

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? 5860

2. Was this number cut or burned into keelson as required above? PLASTIC Numerals

3. Yacht's name " " 4. Year built 1974

5. By whom built? PETERSEN YACHTS, INC.

6. Owner's name PATRICK FLAMMIA

7. Address P.O. BOX 1117, COVER O'ALENE, OAHU 83514

8. Fleet Coe 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 30th day of May, 1974, 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 15, 1974 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 measured. 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 measurements is affixed to this Certificate.

Date Signed former owner

Sec. C.

INSTRUCTIONS 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 Sec. 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.

THIS SPACE FOR INSPECTED & APPROVED INSPECTION STAMP I. S. C. Y. R. A.

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 so long as the owner or owners of the said yacht are members of the International Star Class Yacht Racing Association.

Signed William V. Richards Chairman International Measurement Committee

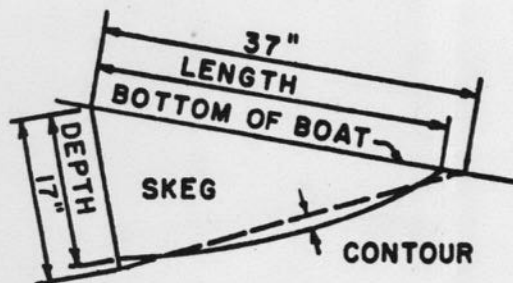
Date 13 June 1975

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
KEEL PROF.	19 1/2	13 5/8	9 7/8	6 5/8	4 7/8	4 3/4	5 1/4	7 1/4	11 9/16	15 3/8
CHINE			12 3/8			9 1/8		11 3/8		17 1/4
SIDE *	13 5/8		20 1/4			21 3/4		17 1/4		10 1/4
BOTTOM ARC			OK			OK		OK		OK

* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS				
STATIONS	1	3	6	8	STERN
DECK	8 1/8	24 1/4	33 15/16	31 1/4	19 5/8
CHINE	3 1/4	16 1/4	26 3/8	24 3/4	16 3/8

RUDDER
WIDTH 18 1/8 TO ϵ OF POST
DEPTH 31 3/8
FITS TEMPLATE ? OK



SKEG
DEPTH 16 5/8
CONTOUR 3/8
LENGTH ALONG CURVE 37

K1 45 1/2
K2 48 3/8
K3 2 7/16
K4 53 5/8
K5 1
K6 30 1/4
K7 8 3/8
K8 12
K9 21 5/8

WEIGHT:
KEEL 895
† HULL 415
YACHT 1490

I.S.C.



Y.R.A.

YACHT NO. 5860
L.O.A. 22-9
MAST FROM B 31-7 1/8
BOOM LENGTH 14-7
JIB STAY FR. B 22-8 DIA. 7/32
DIMENSION "A" 93
"B" 46 7/16
"C" 52 5/16
"E" 83 5/16 83 1/2 dwt
"O" 12
"P" 12 1/4
"R" 77 1/4
"S" 1/4
"T" 15°

