

SECTION E

2 HEIGHTS*

STATIONS	1	2	3	4	5	6	7	8	9	10
KEEL	486	356	247	168	122	104	133	187	278	390
CHINE			310			231		290		453
SIDE	829		796			750		720		689
BOT.ARC			OK			OK		OK		OK

*MEASURED FROM BASE LINE

3 HALF BREADTHS

STATIONS	1	3	6	8	STERN
DECK	204	609	862	798	500
CHINE	93	399	672	630	412

4 RUDDER FITS TEMPLATE? YES

THICKNESS 29 POST DIA 25.4

5 SKEG DEPTH 430
" LENGTH 940
" CONTOUR 4

6 KEEL DIMENSIONS

K1	<u>1162</u>	K10	<u>945</u>
K2	<u>1215</u>	K11	<u>128</u>
K3	<u>34</u>	K12	<u>125</u>
K4	<u>1374</u>	K13	<u>85</u>
K5	<u>20</u>		
K6	<u>780</u>		
K7	<u>221</u>		
K8	<u>310</u>		
K9	<u>802</u>		

I.S.C.★Y.R.A.

(Metric Measurements Preferred)

1 HULL MEASUREMENTS

YACHT NO.	<u>6646</u>
WOOD OR G.R.P.	<u>GRP</u>
L.O.A.	<u>6927</u>
DIMENSION "A"	<u>2,338 FWD. EDGE</u>
"B"	<u>1170</u>
"C"	<u>1290</u>
"E"	<u>2138</u>
"P"	<u>305</u>
"R"	<u>1962</u>
"S"	<u>7</u>
"T"	<u>15°</u>

7 WEIGHTS*

KEEL (WITH FINISH) 890 LBS
HULL (AS MOLDED) 450 LBS WITH SKEG

8 BUOYANCY

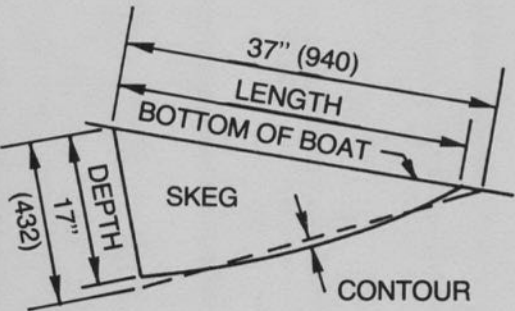
CONTAINED IN HULL .36 M³
ADDITIONAL .60 M³
☐ TANKS
☒ COMPARTMENTS
☐ CLOSED CELL FOAM

