

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE**YACHT NUMBER** 4841Builder Old Greenwich Boat CompanyYear Built 1964Builder's Hull Number Construction Material woodType and location of yacht number in hull cut in keelsonYacht Name Glider VIFleet RapperswillOwner JUERG RYFFELAddress Dorfhalden 16 16, Stafa, Select 8712 SwitzerlandRemarks previous owner: Richard Stearns**DECLARATIONS:**

1. I certify that I have measured the items listed on this certificate for the above yacht and entered the data, the information is correct and the yacht complies with ISCYRA rules and the keel conforms to an approved builder's keel plan.

Print name Signed Date March 23, 1964
(Certified Star Class Measurer)

2. I certify that this yacht has been constructed in accordance with current plans and specifications of the ISCYRA and that the keel conforms to an approved keel plan and approved lay up schedule.

Print name Signed Date March 23, 1964
(Builder)

3. **TO BE COMPLETED WHEN STRUCTURAL CHANGES HAVE BEEN MADE ON A YACHT**
I certify that I have measured the above yacht in any areas affected by the following changes:

and find it to be in accordance with the current plans and specifications of the ISCYRA.Print name Signed Date
(Certified Star Class Measurer)

4. **TO BE COMPLETED WHEN YACHT OWNERSHIP CHANGES**

I certify that no alterations have been made on this yacht that would affect the measurements or conformity with the plans and specifications.

Print name Signed Date
(Owner)

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 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.

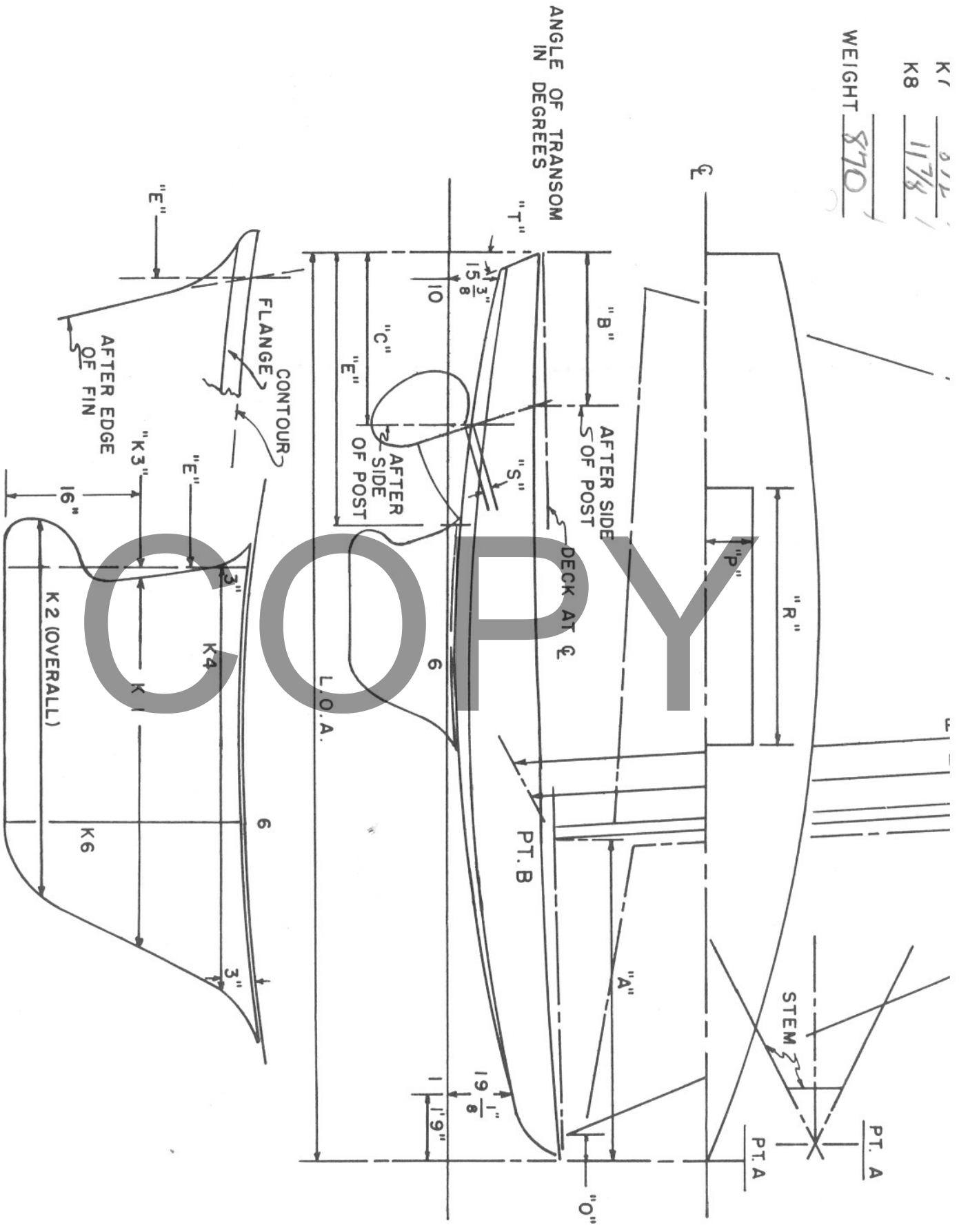
Signed John S. Tully
Chairman International Measurement Committee.

