

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.

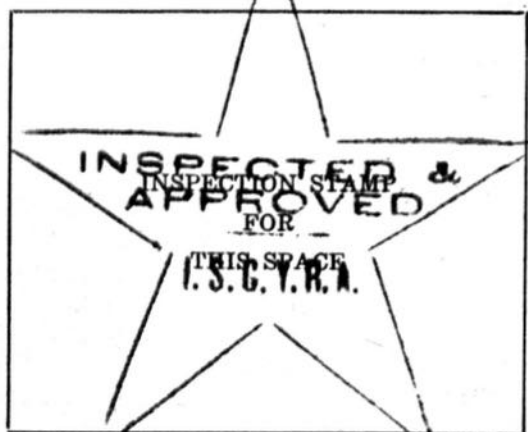
SEC. D.**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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 Wapwee L. Small
Chairman International Measurement Committee.

Date 7/16/51

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.

May 28, 1951

KEEL WEIGHT CERTIFICATE

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS AND OTHER DELAYS BEYOND OUR CONTROL

SOLD TO - Old Greenwich Boat Company

DATE SHIPPED: May 28, 1951

SHIPPING MEMO. NO. 2681

CERTIFIED DELIVERED WEIGHT. 900 lbs

THE WATSON MACHINE COMPANY

James J. Byrne

3130

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	14	9 1/8	6 7/16	4 9/16	4 1/16	5 3/8	7 13/16	11 1/2	15 3/8
CHINE			12 1/4			9 1/4		12 1/4		18
SIDE *			20 5/16			20 1/4		17		

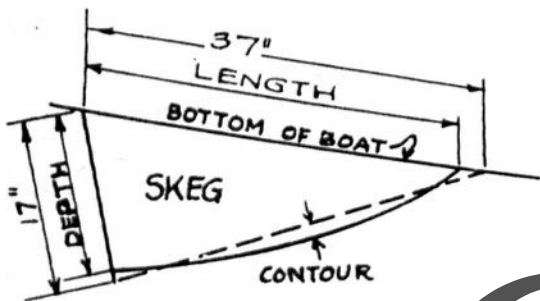
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS	3	6	8	STERN
DECK	29 1/4	34	30 5/16	19 1/4
CHINE	16 7/16	26 1/2	24 1/2	16 1/8

RUDDER
WIDTH 18" TO ϕ OF POST
DEPTH 31"

SKEG
DEPTH 17"
CONTOUR 3 1/4"
LENGTH ALONG CURVE 30 1/2"

IS CONSTRUCTION AS PER RULES & PLAN? Yes



I.S.C.



Y.R.A.

YACHT NO. 3130

L.O.A. 22'-8 1/2"

MAST FROM B 31'-9"

BOOM LENGTH 19'-7"

JIB STAY FR. B 22'-9"

DIMENSION "A" 7'-7 1/4"

"B" 45'-5/16"

"C" 4'-3 1/2"

"E" 7'-0 1/4"

"G" 4'-1 1/2"

"K" 30'-5/8"

"M" 78"

"N" 8'-1/2"

"O" 8'-1/4"

"P" 12'-1/16"

"R" 6'-8 3/4"

