

**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.

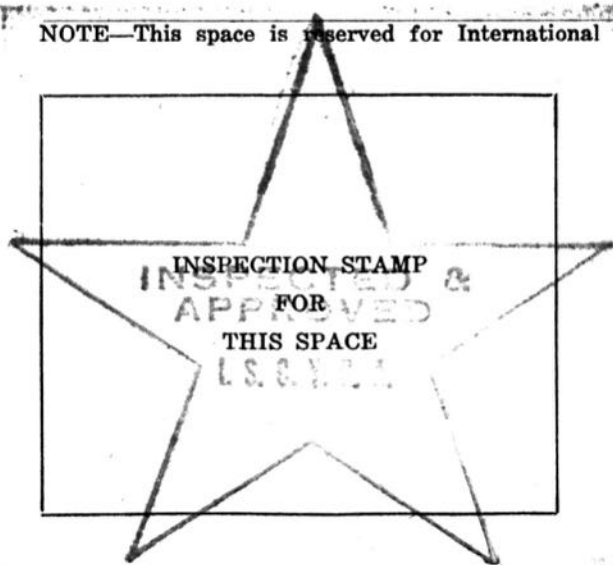
**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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

Chairman International Measurement Committee.

Date

Jan 8, 1953.

| STATIONS | 1.     | 2      | 3      | 4 | 5      | 6       | 7     | 8       | 9      | 10      |
|----------|--------|--------|--------|---|--------|---------|-------|---------|--------|---------|
| HEIGHTS  |        |        |        |   |        |         |       |         |        |         |
| CONTOUR  | 19 1/8 | 14 1/8 | 9 1/16 | 6 | 3 5/16 | 2 7/8   | 4 1/8 | 7 1/16  | 11 3/8 | 15 3/8  |
| CHINE    |        |        | 11 1/8 |   |        | 7 1/16  |       | 10 3/16 |        | 17 3/16 |
| SIDE     | 14 1/8 |        | 20 3/8 |   |        | 21 7/16 |       | 18 7/16 |        | 14 1/8  |

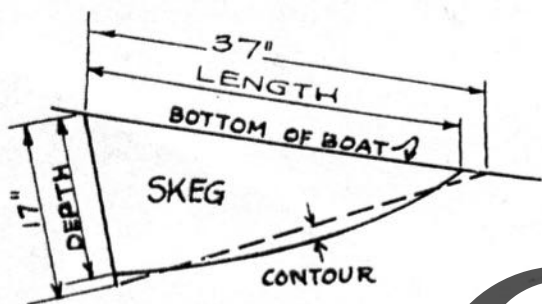
\* MEASURED ALONG SURFACE OF PLANKING

| STATIONS      | 3      | 6       | 8      | STERN  |
|---------------|--------|---------|--------|--------|
| HALF BREADTHS |        |         |        |        |
| DECK          | 7 9/16 | 23 3/8  | 34 3/8 | 31 1/2 |
| CHINE         | 2 1/4  | 18 1/16 | 26 1/2 | 24 1/8 |

RUDDER  
WIDTH 31 3/8"  
DEPTH 18 1/8" TO  $\phi$  OF POST

SKEG  
DEPTH 16 1/2"  
CONTOUR 1  
LENGTH ALONG CURVE 30 5/8"

IS CONSTRUCTION AS PER  
RULES & PLAN? Yes



I.S.C.



Y.R.A.

YACHT NO. 2793

L.O.A. 22'-9"

MAST FROM B 31'-8 1/4"

BOOM LENGTH 14'-7"

JIB STAY FR. B 22'-9"

DIMENSION "A" 94 1/2"

"B" 45"

"C" 51"

"E" 84 1/2"

"G" 49"

"K" 30"

"M" 28"

"N" 8 1/2"

"O" 12 3/4"

"P" 12"

"R" 78 1/4"

