

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? 42502. Was this number cut or burned into keelson as required above? Yes Cut3. Yacht's name "Mavourneen III" 4. Year built 19605. By whom built? Old Greenwich Boat Co. 46 John Street, Stamford, Conn.6. Owner's Name Hartwell S. Moore7. Address 50 Elm Street, Huntington, New York8. Fleet Huntington Bay Fleet 9. Remarks Keel Fair'd In**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 18th day of May, 1960, 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 19, 1960 Signed [Signature]
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.

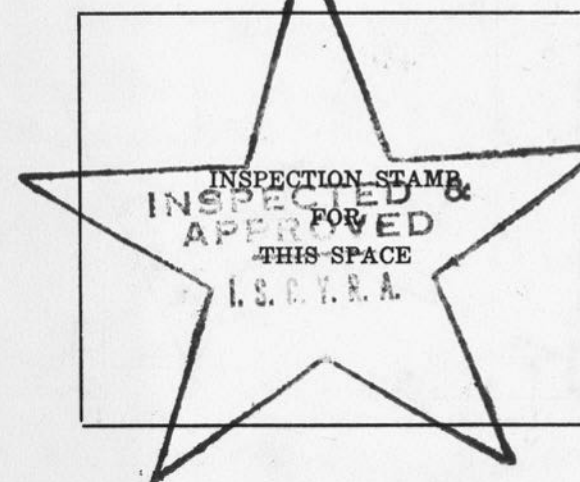
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 [Signature]
Chairman International Measurement Committee.

Date May 23 1960

4250

4250

HEIGHTS										
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 3/8	9 5/8	6 5/16	4 9/16	4 1/16	5	7 1/2	11 1/16	15 1/8
CHINE			12 5/16			8 1/16		11 3/4		17 3/4
SIDE *	13 3/8		19 7/8			21		17 1/2		10 1/2

