

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 R. L. Stewart
Chairman International Measurement Committee.

Date July 21, 1952

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	13 3/8	9 3/8	6 5/8	4 3/8	4	4 1/8	7 1/8	11	15 3/8
CHINE			12 1/16			9		11 7/8		18 3/8
SIDE *			20			21 1/8		17 3/8		

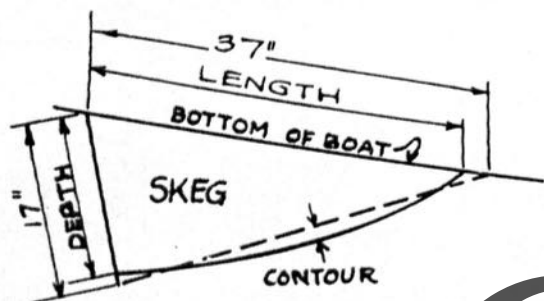
* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS				
STATIONS	3	6	8	STERN
DECK	24	34 1/8	31 1/8	19 7/8
CHINE	16	26 1/8	24	15 1/8

RUDDER
WIDTH 18 1/2 TO ϕ OF POST
DEPTH 31 1/2

SKEG
DEPTH 16 1/2
CONTOUR 3/4
LENGTH ALONG CURVE 35

IS CONSTRUCTION AS PER
RULES & PLAN? YES



I.S.C.



Y.R.A.

YACHT NO. 3181

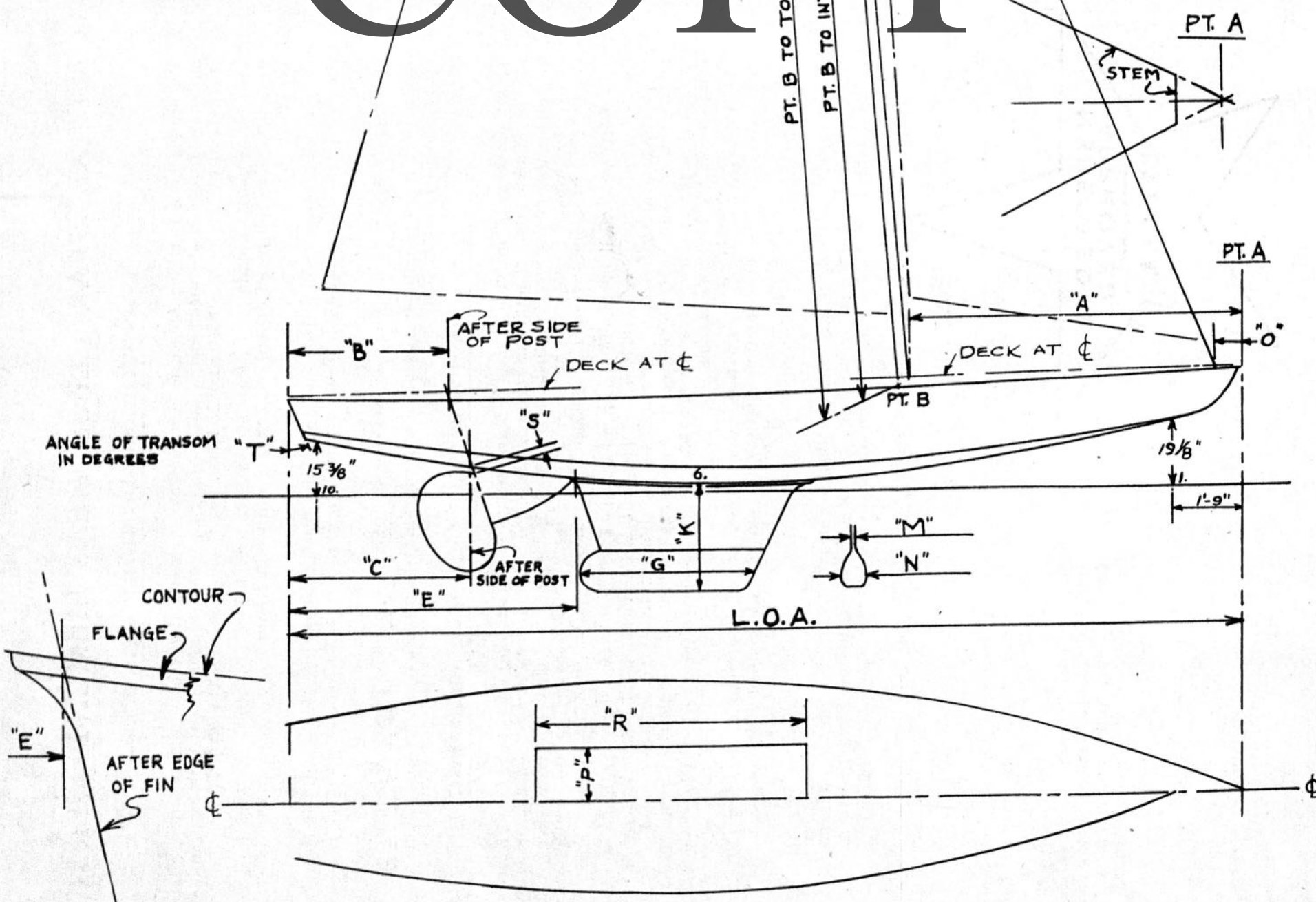
L.O.A. 22' 8 5/8"
MAST FROM B 31' 8 3/4"
BOOM LENGTH 14' 7"
JIB STAY FR. B 22' 6 3/8"
DIMENSION "A" 7' 8 1/4" - 8' 4 3/4"
"B" 45 5/8"
"C" 61 1/8"
"E" 84"
"G" 49 1/2"
"K" 31"
"M" 38"
"N" 8 1/2"
"O" 9 1/4"
"P" 12"
"R" 6' 6 3/4"
"S" 2 1/8"
"T" 20°