CHINE RADIUS OK? YES
STEM RADIUS OK? YES
SIDE FLATNESS OK? YES

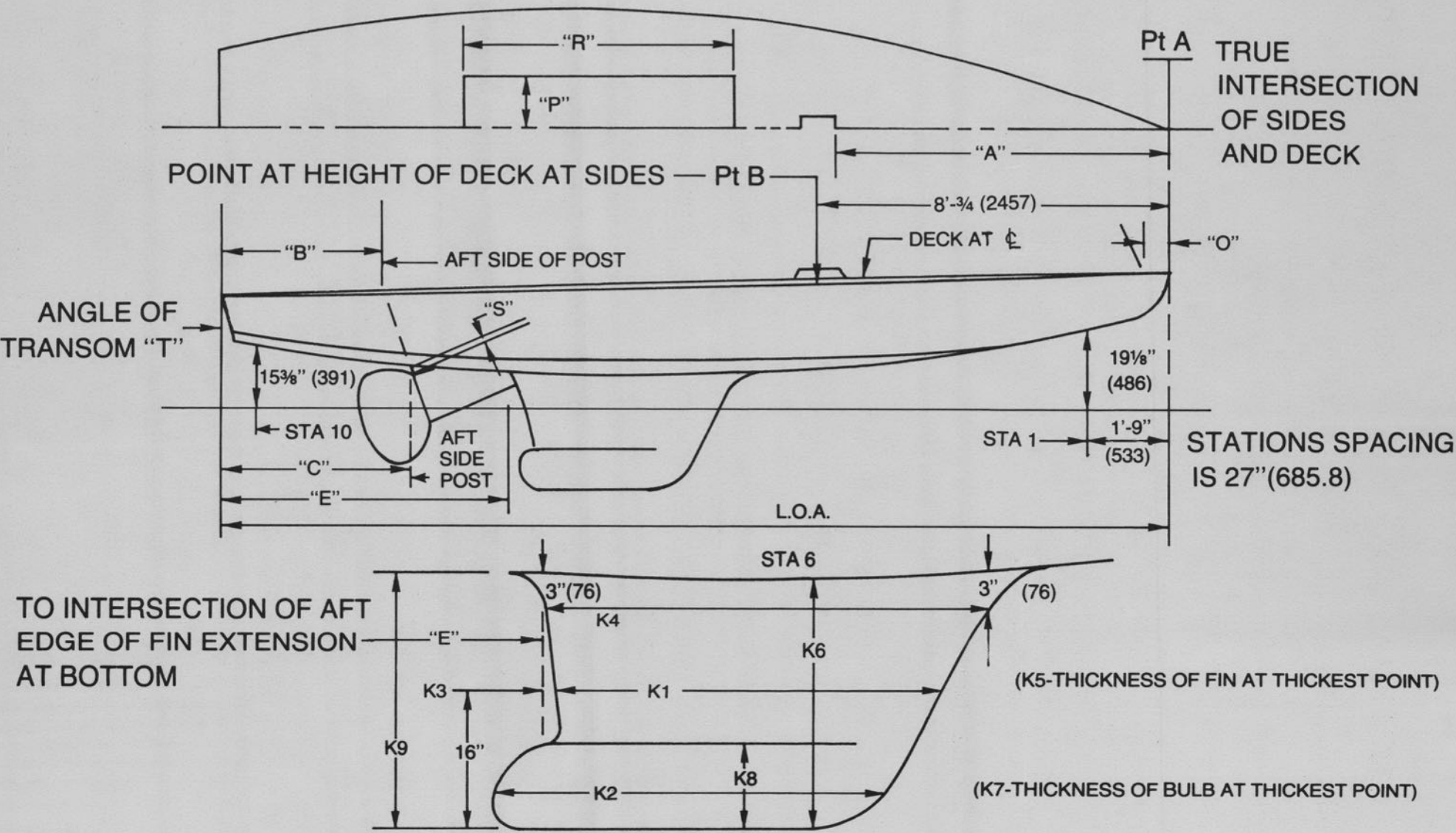
9 SPARS & YACHT WEIGHT

Pt B TO UPPER MAST BAND 9650
Pt B TO JIB STAY 6896
BOOM LNG 4444
MAST TIP WT. 15 1/2 LBS
DIMENSION "O" 300
YACHT WEIGHT 1480 LBS
ADDED WEIGHT
TOTAL WEIGHT 1480 LBS

COPY



*IS ISCYRA WEIGHT CERTIFICATE ATTACHED? YES



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



Yacht Number: 6646

Owner Brian Huse 0602/13

Address 1222 Lakeview Blvd. E
Seattle Wa. 98102

Fleet Tugget Scand

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
0.0 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 W F Cabral

Print name William F Cabral

My term expires N/A

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

6646

REC'D MAY 30 1989

YACHT NUMBER

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

~~6646~~ 6646

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.)

bow & stern tanks - double bottom

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

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

AUG 8 1988

CENTRAL OFFICE

Brian Huse

Owner's Name

Brian Huse

Owner or Representative's Signature

8/13/88

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.

F. Miller / Fleet Cap

Witness's Name and Title

Forest Miller

Witness' Signature

Date

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



Designers and Builders
of San Juan Sailboats

February 10, 1981

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

FEB 17 1981

CENTRAL OFFICE

William V. Richards
ISC YRA
1545 Waukegan Road
Glenview, ILL 60025

RE: STAR #6646

Dear Bill,

Thank you for your quick follow up to my recently submitted certificate. I will attempt to satisfy your questions, and would hope that you call me if they are not satisfactory, as I am planning to race the Badardi series and need the certificate by then.

