

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.

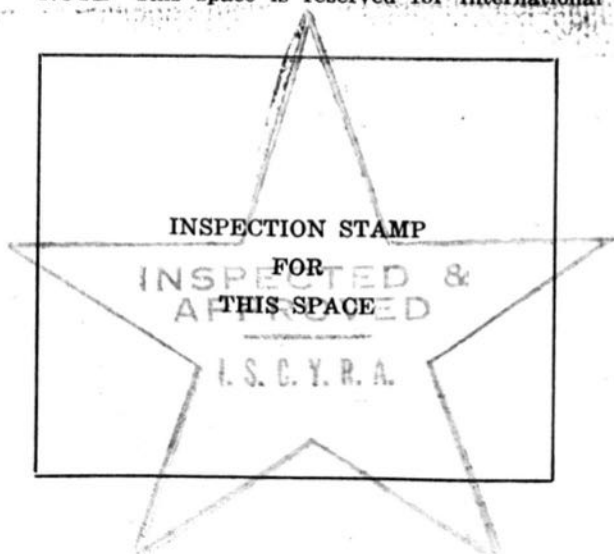
—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—

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 Paul H. Smart
ant To - Chairman International Measurement Committee.

Date May 12, 1953.

W
2
11

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	13 1/2	9 5/16	6 5/16	4 1/4	3 3/8	4	6 13/16	10 1/2	15 3/8
CHINE			12 1/16			8 9/16		11 3/8		17 1/8
SIDE	13		20 1/16			21 3/8		117 3/16		

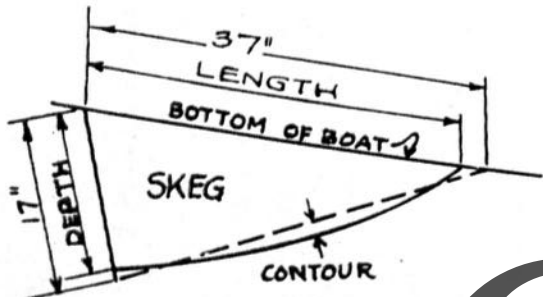
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS				
STATIONS	3	6	8	STERN	
DECK	7 1/16	23 7/8	34 1/2	31 3/8	19 3/4
CHINE	2 3/8	15 3/8	26 1/16	29 3/8	16 1/2

RUDDER
 WIDTH 18 3/8 TO ϕ OF POST $\checkmark$
 DEPTH 32 1/4 $\checkmark$
 may 32 31 7/8

