

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? 49232. Was this number cut or burned into keelson as required above? YES3. Yacht's name "Nitemare III" 4. Year built 19655. By whom built? McPherson Sailing Products, Ithaca, New York6. Owner's Name A. H. McPherson7. Address 205 Comstock Road, Ithaca, N.Y.8. Fleet Ithaca 9. Remarks**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 23 day of January, 1965, 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 24 January 1965 Signed Watt H. Webb
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 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 _____ Chairman International Measurement Committee.

Date 22 May 1965

I.S.C. ★ Y.R.A.
YACHT WEIGHT CERTIFICATE



Yacht Number: 4923

Owner SCOTT McPHERSON

Address 1175 TAUGHANNOCK BLVD

ITHACA

N.Y. 14850

Fleet CAY

I Certify that I have weighed the above yacht, according to the Rules of the I.S.C.Y.R.A., and find that

COPY

00.00 KG

is required to bring the total weight to the required minimum. This amount of weight has been properly installed, and I have applied official seals to it.

Certified Weighmaster:

Signature [Signature]

Print name JOHN MACCAUSLAND 9/88

My term expires 11/90

I.S.C.Y.R.A. File No:

4923

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

FEB 3 1989

CENTRAL OFFICE

BTC 1985

YACHT NUMBER

I.S.C.Y.R.A. Buoyancy Test Certificate

4923

Reference: Specifications, Article VII

THIS CERTIFICATE IS VALID FOR THIS YACHT AND THIS OWNER ONLY

THIS CERTIFICATE IS NOT TRANSFERABLE TO ANOTHER OWNER

EVERY YACHT OWNER MUST TEST HIS OWN YACHT

INSTRUCTIONS:

1. Each Star Class Yacht must pass the prescribed buoyancy test which must be conducted by the owner and shall be witnessed by a Fleet or Class Officer or Certified Star Measurer.
2. Yacht with crew, rig and all normal racing equipment, except sails, shall be swamped on a hoist. Boat shall remain afloat, with slack hoist and slack mooring lines, for 10 minutes. (See the LOG for suggested guidelines for conducting the test.)
3. Complete Certification in duplicate. Witness sends one copy to I.S.C.Y.R.A., 1545 Waukegan Road, Glenview, IL 60025 U.S.A.; owner shall retain other copy.
4. Describe additional flotation equipment, other than hull structure. (Mention type, size, location, etc.)

10 cu ft foam wrapped in poly
and distributed equally fore & aft

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

5. I conducted a test for this yacht in accordance with the above instructions

AUG 15 1988

CENTRAL OFFICE

SCOTT McPHERSON

Owner's Name

Scott McPherson

Owner or Representative's Signature

8/14/88

Date

I attended the above test and acknowledge that the yacht named floated for 10 minutes following the instructions above. I further certify that the yacht at the time of the test contained only the additional flotation equipment described in Paragraph 4 above.

A. V. Nicholson

A. V. Nicholson Fleet Sec

Witness's Name and Title

A. V. Nicholson

Witness Signature

8/14/88

Date

ONE COPY OF THIS FORM MUST BE ON FILE IN THE CENTRAL OFFICE TO BE VALID

4923

24 January 1965

WATT W. WEBB
139 NORTH SUNSET DRIVE
ITHACA, NEW YORK

Mr. John S. Titterington, chairman.
Measurement Committee
ISCYRA

ETHEL

Please letter
send to Mr Webb
back with my
comments in k

John S.T.

Dear Mr Titterington:

Enclosed are two copies of measurements on the first boat that I have measured under ISCYRA rules. I should point out that this is also the first hull of a new builder in Ithaca. I would appreciate your comments if I have erred in completing the form.

In measuring I have encountered one serious problem, namely, the profile at stations 5, 6 and 7. These values are meaningless without a direct observation of the position of the hullbottom under the fairing. Even where this is available there is an inconsistency in the rule since all of builders apparently put the keel plank in flat so the keel fits and so the wood is not strained. With the universal use of keel fairing how about a re write on that part of the rule?

So do I! I also find that a surveyors transit is much superior to the stretched wire for lifting profile and chine wrights. Is there any objection to this technique? I find that I can make and reproduce readings to $\frac{1}{32}$ " this way.