1. The keel mold used was the most recent Buchan Design.
2. The hull mold used was the same mold that Bill Buchan's most recent "Frolic" was built from. (Incidentally, this mold was built by Clark Boat Company for Bill approximately 10 years ago!)
3. Layup schedule: Hull; gelcoat 15 mils, 3/4 oz. mat, 8 oz. cloth over entire surface. A 9' 3/4 oz. mat/18 oz. roving is laid from chine to chine from the middle of the skeg forward. 1/2" klegecell (4# density) is bonded with thixoi over entire surface. A second layer of 1/2" balsa is bonded on the bottom over the klegecell starting 8" aft of station 8 and extending 18" forward on the mast. This is covered with 3/4 oz. mat, 8 oz. cloth, then the entire hull is covered with 3/4 oz. mat, 8 oz. cloth. 18 oz. roving tape is added to sheer and covering board. The deck is 3/4 oz. mat, 8 oz. cloth, 4# density klegecell bonded with thixoi, and covered with 3/4 oz. of mat and cloth. Local reinforcing is accomplished with extra cloths and rovings as required. The double bottom floor boards and bulkheads are 1/2" klegecell covered each side with 3/4 oz. mat, 8 oz. cloth.
4. No unapproved core materials, resins or cloths are used.
5. This star boat is a double bottom variety and has been built using the same measurements and placement of bailers, bulkheads, and stiffeners as the most recent "Frolic" owned by Bill Buchan. The floorboards join the hull at the keelson and are 4" apart, nominally. Bulkheads fore and aft are connected to the double bottom floorboards at station 8 (aft cockpit edge) and approx 6" forward of "Point B". Another bulkhead is located at station 2, and watertight

stiffeners/conduits run between these bulkheads on the deck and hull.

Four bailers are located approximately 9' from the transom, with the side bailers located 6" above the chine. A strut at the traveler connects the sheer to the centerline of the hull, and a post connects the centerline of the traveler with the centerline of the hull. The deck/hull joint is butt-joined and covered with 3/4 oz. mat and 2 layers 8 oz. cloth.

I hope that you might have a drawing submitted by Buchan for his most recent boat that would satisfy a requirement for me to submit a drawing. There are no differences in placement of bulkheads, stiffeners, etc. Thanks in advance!

Sincerely,

A handwritten signature in dark ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Dennis Clark

DC/kh

COPY

International Star Class Yacht Racing Association

1545 Waukegan Road Glenview, Illinois 60025 U.S.A.
Phone 312-729-0630 Cable ISCYRA Glenview



February 2, 1981

Mr. Dennis Clark
8664 Island Drive
Seattle, WA 98118

Dear Dennis:

We have received your Measurement Certificate from Des Sessinghaus. In accordance with our procedure for new builders please answer the following questions so that we can process the Certificate. I know the answer to most of them but need them verified in writing from you.

1. Which keel mould was used? If the drawing for the mould bears no approval stamp from ISCYRA, please submit a drawing.
2. Which hull mould was used? If the lines drawing bears no approval stamp from ISCYRA, please submit a drawing.
3. Describe in detail the lay-up schedule used.
4. If unapproved core materials, resins or cloths are used, submit lay-up sample for approval.
5. Please submit a construction description and drawing indicating placement of bulkheads, stiffeners, bails, etc..

This is standard procedure for all new builders and personal builders. I hope to return the completed measurement Certificate as soon as possible.

Sincerely,

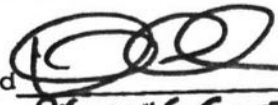
William V. Richards
Chairman, Measurement Committee

WEIGHT CERTIFICATE
(Metric Measurements Preferred)

A	Builder's Hull No. _____
	Yacht No. <u>6646</u>
B	Hull Less Skeg _____
	Hull with Skeg <u>450</u>
C	Keel Less Finish _____
	Keel with Finish <u>890</u>

I certify that the hull and keel weights shown were measured on a balance scale, or spring scale, or an electric load cell, (underline one) which has been calibrated within the last year to $\frac{1}{2}$ of 1%. Builder must fill in at least one item in each of A, B, and C, and sign

Date 1/25/81

Signed 
DENNIS CLARK

D	Yacht Weight with Rig <u>1480</u>
	Added Weight <u>NONE</u> (Describe type and location)

I certify that the yacht weight shown is measured on a balance scale, or spring scale, or an electric load cell (Underline one) which has been calibrated within the last year to $\frac{1}{2}$ of 1%. Builder, Outfitter or Owner must sign

Date 1/25/81

Signed D. Sessinghaus

WEIGHT CERTIFICATE
(Metric Measurements Preferred)

A	Builder's Hull No. _____
	Yacht No. <u>6646</u>
B	Hull Less Skeg _____
	Hull with Skeg <u>450</u>
C	Keel Less Finish _____
	Keel with Finish <u>890</u>

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Date

1/25/81

Signed

[Signature]
DENNIS CLARK

D	Yacht Weight with Rig <u>1480</u>
	Added Weight <u>NONE</u> (Describe type and location)

I certify that the yacht weight shown is measured on a balance scale, or spring scale, or an electric load cell (Underline one) which has been calibrated within the last year to $\frac{1}{2}$ of 1%. Builder, Outfitter or Owner must sign

Date

1/25/81

Signed

D. Seeringhaus