IS CONSTRUCTION WOOD
OR FIBERGLASS ? Glass

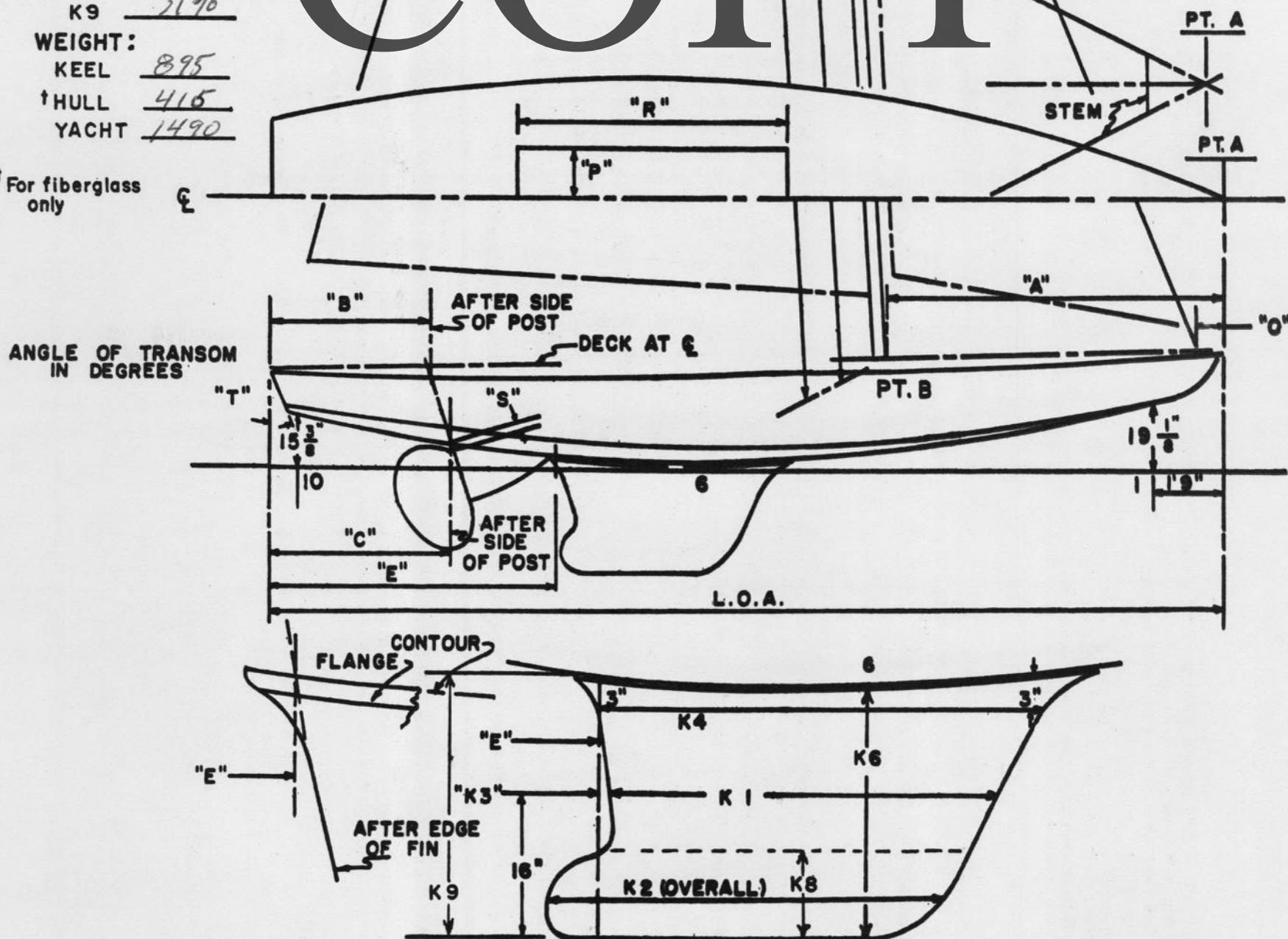
IS CONSTRUCTION AS PER
RULES AND PLANS ? Yes

IS KEEL WEIGHT CERTIFICATE
ATTACHED ? Yes

"SIDE FLATNESS" ? OK

STEM FITS TEMPLATE ?
OK

† For fiberglass
only



1288 Idylberry Road
San Rafael, CA 94903

ISCYRA
1301 Waukegan Road
Glenview, Illinois 60025

Star # 5860 was weighed under my supervision on May 30, 1974,
and I certify that the weight was 1490 pounds.



Roger Eldridge
Measurer

COPY

Lake Coeur d'Alene Star Fleet
2414 West Second
Spokane, WA 99204
June 3, 1975

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

JUN 12 1975

CENTRAL OFFICE

Mr. Roger Eldridge
1288 Idylberry Road
San Rafael, CA 94903

Dear Mr. Eldridge:

This is to certify that James K. Barnard, a former official Star measurer, helped me check the "E" dimension of Star #5860 according to your instructions.

We found the length of the "E" dimension to be $83\frac{1}{2}$ ", taking into account the 5/16 inch projection necessary to make up for the deck transom radius. We hope this will satisfy the requirements for certification for Patrick Flamma's boat.

Sincerely,

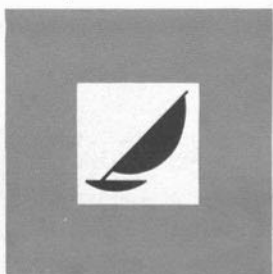
Charles H. Robey

Charles H. Robey
Fleet Secretary

dr
cc Patrick Flamma
John W. Allen

W.V.R. - I believe that this completes
the effort to certify #5860. Thanks
for your help.

R. Eldridge



**petersen
yachts**



June 13/74

We certify that the hull
weight of Star # 5860 was
415 pounds without the skeg.

Weight off hull casting is
895 pounds

Carl Petersen

1288 Idylberry Road
San Rafael, CA 94903
April 27, 1975

Mr. Patrick Flammia
P. O. Box 1117
Couer D'Alene, Idaho 83814

Dear Mr. Flammia:

Carl Petersen tells me that you are inquiring about the status of the measurement certificate for #5860.