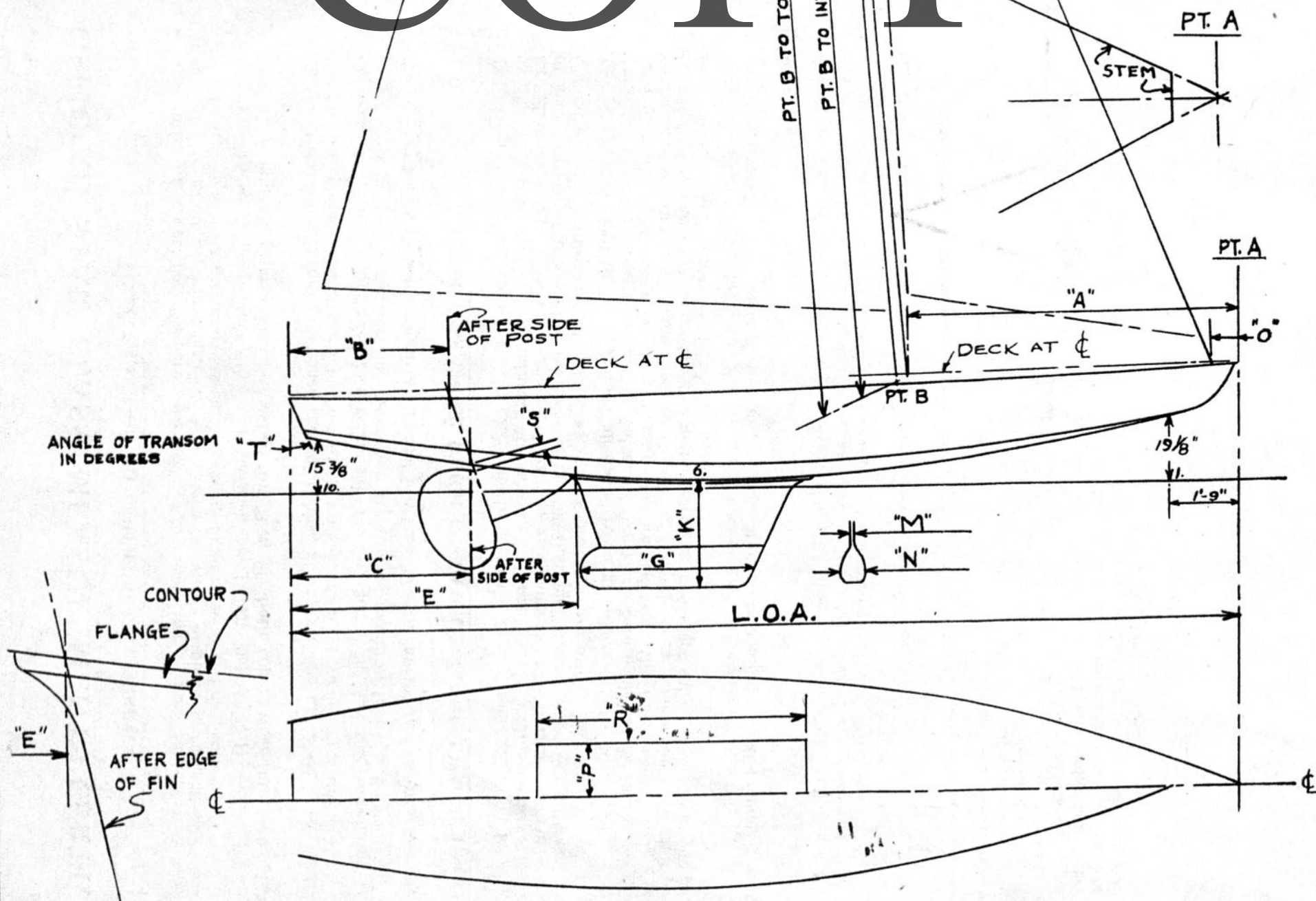
"S" 1/2"

"T" 17 1/2"

KEEL WEIGHT 899

IS KEEL WEIGHT CERT.  
ATTACHED? Yes

COPY



# 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, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 2793
2. Was this number cut or burned into keelson as required above? cut
3. Yacht's name "CHIM" 4. Year built 1948
5. By whom built? E. K. MUIR
6. Owner's Name PAUL T. GROSS JR.
7. Address Palmer Hill Rd, Stamford Conn.
8. Fleet CLE 9. Remarks

## CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 16<sup>th</sup> day of August, 1953, 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 August 17, 1953 Signed J. Jean Beery  
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.

*The Burr & Houston Co.*  
**IRON FOUNDERS**

FINE MACHINERY CASTINGS

FRANKLIN, QUAY AND CALYER STREETS

BROOKLYN 22, N. Y.

February 27, 1948

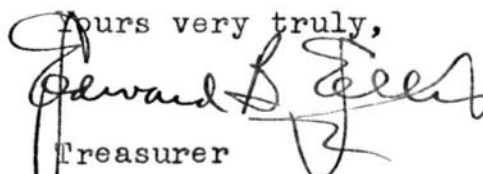
EDWARD B. ELLIS  
*Treasurer*

Saybrook Yacht Yard Inc.,  
Saybrook, Conn.

Gentlemen:

COPIY  
We hereby certify that the keel for "Star  
Boat" # 4 shipped to you to-day weighed  
899 pounds and the dimensions are in accord-  
ance with Drawing No. 4, dated July 29, 1946  
of the International Star Class Yacht Racing  
Association.

