

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? 40002. Was this number cut or burned into keelson as required above? YES3. Yacht's name "HOPEFULL" 4. Year built 19585. By whom built? R. KROMER and R. FULL6. Owner's Name RAY H. FULL7. Address WILLOW LANE, VERMILION, OHIO8. Fleet SLE 9. Remarks**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 11th day of JUNE, 1958, 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 12, 1958 Signed Chester B. Smith
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.

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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.

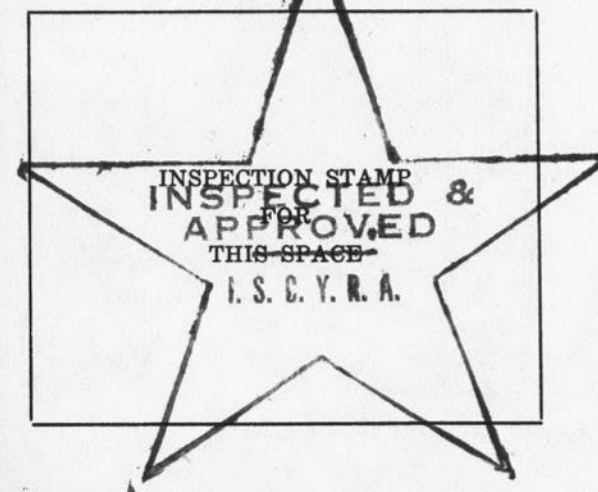
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 integral 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. Tilly
Chairman International Measurement Committee.

Date Aug 2, 1958

9/16 Jan 9 '10 MAY

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

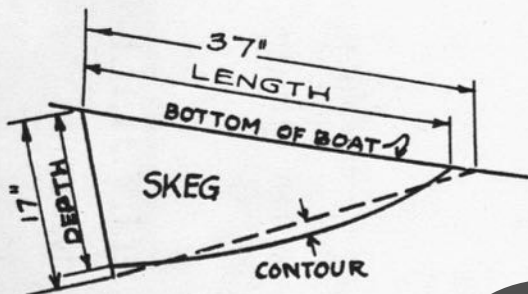
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS					
STATIONS	1	3	6	8	STERN
DECK	7 5/8	23 3/4	34 5/16	31 1/4	19 9/16
CHINE	3 1/2	15 7/8	26 3/4	24 2/8	16 1/16

RUDDER
WIDTH 18
DEPTH 31 1/2 TO ϕ OF POST

SKEG
DEPTH 17
CONTOUR 1
LENGTH ALONG CURVE 36

IS CONSTRUCTION AS PER
RULES & PLAN? yes



I.S.C.



Y.R.A.

YACHT NO. 4000

L.O.A. 22' 9"

MAST FROM B 31' 8 3/4"

BOOM LENGTH 14' 7"

JIB STAY FR. B 22' 5 1/2"

DIMENSION "A" 89 1/2" - 92"

"B" 45"

"C" 50 1/2"

"E" 84 1/4"

"G" 56"

"K" 30 1/2"

"M" 7 1/2"

"N" 8 1/2"

"O" 8 15/16"

"P" 11 1/2"

"R" 81"

