

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.

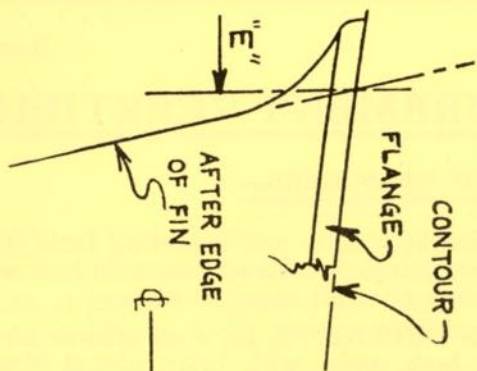
NOTE—This space is reserved for International Measurement Committee use.



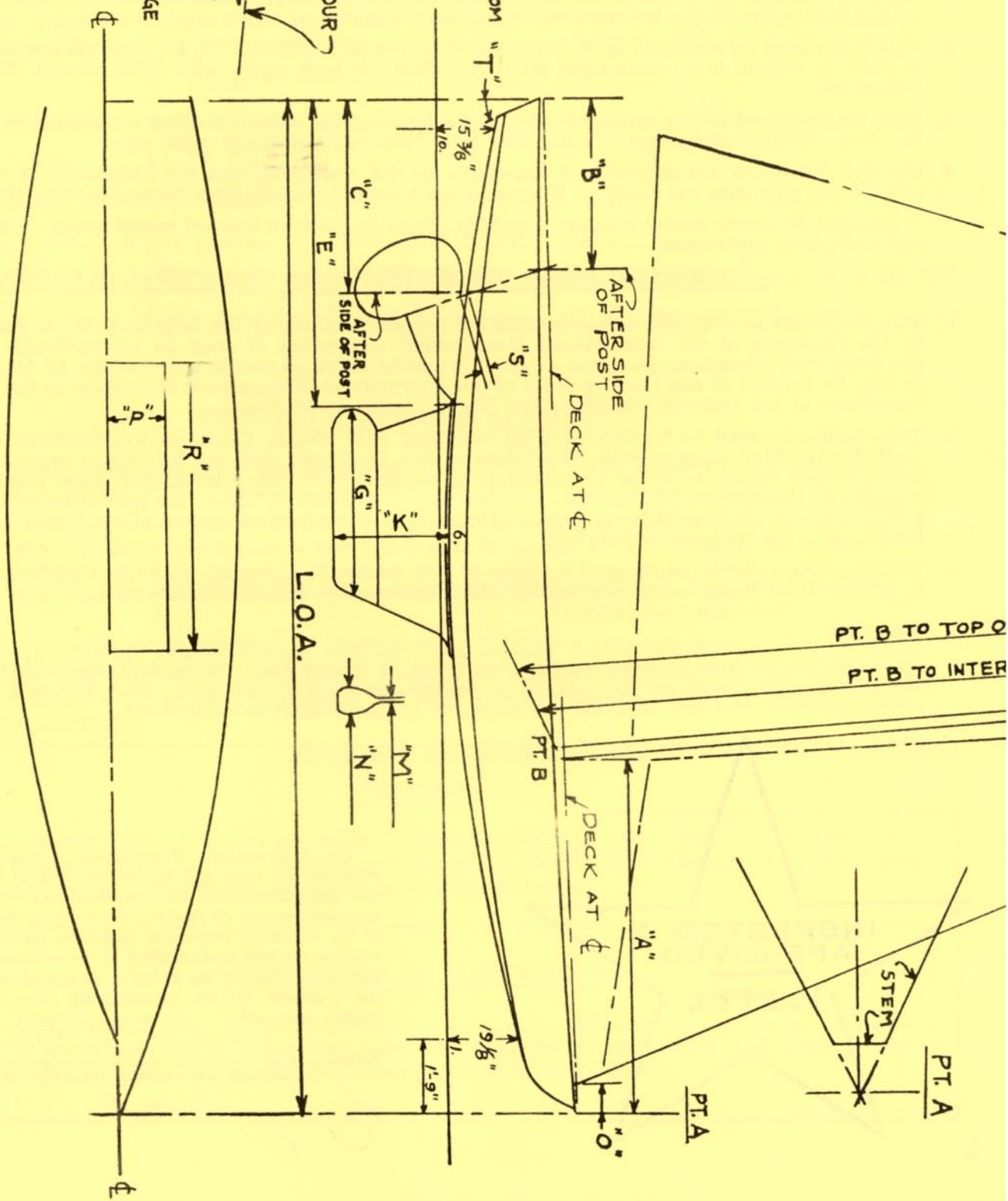
The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht 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 John S. Tilly
Chairman International Measurement Committee.