Date April 2, 1964

44077

K' 012
 K8 11 7/8

WEIGHT 870



HEIGHTS

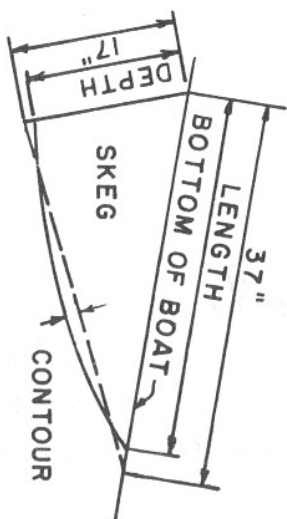
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 3/4	9 1/2	6 3/16	4 1/2	4	5 1/16	7 7/16	11 1/16	15 3/8
CHINE			12			9		11 3/4		17 1/16
SIDE *	13 3/4		20 1/4			21 1/16		17 7/16		10 3/8

* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS

STATIONS	1	3	6	8	STERN
DECK	8 1/4	24 1/16	34	31	19 1/8
CHINE	3 1/2	16	26 1/8	24 1/2	16 1/4

RUDDER
WIDTH 17 3/4
DEPTH 30 7/8 TO C OF POST



SKEG
DEPTH 16 1/2
CONTOUR 1 1/2
LENGTH ALONG CURVE 29 1/2

K1 46 1/8
K2 49 1/16
K3 2 3/8
K4 55 1/4
K5 7 1/8

I.S.C.

Y.R.A.



YACHT NO. 4841
L.O.A. 22'9"
MAST FROM B 31'4"
BOOM LENGTH 14'7"
JIB STAY FR. B 22'9"
DIMENSION "A" 91'8"
"B" 46'1/4"
"C" 52"
"E" 84'1/4"
"O" 8'1/2"
"P" 11'9/16"
"R" 81"
"S" 1/4"
"T" 150"

IS CONSTRUCTION AS PER
RULES AND PLANS? yes
IS KEEL WEIGHT CERTIFICATE
ATTACHED? yes

"SIDE FLATNESS" OK

COPY

3 TO TOP OF SHEAVE
B TO INTERSECTION

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

1. YACHT'S NUMBER? 4841
2. Was this number cut or burned into keelson as required above? Yes Cut
3. Yacht's name "Glider VI" 4. Year built 1964
5. By whom built? Old Greenwich Boat Co, Stamford, Connecticut
6. Owner's Name Richard Sterns
7. Address Chicago, Illinois
8. Fleet WH 9. Remarks Keel Faired in

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 20 day of March, 1964, 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 March 23, 1964 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.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

\$
S
E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			LITTAUER, GORDON, ULLMAN & RISEMAN 60 E. 42nd Street NYC	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JUNE 8, 1964

RICHARD I. STEARNS
MURPHY NYE INC.
4721 N. KEDZIE AVENUE
CHICAGO, ILLINOIS

CORRECTIONS TO STAR YACHT 4841 APPROVED BY MEASUREMENT
COMMITTEE PROVIDED INSIDE ADDITIONS MAKE BOTTOM
PLANKING MINIMUM THREE QUARTERS INCH THICK.