KEEL WEIGHT 900

IS KEEL WEIGHT CERT.
ATTACHED? YES

Shipping bill attached
Keel was also stencilled "900 #"

COPY



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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? 3181
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "HOOT ANNIE" 4. Year built 1952
5. By whom built? owner
6. Owner's Name Fred Meyer
7. Address 217 Indiana Ave.; Lorain, Ohio
8. Fleet S.L.E. 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 25th day of May, 1952, 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 1, 1952 Signed Chester B. Smith
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.

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

Report from International Measurement Committee

Star No. _____

Owner _____

Builder _____

Measurer _____

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

1. The boat is not a racing boat, but a cruising boat.
2. The boat is not a racing boat, but a cruising boat.

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.

International Measurement Committee

15CYRA
51 E. 42 ST
New York 17
Meas. Com.

Memo to Chief Measurer

July 9, 1952

Re: Star No. 3181

In compliance with your check off form of 6/23/52
I have remeasured above boat with the following
results.

Dimension K - $30 \frac{5}{8}$ "

Dimension S - $1 \frac{3}{4}$ "

I erred in measuring "K" due to an unnoticed
shim under the keel and the owner has shifted
the Rudder post gudgeon higher reducing "S" to the
above measurement.

yours truly
Chester B. Smith
Chester B. Smith
Lorain, Ohio

Memo to Meads. Com.

9/1/52

1st shipping bill and fact "900" was sketched on keel
is not sufficient certification of weight
please advise and will have owner secure letter
from OLD GREENWICH BOAT CO.

Chas. Blum

CONSIGNEE OR CONNECTING LINE COPY

BODY NO.

STL DOCK

NORWALK TRUCK LINE

PRO. C 163296

CONSIGNEE

MR FREDMEYER 217 INDIANA AV

DESTINATION

LORA IN

POINT OF ORIGIN

OLD GREENWICH

BILLING DATE

CONN 3 6 52CW

B/L OR C/L NO.

345665

NAME OF SHIPPER & POST OFFICE ADDRESS

SHOW PRO. NUMBER ON YOUR REMITTANCE

OLD GREENWICH BOAT CO

NO. PKGS.	DESCRIPTION AND MARKS	WEIGHT	RATE	FREIGHT CHARGES	C. O. D./TAX & MISC. CHGS.	TOTAL COL./PPD.
1	KEEL CASTING NOT CRTD OR CASED TO HOB BYEOND <i>Paul M. Rogers</i>	900	65 197	585 1773 2358	71	2429 CO

NORWALK PROPORTION

C/L

426

TRANSFER POINT

DATE OF SHIPMENT

RECEIVED THE ABOVE DESCRIBED PROPERTY

RDWY

1982 CLV 3 3

®

DATE

PER

FULL NAME OF CONSIGNEE