SKEG
 DEPTH 16 $\checkmark$
 CONTOUR 0
 LENGTH ALONG CURVE 34 1/2 $\checkmark$

IS CONSTRUCTION AS PER RULES & PLAN? Yes $\checkmark$



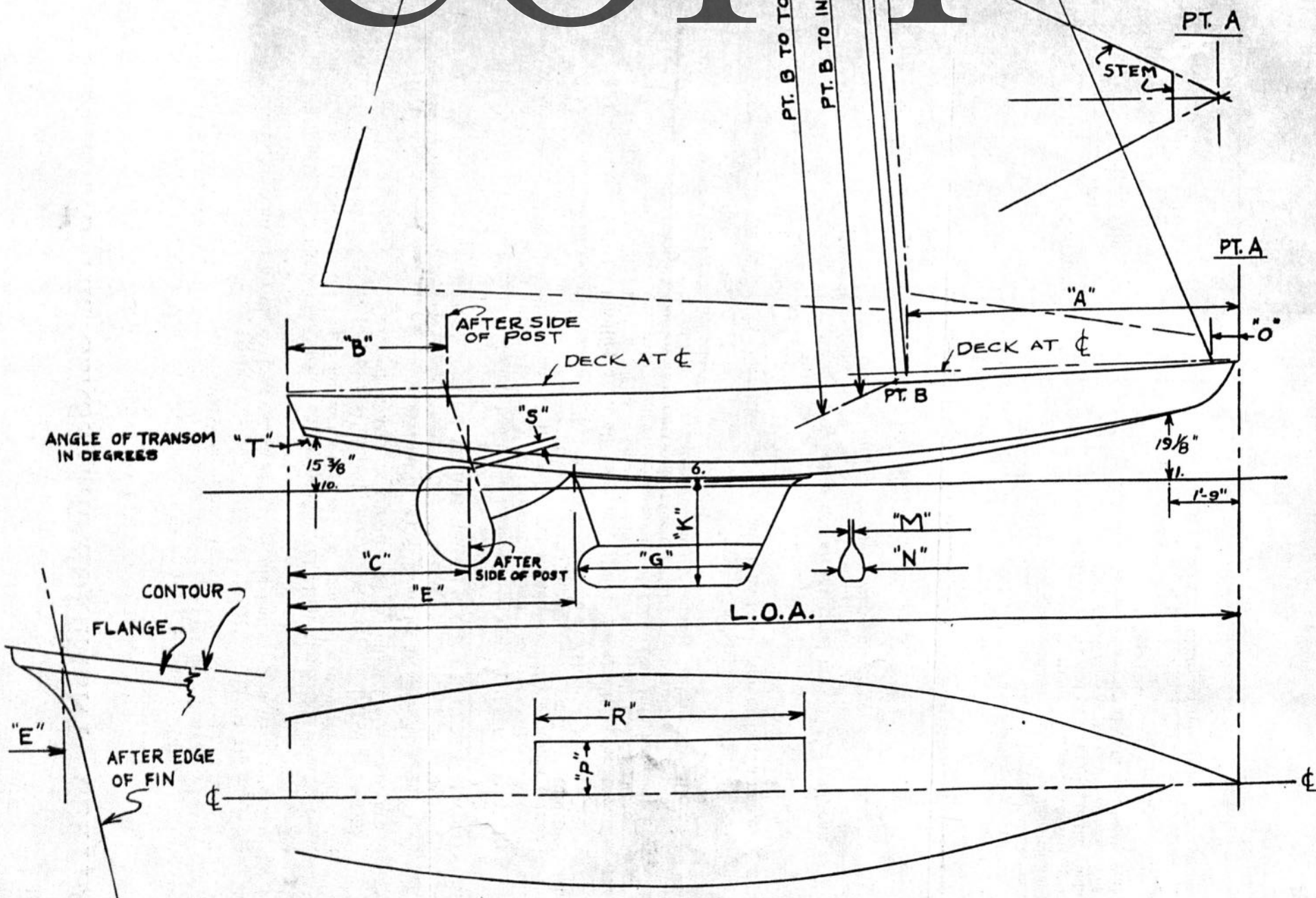
I.S.C.  Y.R.A.

YACHT NO. 3211
 L.O.A. 22' 8 3/8" $\checkmark$
 MAST FROM B 31' 7 1/2" $\checkmark$
 BOOM LENGTH 14' 5 7/8" $\checkmark$
 JIB STAY FR. B 22' 6" $\checkmark$
 DIMENSION "A" 96 7/8" $\checkmark$
 "B" 95 5/16" $\checkmark$
 "C" 50 1/16" $\checkmark$
 "E" 87 1/4" $\checkmark$
 "G" 42 3/4" $\checkmark$
 "K" 28 3/8" $\checkmark$
 "M" 1" $\checkmark$
 "N" 8 3/8" $\checkmark$
 "O" 10"-12 1/4" $\checkmark$
 "P" 11 5/8" $\checkmark$
 "R" 79" $\checkmark$
 "S" 14" $\checkmark$
 "T" 20° $\checkmark$

KEEL WEIGHT 888.5 $\checkmark$

IS KEEL WEIGHT CERT. ATTACHED? Yes $\checkmark$

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? 32112. Was this number cut or burned into keelson as required above? Yes

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

5. By whom built? Marriott's Cove Yacht Builders Charter House Bldg6. Owner's Name Dr. Joseph Zambella7. Address 36 Villy Cove Winthrop 52, Mass.8. Fleet BH 9. Remarks Must, from springingnot available for measurement**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 6th day of December, 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 Dec. 12, 1952 Signed J. J. Baum

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.

WATSON

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.

July 30, 1952

NET WEIGHT CERTIFICATE

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS AND OTHER DELAYS BEYOND OUR CONTROL.
OUR LIABILITY ON ORDERS EXECUTED, COVERS ONLY THE REPLACEMENT OF PARTS PROVING DEFECTIVE WITHIN ONE YEAR OF DELIVERY

SOLD TO - Old Greenwich Boat Company

DATE SHIPPED

July 30, 52

SHIPPING MARK NO.