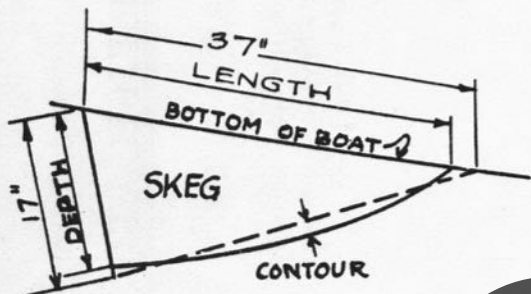
* MEASURED ALONG SURFACE OF PLANKING

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

RUDDER
 WIDTH 17 1/4
 DEPTH 30 1/2 TO ϕ OF POST

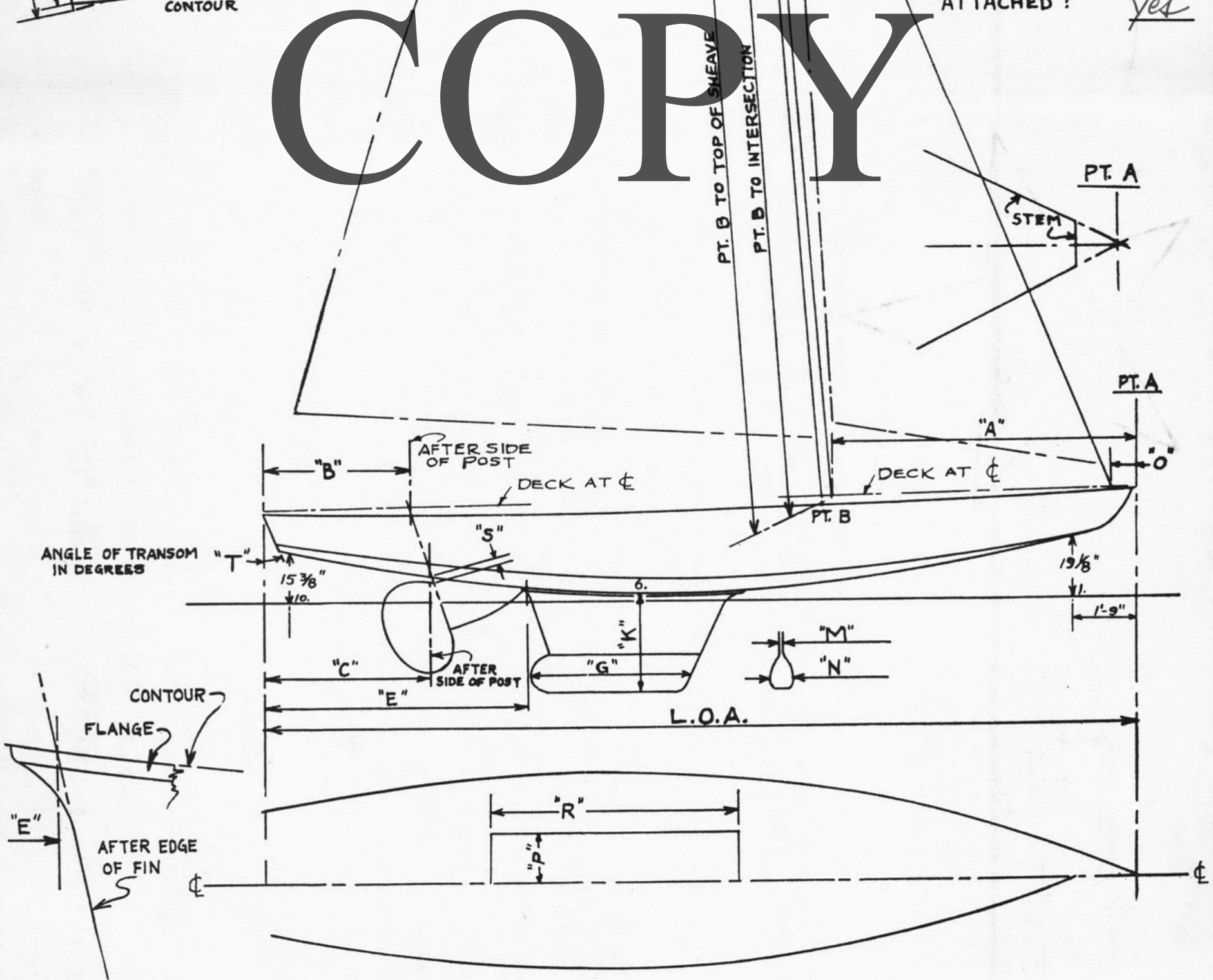
SKEG
 DEPTH 17
 CONTOUR 7 5/8
 LENGTH ALONG CURVE 30 1/2

IS CONSTRUCTION AS PER RULES & PLAN? yes



YACHT NO.	4250
L.O.A.	22' 9"
MAST FROM B	31' 9"
BOOM LENGTH	14' 7"
JIB STAY FR. B	22' 9"
DIMENSION	"A" 91 1/2
"B"	45 1/2
"C"	51 5/8
"E"	84 1/2
"G"	49
"K"	30 5/8
"M"	7/8
"N"	8 1/2
"O"	8 3/4
"P"	12 1/8
"R"	80 3/4
"S"	3/4
"T"	15°

KEEL WEIGHT 885
 IS KEEL WEIGHT CERT. ATTACHED? yes



WATSON

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

DATE Dec 10, 1959

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
UNDER NO CONDITIONS ARE WORKING DETAIL DRAWINGS SUPPLIED

COPY

SOLD TO

OLD GREENWICH BOAT COMPANY

DATE SHIPPED Dec 10, 1959

SHIPPING MEMO. NO. 310

CERTIFIED DELIVERY WEIGHT 885 lbs

THE WATSON MACHINE COMPANY

James J. O'Brien

4250

RICHARDS T. MILLER

NAVAL ARCHITECT
CONSULTING ENGINEER

FELLOW, THE SOCIETY OF NAVAL ARCHITECTS AND MARINE ENGINEERS
REGISTERED PROFESSIONAL ENGINEER

11 Feb 1989

To: International Star Class
Yacht Racing Association

Re: Star # 4250

Referenced STAR, MAGIC III, now has
a modified cockpit arrangement with coamings
and bench seats, and a modified rig reduced
to 200 sq. ft. per my designs.