WE KNOW - AND
ARE TRYING TO FIGURE
THIS OUT

BRIEFLY - THE
LAST EXTREMITY
OF ANY THING ON
THE BOOM, or the Boom itself
THE LONGEST DISTANCE

YES - ARCS OF
CIRCLES - (Peterson
Boats - that have been
found wrong have been
thrown out

IT IS
ALREADY
IN THE
RULES -
ANY QUESTIONS
PLEASE
HOLD

There is one additional minor point on which
I am not sure of the rule. This has come up
12th district championships during the last several
years, namely: What do you take as the outer end
of the boom? Usually it seems to be the back edge of
the fitting but as I read the rule it should be
the outer side of the pin in the outhaul. Your
interpretation please

I wonder if you would comment on the "arc of
a circle" problem on the bottom. McPherson's boats
are everywhere curved. However I have seen Peterson's
boats that look like snipes and I understand that
last year's Etchells G's had to have falsies added
so they wouldn't look like C's bows. Is there an
explicit ruling?

With the trend toward light weight, is there to be
any control on planing thickness which looks to
me like the most important factor in weight control?

I would still like to go over a measurement job
with you or one of the more experienced measurers.
Would you suggest some one to contact who would
be willing to take me along on a job?
Sincerely yours,
Watt Willett

PROBABLY A WASTE OF YOUR TIME -
You seem to have a very good grasp of the problem.



Cable — ISCYRA NewYork
Telephone MUrray Hill 2-3243

51 East 42nd Street
New York, N. Y. 10017 U. S. A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

May 18, 1965

Mr. John Titterington
14 Bailey Avenue
Babylon, New York

Dear John:

Enclosed is the McPherson file. I talked with him on the telephone last week, and gave him the substance of Bill Parks' report and he promised to make the correction and forward a template, which he has done. Give and take the expansion and contraction of paper, he seems to have made the necessary correction and I have wired him accordingly.

Will you please sign the certificates and return the file to the Central Office.

Sincerely,

Frank

Frank H. Gordon

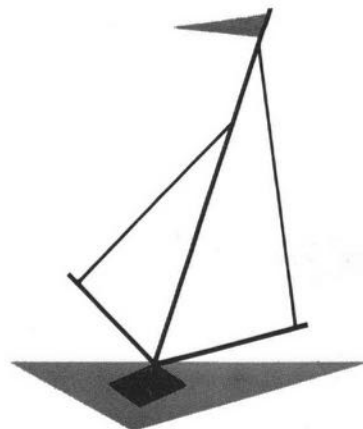
Attach
FHG/mal

MCPHERSON

Sailing Products

325 TAUGHANNOCK BLVD., ITHACA, NEW YORK

AR 2-6944



May 14, 1965

Mr. Frank Gordon, President
I.S.C.Y.R.A.
51 East 42nd St.
New York 17, N.Y.

Re: # 4923

Dear Mr. Gordon:

Enclosed is the bottom arc transom template, as requested.

I appreciate your promise of immediate action and look forward to having a certificate at last. Thank you for your assistance.

Sincerely,

Andrew H. McPherson

AHM/m
enc.

To Frank Crocker

Dear Frank -

Strange as it may seem -
I'm all for approving this book
of McPherson's. I'm what
I can see it looks much better
than many - Answer: not Parks'
remarks on the Senate - then
please advise me of your
decision

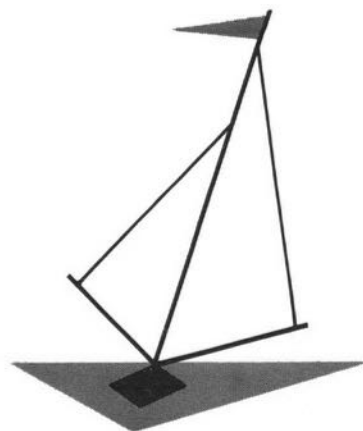
COPY

MCPHERSON

Sailing Products

325 TAUGHANNOCK BLVD., ITHACA, NEW YORK

AR 2-6944



R

April 21, 1965

APR 20 1965

FRANK M. MCPHERSON

ISCYRA
51 East 42nd Street
New York 17, New York

Gentlemen:

Approximately three months ago a measurement certificate for Star #4923 was completed and filed with you. As of this writing I have not received any word as to whether boat #4923 is a Star.