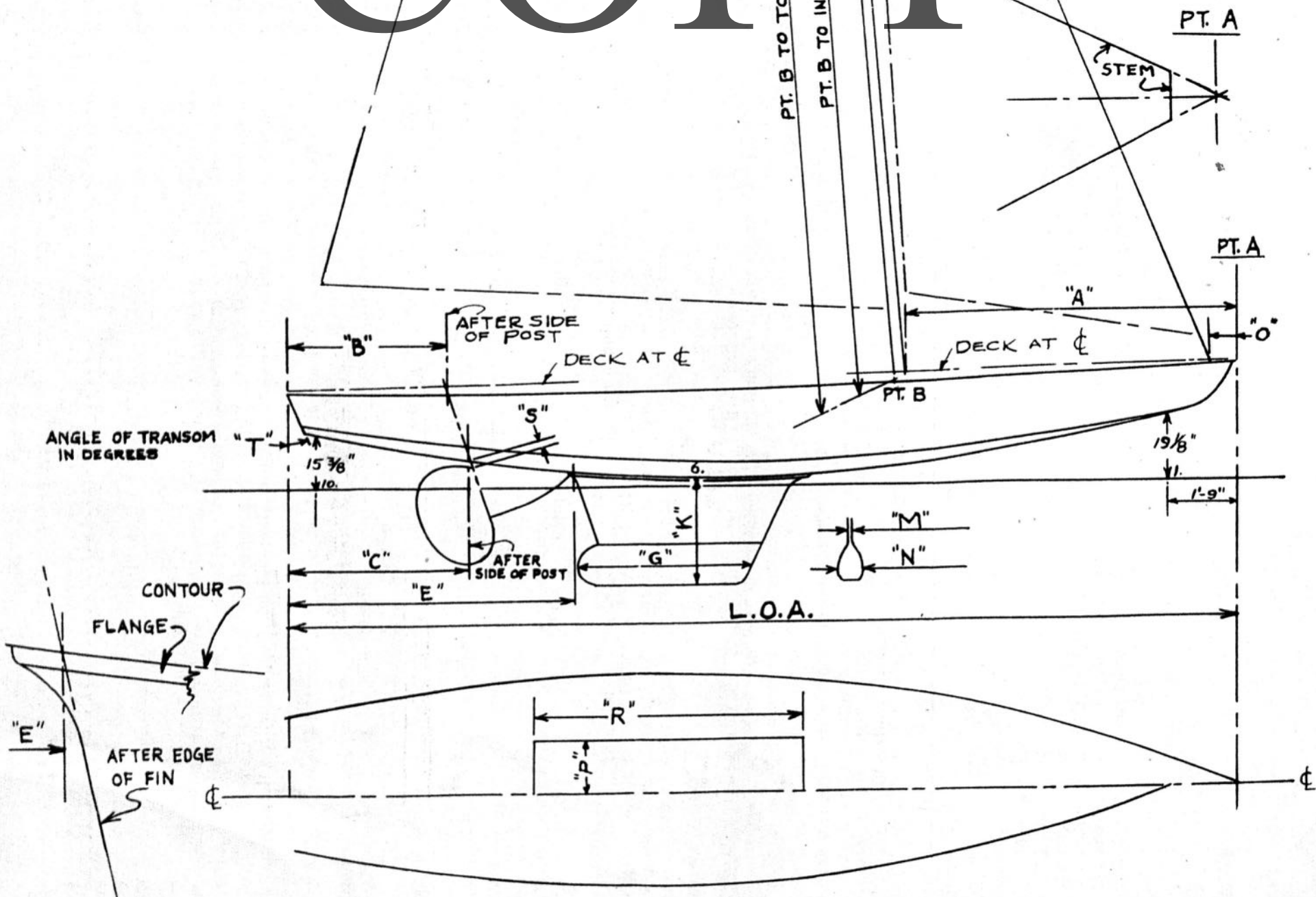
"S" 1'-7/8"

"T" 15'-10"

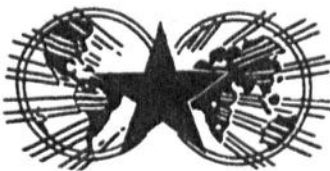
KEEL WEIGHT 900#

IS KEEL WEIGHT CERT. ATTACHED? Yes

COPY



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

6/27

Dear Beery

This boat over as

shown. Please recheck

COPY

Sorry

Smile.

3130

MRS. T. BEAN BEERY
9 OAK LANE, SHORELANDS
OLD GREENWICH, CONNECTICUT

July 13th

Dear Small

I rechecked #3130 as requested
and found that she measures in.

On the chine H.B. I found the
deck measurement was $\frac{1}{8}$ " under my
previous measurement and this
reduces the chine H.B. by $\frac{1}{16}$ ".

On the profile measurement we
used more weight on the wire because
we noticed some sag in it and
this gave us a new keel profile
measurement of $3\frac{3}{4}$ " which shows that
the boat measures in, also the
boat had been sailed and could
change slightly.

Best regards

Flora Beery