Capt. Richards T. Miller, USN (Ret)

International Star Class
Yacht Racing Association

To Joe Knauer
17 Feb 95

Joe -

Please read above.

Should we revoke this
certificate? ~~yes~~ no -
just staple this to the form.
(Found it in the files)

REC'D FEB 17 1989

Measurement Committee Report

11.1 Interpretation of Class Sail Plan

My letter of 18 JAN 95 explains the history of the MC request for an update on the Sail Plan, and the urgency of getting it done. The revised Sail Plan is needed regardless of any effort to change the rules for the sails.

11.2 Purchase of scales

At the San Diego meeting, the AdComm authorized expenditure of not more than \$2400 for new Class scales to weigh boats and mast tips. I have received bids for this equipment as follows:

Load cell scale, similar to the one I now use as the back-up scale, except with stainless steel 2.5K lb load-cell and armored cable	\$1530.25
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Platform scale, 50lb, w/ 10 gram resolution	<u>370.00</u>
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Total for new scales	\$1900.25
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In the meantime, when I took the present back-up scale in for its regular calibration, it was discovered that the load cell had failed. (The factory says the industry average life of these cells is about 7 years: just the age of our unit.) The cell can be replaced.

New cell for old back-up scale	\$325.00
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Therefore, to bring all scales up to date for the Class, the total cost will be:	<u>\$2225.00</u>
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This is nicely within the authorized expenditure, and I request permission to proceed on the project.

When I receive the new scales, I will not be the custodian of them. In my opinion, they should be kept at the Central Office, and shipped to the championships as needed, with responsible persons signing for them when they are out of the office.

11.3 Carlsson Boats

The Carlsson Boatworks is back in the Starboat building business. Their boats are already sailing. The Carlsson Boatworks met all MC requirements for "re-certification" (We don't really "certify" our builders, only the boats, but there is a very detailed checklist for our builders and measurers to follow when work begins on a new production.)

Measurement Committee Report, 10 MAR 95 (continued)

The following items are added to the agenda:

Policy on restoration of old wooden boats.

About once a year I receive requests for information from owners wishing to restore or repair old wooden Starboats. Sometimes these requests include proposals to rebuild parts of the boat in materials not permitted by the Specifications, such as plywood in place of planking. Such requests are referred to the Technical Committee, since the MC cannot approve anything not in compliance with the Specifications.

The TC is also in an awkward position in these cases. It is usually very clear that the intent is merely to keep a nice old boat in the water, not to build a "rule-beater". Nevertheless, there is no policy as to allowed construction in such cases, and it is difficult to know exactly how to deal with them.

In my opinion, the AdComm could make a clear policy for the TC to use in such cases. I would recommend the following:

Each case should be dealt with individually, to prevent the possibility of abuse.

Restoration or repair work NOT complying with the Specifications may be permitted by the Technical Committee 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.

I believe such a policy would allow the TC to make a very simple study of the case, and come up with a quick and clear answer for an owner wishing to do this kind of work.

Regarding the above issue, we have a report that Star ⁴³⁵⁰#4520 has been converted to a day-sailer. Such conversions were common in the past. In this case, permission was not requested for the changes, and in my opinion they are of a nature to invalidate the Measurement Certificate of the boat. I intend to withdraw this certificate.

Measurement at 1995 events.

I have received a letter from Antonio Cardona regarding measurement at the 1995 World's. He has sent a map of the measurement area, and he has begun detailed plans for the measurement.

I have been invited to lead the measurement for the European Spring Championship in Athens, and I have gladly accepted. Friedrich Krieger will be