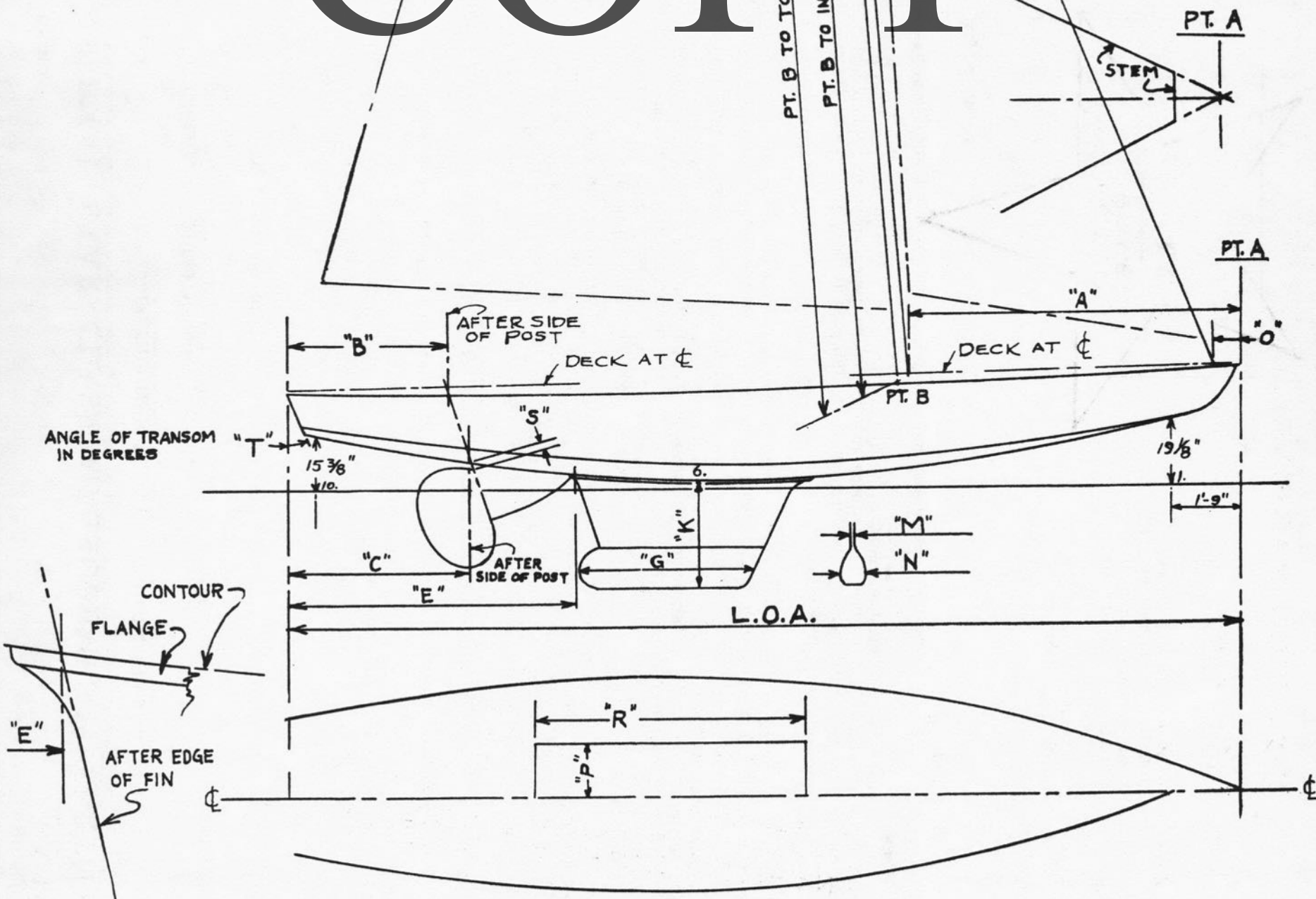
"S" 1 1/2"

"T" 170

KEEL WEIGHT 898

IS KEEL WEIGHT CERT.
ATTACHED? yes

COPY



WATSON

THE WATSON MACHINE COMPANY

ESTABLISHED 1845

ENGINEERS - FOUNDERS - MACHINISTS

MANUFACTURERS OF

CORDAGE, ELECTRICAL WIRE AND CABLE
AND WIRE ROPE MACHINERY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

CABLE ADDRESS
WATSON PATERSON

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

Dec 27, 1956

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
CANCELLATION OF ORDERS PLACED WITH AND ACCEPTED BY US CAN BE MADE ONLY WITH OUR CONSENT

SOLD TO OLD GREENWICH BOAT COMPANY

DATE SHIPPED Dec 27, 1956

SHIPPING MEMO. NO. 5447

CERTIFIED DELIVERY WEIGHT 898-lbs

THE WATSON MACHINE COMPANY

James J. O'Byrne

FEB 13 1980

CENTRAL OFFICE

7 January 1980

TO W. V. R.,

File
#4000
ul

Structural alterations in progress and previously completed,
to Star yacht #4000, by present owner, Robert D. Yeske.

The entire deck, all deck ribs, and all deck braces
have been removed due to broken deck ribs.

The majority of the interior has been sanded to remove
varnish and paint for refinishing.

Pine wood keelson has been removed.

All deck ribs have been replaced with Mahogany ribs.
Additional deck bracing of Mahogany has been added.
Mahogany planks, one inch by six inches angled at
about 30 degrees from horizontal have been installed as
the sides of the cockpit.

Two each dutch patches of Mahogany, 1 inch by about
6 inches, $\frac{1}{2}$ inch thick, have been made on each of the
topsides at the junction with the deck, between the
6th and 9th ribs from the front.

Keelson will be replaced with a Mahogany plank.
Decking will be of full length 3 & 4 inch Cedar
planks.

The Bottom six inches of the Skeg will be replaced due
to the bottom four inches having become disconnected.
Bolt holes left from the chain plates, will be filled
with Mahogany dowels with resoursinol glue, as the
dutch patches mentioned above. (the standing rigging
will be fastened directly to the Vang ring.)

I expect to use moulded closed cell foam blocks for
positive buoyancy.

Previous owners installed a fiberglass hull sheeth,
which I may or may not replace.

I am performing all the alterations myselfe, and I expect to
have them completed by the 1980 summer sailing season.

Robert D. Yeske