I wrote to you on August 19, 1974, outlining the very simple procedure needed to check dimension "E". We received authorization from the class to do this locally by having a fleet officer check the dimension. I have held the certificates pending your reply.

I enclose a copy of my previous letter and the letter received from Bill Richards in case the originals went astray. If you will have the dimension checked and any necessary alteration made and certified I will immediately forward the complete package to the class.

I am sorry that I did not follow up on this, but assumed that you just had not gotten around to it. Be assured that I will forward the certificates the same day I receive the needed information.

Sincerely,

Roger Eldridge

cc: Wm. V. Richards

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

Cable — ISCYRA Glenview
Telephone 312-729-0630

1301 Waukegan Road
Glenview, IL, 60025 U.S.A.

ENCIRCLES THE GLOBE

International Star Class Yacht Racing Association

Mr. R. W. Eldridge
1288 Idylberry Road
San Rafael, Calif. 94903

August 28, 1974

Dear Mr. Eldridge,

Your suggestion to have a local fleet officer check dimension "E" on yacht #5860 is O.K. with me. The 1/8" outage to the back of the fin can be easily corrected if necessary with a hand file and the new measurement recorded along side the original and initialed by the fleet officer making the measurement.

The primary concern with this small matter was to caution the builder to check his keel location and fairing on subsequent hulls, since he is pushing the maximum aft tolerance.

Sincerely,



William V. Richards

Copies to: Patrick Flammia
Bill Gerard

1288 Idylberry Road
San Rafael, CA 94903
August 19, 1974

Mr. Patrick Flammia
P. O. Box 1117
Couer D'Alene, Idaho 83814

Dear Mr. Flammia:

On June 30, I wrote to Mr. James K. Barnard, Spokane, Copy to you. I asked him to help with the dimension "E" measurement problem on your boat. This letter has now been returned marked "Addressee Unknown".

Do you know Mr. Barnard's whereabouts? If so, can you deliver the letter to him and ask his assistance in our problem?

If Mr. Barnard is not available, I have another suggestion. Dimension "E" is not difficult to measure. Your Fleet Captain or Secretary could do this and certify the result. I enclose a sketch which should make the procedure quite clear. By endorsed copy of this letter, I am asking the Class Measurement Committee Chairman to authorize this.

Will you please let me know if you can contact Mr. Barnard? I am very sorry that you are inconvenienced by the delay of your certificate and will re-file it as soon as the dimension can be checked and certified.

Very truly yours,

Roger Eldridge
Roger Eldridge
Measurer

cc: Carl Petersen

Wm. V. Richards - Yacht #5860's Certificate was returned because Dimension "E" was 1/8" shy. Will it be allowable for a fleet officer to check this and to certify the dimension. I just can't make a 2000 mile round trip to do this, and it appears that no other measurer may be available. I would appreciate a ruling on this, with a copy to Mr. Flammia.

Many thanks,

Roger Eldridge
Roger Eldridge

1288 Idylberry Road
San Rafael, CA 94903
June 30, 1974

Mr. James K. Barnard
927 E. 30th Ave.
Spokane, Wash.

Dear Mr. Barnard:

I recently measured Star # 5860, built by Petersen Yachts Inc., and delivered to Patrick Flammia, P. O. Box 1117, Couer D'Alene, Idaho.

The certificates have been returned to the builder because measurement "E" was $1/8$ " under the minimum of $83 \frac{7}{16}$ ". I am reasonably sure that this must be a recording error, because the builder uses a jig to locate the keel, and it is hard to see how he could go wrong. It is possible that I forgot to add in $5/16$ " allowance for the fact that the aft plumb bob hangs ahead of the actual projection of the top of the deck and the face of the transom due to the rounding of the edge of the deck.

Would it be possible for you to check this out, so that the certificates can be re-filed? It would be a great favor to both Mr. Flammia and Mr. Petersen. Incidentally, Carl sends his regards.

If you will send me a letter certifying Dimension "E", I will immediately re-file the certificates. I hope that you will be able to do this because we have no other really practical solution.

Thank you very much, and if I can be of any assistance to you, just let me know.

Sincerely,

Roger Eldridge
Roger Eldridge
Measurer

cc: Carl Petersen
Patrick Flammia
I. S. C. Y. R. A. Office

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

Report from International Measurement Committee

Star No. 5860

Owner PATRICK FLAMMIA

Builder PETERSON

Measurer R.W. ELDRIDGE

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

DIMENSION "E" IS "9" SHORT

COPY

The following action is suggested as indicated by check marks:

- ☒ The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- ☐ The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.

Date 23 JUNE 74

W.V. Richards Chairman
International Measurement Committee