Date June 9, 1961



ANGLE OF TRANSOM
IN DEGREES



HEIGHTS - *Feet*

STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 3/8	9 3/8	6	4 1/8	4	3 3/8	8 1/8	14 7/8	15 3/8
CHINE			12 1/4			8 3/8		12 1/8		13 3/8
SIDE *	13 1/4		14 3/8			20 1/2		16 1/8		16 1/2

* MEASURED ALONG SURFACE OF PLANKING

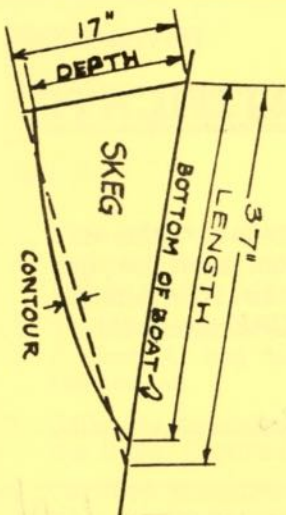
HALF BREADTHS - *Feet*

STATIONS	1	3	6	8	STERN
DECK	8	24 3/16	33 7/8	30 1/2	19 7/8
CHINE	3 3/4	16 1/8	26 1/16	24 3/8	16 1/4

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

SKEG
DEPTH 16 1/8"
CONTOUR 1"
LENGTH ALONG CURVE 37"

IS CONSTRUCTION AS PER
RULES & PLAN? Yes



I.S.C.  Y.R.A.

YACHT NO. 4413

L.O.A. 22' 8 3/4"

MAST FROM B 31' 9"

BOOM LENGTH 14' 7"

JIB STAY FR. B 22' 6"

DIMENSION "A" 93 1/2"

"B" 46 3/4"

"C" 51"

"E" 85"

"G" 49"

"K" 30 1/2"

"M" 3/4"

"N" 8"

"O" 9 3/8"

"P" 12"

"R" 79"

"S" 1 1/2"

"T" 170"

KEEL WEIGHT 899 lbs.

IS KEEL WEIGHT CERT.
ATTACHED? Yes

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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 and checked against award of number royalty receipt (Form R-2), otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 4413
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "SOIRÉE" 4. Year built 1961
5. By whom built? LIPPINCOTT BOAT WORKS, INC. RIVERTON, N.J.
6. Owner's Name COLONEL JACK STREETON
7. Address RM. 11, BLDG. F430 BOQ, BOLLING AIR FORCE BASE
8. Fleet EASTERN SHORE OF MD. FLEET 9. ~~Remarks~~ WASHINGTON 25, D.C.

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 10th day of April, 1961, 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 6 June 1961 Signed Edward Braddock
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.

No. 52090

Plywood - White Pine

J. T. EVANS CO.
LUMBER

MILLWORK – BUILDING MATERIALS

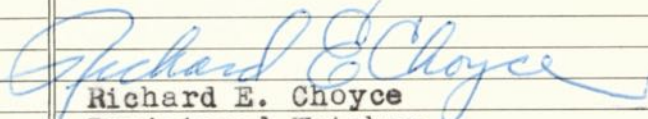
Paints – Glass – Hardware

**Emergency
24 Hour Service
Atlantic Fuel Oil**

Cust. Order No. _____ 603 Main St., Riverton, N. J., May 18th 1961

Sold To Lippincott Boat Works
Canal Avenue
Address Riverton, N. J.

Del'd To _____

Ordered	Description	Shipped	Price	Amount
899	lbs Weight of Boat Keel # 4413			
 Richard E. Choyce Registered Weigher				

Dealer's Solid Fuel License # _____	Cash _____	C. O. D. _____	Charge _____
Gross Weight _____	Ship Via. _____		
Tare Weight _____			
Net Weight _____			
Vehicle Lic. # _____			
Registered Weigher _____	Salesman _____		

Terms: _____ Driver _____

Order Filled by _____ Received by _____

NO RETURNS ACCEPTED OR CLAIMS ALLOWED AFTER 5 DAYS FROM DATE OF
 FIRST NO RETURNS UNLESS PRIOR WRITTEN CONSENT IS OBTAINED.

From: ISCYRA <iscyra@interaccess.com>
To: David Bolles <d.bolles@worldnet.att.net>
Cc: sailordave@compuserve.com <sailordave@compuserve.com>
Date: Wednesday, August 16, 2000 11:02 AM
Subject: Fw: STAR 4413

Dear David (Bolles),

I am faxing a copy of the measurement certificate for 4413 and John MacCausland's ad from the 2000 LOG to David Tabor today. I have told him that you have been a great help with providing information on restoring wooden boats so I am sending him your e-mail address. Thanks for any assistance you can give to David Tabor.

Best regards,
Diane

-----Original Message-----

From: David Tabor <sailordave@compuserve.com>
To: iscyra@interaccess.com <iscyra@interaccess.com>
Date: Wednesday, August 09, 2000 5:50 PM
Subject: STAR 4413

I have just *rescued* hull #4413 and will be restoring it over the next two years. I was wondering if anyone could give me information about the boat; builder, year, etc. I have been told that it is a Lippincott as it has chrome lifting hooks (evidently that was common to them) To be honest the hull is in pretty good condition for what it has endured the past several years, it just needs some care and a rig. Any help would be greatly appreciated. Sources for parts, rigging would be nice too!!!
Thanks, David Tabor