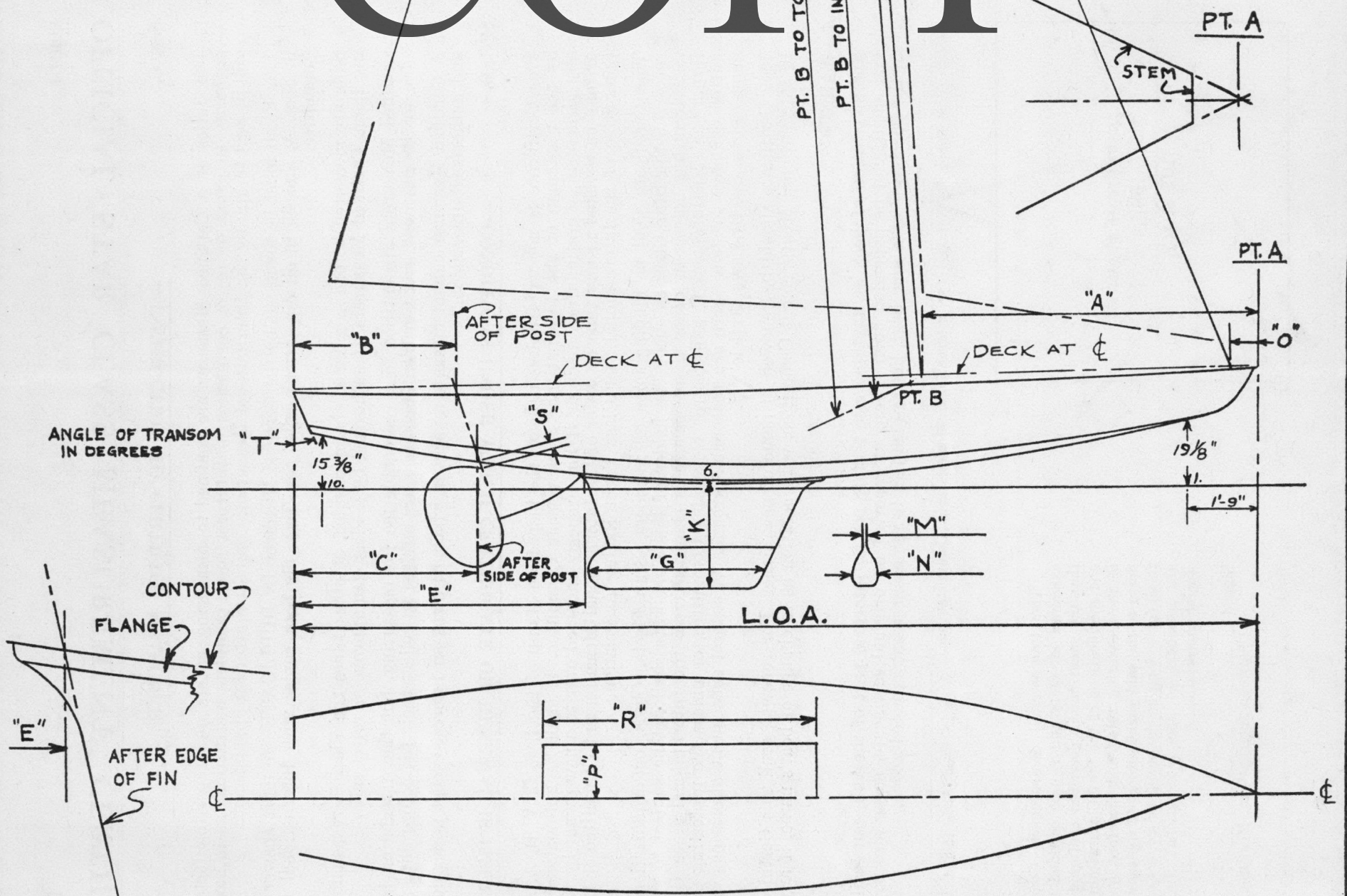
"T" 18°

KEEL WEIGHT

IS KEEL WEIGHT CERT.
ATTACHED?

see letter attached

COPY



June 5, 1958

Mr. Floyd Heiman
123 Hamilton Ave.
Lorain, Ohio

Dear Mr. Heiman:

We have just received measurement certificate for your STAR #3841 and attached was a memo from the Measurers stating that this boat was the old hull #3232 rebuilt. Also enclosed was a letter from R.I. Miller stating that he sold you the keel from #1141.

Would you please advise us what happened to the keel of #3232? Was it completely destroyed when the boat was dropped? If not, where is the keel for #3232 if you are using the keel from #1141 on your boat?

In order not to delay, we will process your certificate but would appreciate an early reply.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman;
Int. Measurement Com.

/eg

June 5, 1958

Mr. R. I. Miller
c/o Ohio Pump Service Co.
7903 Madison Ave.
Cleveland 2, Ohio

Dear Mr. Miller:

We have just received measurement certificate for #3841 owned by Don and Floyd Helman and note letter attached stating that you sold them the keel from STAR #1141. According to our records, #1141 was never reported as destroyed and as far as we know is still sailing. If so, what keel is on #1141?

Will you please advise about this as soon as possible.

Sincerely yours,

JOHN S. TITTERINGTON
Chairman;
Int. Measurement Committee

/eg

ATLANTIC 1-1751 • 1-1752

Ohio Pump Service Company

7903 MADISON AVENUE • CLEVELAND 2, OHIO

June 3, 1957

Mr. Donald Heimen
123 Hamilton Avenue
Lorain, Ohio

Dear Mr. Heimen,

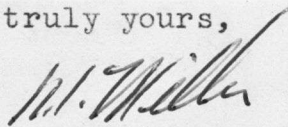
This letter is confirming our telephone conversation of last evening regarding the Star Class keel you recently purchased from me.

The keel was removed from Star yacht #11111 and to the best of my knowledge is the original keel from the boat as the markings and drillings from the hull are all original.

The keel weight certificate should be on file with the Chief Measurer of the Star Class.

Trusting this answers your questions.

Very truly yours,



R. I. Miller

RIM:jb

Memo to MEASUREMENT

38411

June 1, 1958

This is old hull #3232, which was dropped from a derrick boom, driving the keel up thru the hull. These boys rebuilt her as follows —

- 9 new bottom frames in way of keel
replaced $\frac{1}{2}$ the bottom planks.
- 18 side frames in way of keel
- 3 graving pieces in top sides

C/M Smith

COPY