I discovered, after reading Starlites two weeks ago, that the boat was thrown out of the Bacardi Series for lack of a certificate. Approximately six weeks ago I received a card requesting a transom template. Since, and prior, to that time I have received no official word but have heard several third and fourth hand reports.

Being both the owner and builder of this boat I now find myself in an extremely embarrassing position. We have an order to build a boat for May delivery but don't dare get started until hearing from the class on boat # 1. The purchaser, to say the least, is becoming nervous, as am I. Thanks to Starlites I am being flooded with questions regarding measurement certificates. What can I say?

Will you please let me know the present status of the certificate. At this point I have no idea where things stand. Your immediate reply will be greatly appreciated.

Very truly yours,

Andrew H. McPherson

AHM/mm

VAPOR CORPORATION

6420 WEST HOWARD STREET

CHICAGO 48, ILLINOIS

WILLIAM W. PARKS
CHIEF ENGINEER

3/29/65

cc Frank Dordon

John Titterington

re Staw 4923 (Andy McPherson)

John,

The transom is "V-Bottomed"

$\frac{3}{32}$ " on one side and $\frac{1}{8}$ " on the other.

T.A.R. = 68" This is as much "out"

as the recent "Eich Big 3" we had all the fuss about. I suggest (Ho Hum) that we ask him to make it round.

WWP

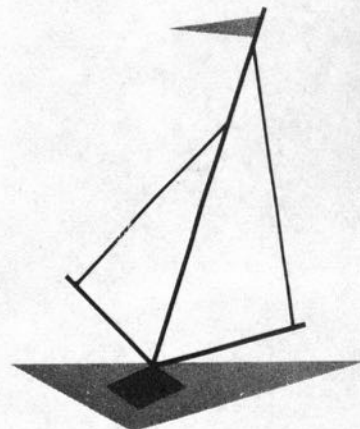
3/29/65

McPHERSON

Sailing Products

325 TAUGHANNOCK BLVD., ITHACA, NEW YORK

AR 2-6944



March 1, 1965

Mr. J.S. Titterington
ISCYRA
51 East 42nd Street
New York, New York

Re: Star #4923

Dear Mr. Titterington:

While back in Miami for the Comet Midwinters, I heard via the grapevine that a telegram had arrived at the Coral Reef Yacht Club after the Bacardi Series was over and I was back in Ithaca.

According to the recollection of Read Ruggles, the telegram requested a transom template and a chine measurement at Station 7.

I have checked the measurement at ⑦ which is $9 \frac{3}{4}$ " with a chine half breadth of $26 \frac{3}{8}$ ". A paper transom template is enclosed.

I hope this information is satisfactory. If not, please let me know.

Sincerely,

Andrew H. McPherson
Andrew H. McPherson



4022
4582

12/24 1964

Load of Star Kool Household Goods

Carrier Andy McPherson

Truck No _____ Fee _____

Gross 9260 Lbs.

Wallace Steel & Supply Co. Tare 8360 Lbs.

Net 900 Lbs.

WEIGHMASTER

COPY

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
			International Star Class YRA	

Send the following message, subject to the terms on back hereof, which are hereby agreed to **51 East 42nd Street NYC**

MAY 18, 1965

A. H. McPHERSON
325 TAUGHANNOCK BLVD
ITHACA, NEW YORK

TEMPLATE RECEIVED AND CHECKED. CERTIFICATE APPROVED AND
WILL BE FORWARDED SHORTLY.

FRANK H. GORDON

COPY

WATT W. WEBB
139 NORTH SUNSET DRIVE
ITHACA, NEW YORK

Dear Mrs. Horton

Enclosed is the keel
weight certificate on star #
4923 that I overlooking
in packaging the I forms on
that boat earlier this week.
I'm sorry to have missed it.
Incidentally it might be worth
noting that Lippincott Boat Works
supplied this keel.

Sincerely yours,

Watt Webb

1/28/65