FRANK GORDON
EXECUTIVE TREASURER

COPY

From the Desk of

F. H. GORDON

Ethel:

For your files.

m.

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.

DATE Feb 13, 1964

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

SOLD TO

OLD GREENWICH BOAT COMPANY

DATE SHIPPED

FEB 13 1964

SHIPPING MEMO NO.

1329 # 18

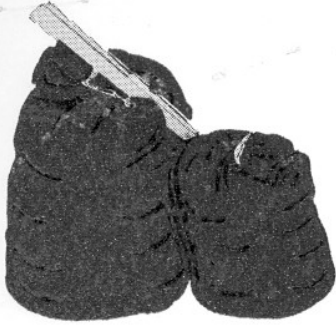
CERTIFIED DELIVERY WEIGHT

870 lbs

THE WATSON MACHINE COMPANY

James J. Byrne

4841



murphy and nye, inc.

2243 NORTH ELSTON AVENUE • CHICAGO 14 • PHONE 384-2828

May 29, 1964

JUN 11 1964

File with 4841
Mr. J. S. Titterington
14 Bailey Ave.
Babylon, New York

Dear John:

Frank called me up this morning and instructed me to send to you the details of how I had my boat corrected. The work was done by a local boat builder friend of mine who has an expert with a plane. This man whittled away at my boat from a section approximately three inches in from the chines to within approximately three inches of the center line of the boat removing the humped section which was obvious to all who looked at the boat. He started planing approximately where the boat rests on the trailer. I do not know exactly how much wood was removed as he did this by eye. It is my guess that he may have removed 3/16" or maybe 1/4" in certain sections.

I realize that the planking is now below minimum thickness and will today glue in wood in the corresponding areas on the inside of the boat to bring the planking back up to the proper thickness. I cannot send you exact figures as I personally do not have any way of measuring the boat. I told my friend to make it round, and the chips flew. The pieces I will be adding on the inside can only be a guess as to what should be added to bring the planking back up to the proper thickness.

Very truly yours,

MURPHY & NYE, INC.

Dick

R. I. Stearns
President

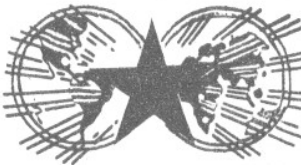
RIS:dm

c.c. Frank Gordon

P.S. The G.C. has the template required of the tail end of my swing buggy.

CABLE "ISCYRA"

I.S.C.



Y.R.A.

CENTRAL OFFICE
51 EAST 42ND ST.
NEW YORK 17, N.Y.
U.S.A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

May 26, 1964

Mr. Richard I. Stearns
4721 N. Kedzie Avenue
Chicago 25, Illinois

Dear Dick:

As you know, the protest received by the Governing Committee from R. L. O'Neil to the effect that the transom on Star No. 4841 was not constructed in compliance with the requirement that bottom sections be an arc of a circle from chine to chine was unanimously sustained by the Governing Committee based upon the section drawings received from Adair Hess, certified measurer. These drawings showed a substantial departure from required shape at Stations 8 and 10, as well as at the transom.

You should take action to correct the hull shape from Station 8 to the transom as soon as reasonably possible, and certainly before participation in a sanctioned event of Blue Star rank or higher. Meanwhile, since your boat has been issued a Measurement Certificate, your standing in series participated in will not be set aside.

Other boats with section shapes similar to No. 4841, built or certified since January 1, 1964, are also being required to undergo corrective action, regardless of builder. We are not undertaking to prescribe the work to be done, leaving that decision to the owner and builder concerned. Upon completion of the work, however, we want a drawing of the transom sent to the Governing Committee in New York, with an accompanying statement of the corrective action taken.

I suggest that you send your report to us immediately upon its preparation so that we may promptly clear up the question raised as to the eligibility of your boat.

Sincerely,

Frank Gordon

Frank H. Gordon
Executive Treasurer

cc: R. L. O'Neil
E. W. Etchells
J. S. Titterington