Yours very truly,

  
Treasurer

EBE:DT

# 2793

Old Greenwich, Connecticut  
December 28, 1953

International Star Class Yacht Racing Association  
51 East 42nd Street  
New York 17, New York

Attention: International Measurement Committee

Re: Star Boat No. 2793  
Paul T. Gross, Jr., Owner

Gentlemen:

Please refer to my letter of August 24, 1953 which was in reply to your report that the subject boat did not measure in because of the side height at Station 8 being over by  $17/32$ " and the side height at Station 10 being over  $5/16$ ". Likewise, the half breadth at Station 3 was over  $3/16$ ".

I remeasured the boat on August 23rd and found no correction to the overage on the side heights but found that Station 3 half breadth now measured in and so reported in my letter of August 24th.

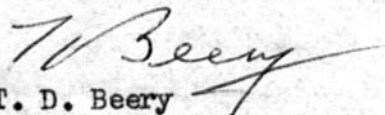
I now wish to report that the obvious sag in the way of Stations 8 and 10 has been corrected by Mr. Gross and these two points in dispute were remeasured yesterday, December 27, 1953, and are now found to be as follows:-

Side Height:- Station 8 .....  $17-7/8$ "

Side Height:- Station 10 .....  $11-1/8$ "

The above points having been corrected to my satisfaction now fall within the measurement limitations and it is recommended that the measurement certificate for the subject boat be approved.

Very truly yours,

  
T. D. Beery  
Official Measurer

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

Report from International Measurement Committee

Star No. 2793

Owner Paul T. H. 12

Builder C. K. Clark

Measurer T. J. 13

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

*Side 11-8 - 17/22 " 0.00  
Side 11-10 - 24/22 " 0.00*

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.
- ☐ The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- ☐ The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

*[Signature]*  
International Measurement Committee

## Report from International Measurement Committee

Owner. \_\_\_\_\_

Measurer\_\_\_\_\_

# COPY

- 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.
- The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

Old Greenwich, Conn.  
August 24, 1953

International Star Class Yacht Racing Association  
51 East 42nd Street  
New York 17, New York

Attention: International Measurement Committee

Re: Star Boat No. 2793  
Paul T. Gross, Jr., Owner

Gentlemen:

In accordance with the report from the International Measurement Committee that the measurement certificate for the subject boat cannot be approved because three points were not in compliance with the specifications, I wish to advise that on August 23rd I re-measured those three points with the following results:-

Side Height:- Station 8 ..... 18-3/16"

Side Height:- Station 10 ..... 11-3/4"

Half Breadth:- Station 3 ..... 23-11/16"

From the above, the half breadth at station 3 now measures in, however there is little change in the other two measurements. A visual observation of the boat shows the boat to sag slightly in the way of stations 8 and 10 at the chine, which probably accounts for the side measurement being greater than the specifications allow. Mr. Gross would like to discuss his case with you and I am sure you will give him consideration and advice as to how to correct these two points. In other respects his boat is not in any way an attempt to be a rule beater as it appears to have been built strictly in accordance with the plan, neither being much over or under the specified dimensions as shown on the plan.

Very truly yours,

*T. D. Beery*  
T. D. Beery  
Official Measurer

Over

Mr. Whitney Stuck -

Re: Sick Ht. ⑧ Chin can  
be moved up - to  $11\frac{2}{3}$  - (plenty  
of room for him to plane  $1\frac{7}{8}$  - to  
work sick Ht.)

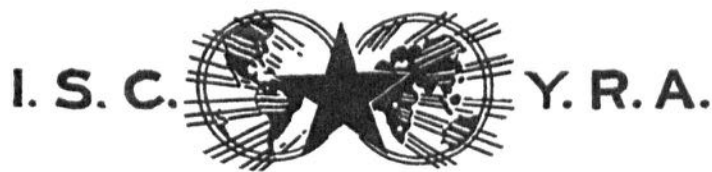
Re: Sick Ht ⑩ Chin can be  
moved up to  $18\frac{2}{3}$  (plenty of  
room to plane chin  $5\frac{1}{16}$ .)

→ But this makes bottom thinner  
what is your advice?  
John T. Tilling

Since I am going to be doing  
this sort of work in the future -  
I hope some day to talk it all  
over with you - as I must have  
your valued experience -

John

return to



ENCIRCLES THE GLOBE

## International Star Class Yacht Racing Association

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

John —

This appears to be a fairly normal boat. The errors in side-heights, as amended, are a little too great to overlook. However, they are on the high side rather than low. Since the boat was built in 1948, I would like to pass it as-is, but I am afraid of the remote possibility that it might be questioned or protested in the future. This would cause us a lot of trouble, especially in view of others that have been rejected for similar offenses.

It is not too great a job to lift the edge of the deck, lower the beams, and plane down the sheer aft. I believe it should be done, for the owner's sake as well as ours.

Whit.