3165

CERTIFIED DELIVERED WEIGHT

890 lbs

COPY

THE WATSON MACHINE COMPANY

James J. Byrne

3211

DESIGNED BY

FRED W. GOELLER
NAVAL ARCHITECT
QUINCY, MASS.
THE MARK OF DISTINCTION
May 14, 1953

Mr. Maxwell Small, Chairman
International Measurement Committee, I.S.C.Y.R.A.
Otis Lane, Bellport, New York

Dear Mr. Small:

Re my letter of the 4th forwarding some measurements I made of STAR No. 3211, "ESTRELITTA", Dr. Joseph Zambella, Owner, Etchells has since sent the weight certificate of the keel to Dr. Zambella and I am enclosing it herewith.

Mr. Paul Smart has also written the Doctor about some additional hull measurement that is required - as adopted by the STAR Class, in March. This item was not included on the form Dr. Zambella received and as he has already paid twice to have the boat measured, originally by a Mr. Beery, at Old Greenwich, Connecticut, and by me at Winthrop, Massachusetts, on May 2nd, he is naturally quite upset.

Yesterday I received from the I.S.C.Y.R.A. Executive Office a copy of "Instructions to Measurers" which contains a paragraph to the effect that Measurers are expected to be familiar with the Rules and that any changes, as published in STARLIGHTS, is binding. I do not want to be considered as incompetent or dumb and must refuse to be held responsible for items that I am unfamiliar with - see P.S. in my letter of May 4th.

Sincerely yours,

Fred W. Goeller
FRED W. GOELLER

FG/ss
enc.

Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.

CONDITIONS

SECTION 1.—The Carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

SEC. 2.—In the case of shipments from one point in Canada to another point in Canada, or where goods are shipped under a joint tariff, the Carrier issuing this bill of lading, in addition to its other liability hereunder, shall be liable for any loss, damage, or injury to such goods from which the other carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect, or default of any other carrier to which such goods may be delivered in Canada, or under such joint tariff, or over whose line or lines such goods may pass in Canada or under such joint tariff, the onus of proving that such loss was not so caused or did not so result being upon the Carrier issuing this bill of lading. The Carrier issuing this bill of lading shall be entitled to recover from the other carrier on whose line or lines the loss, damage, or injury to the said goods shall have been sustained the amount of such loss, damage, or injury as it may be required to pay hereunder, as may be evidenced by any receipt, judgment, or transcript thereof. Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the Carrier issuing this bill of lading or any other carrier.

SEC. 3.—The Carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by the act of God, the King's or public enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner; for differences in weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights when the elevators are not operated by the Carrier, unless the weights are evidenced by Government certificate; the authority of law or by quarantine. For loss, damage, or delay, except where cartage is to be performed by the Carrier or its agents, caused by fire occurring after forty-eight hours (exclusive of legal holidays), or in the case of bonded goods seventy-two hours (exclusive of legal holidays), after written notice of the arrival of said goods at destination or at port of export (if intended for export and not covered by a through bill of lading) has been sent or given, the Carrier's liability shall be that of warehouseman only. Except in case of negligence of the Carrier (and the burden of proving freedom from such negligence shall be on the Carrier), the Carrier shall not be liable for loss, damage, or delay occurring while the goods are stopped and held in transit upon the request of the party entitled to make such request. When in accordance with general custom, on account of the nature of the goods, or at the request of the shipper, the goods are transported in open cars, the Carrier (except in case of loss or damage by fire, in which case the Carrier shall be the same as though the goods had been carried in closed cars) shall be liable only for negligence, and the burden of proving freedom from such negligence shall be on the Carrier.

SEC. 4.—No Carrier is bound to transport said goods by any particular train or vessel, or in time for any particular market or otherwise than as required by law, unless by specific agreement endorsed hereon. Every Carrier in case of physical necessity shall have the right to forward said goods by any railway or route between the point of shipment and the point of destination; but if such diversion be from a rail to a water route the liability of the Carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any Carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid, and the duty if paid or payable and not refunded), unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariff upon which the rate is based, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

When under the terms of the classification or special reduced tariffs, the goods are carried at owner's risk, such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the Carrier from liability for any loss, damage or delay which may result from any negligence or omission of the Carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the Carrier.

Notice of loss, damage or delay must be made in writing to the Carrier at the point of delivery, or to the Carrier at the point of origin, within four months after delivery of the goods, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless notice is so given the Carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premiums paid in respect thereof, shall have the full benefit of any insurance that may

have been effected upon or on account of said goods, so far as this shall not avoid the policies or contracts of insurance.

SEC. 5.—Grain in bulk consigned to a point where the Carrier has an elevator or warehouse, or where there is a public or licensed elevator or warehouse, may be there delivered and placed with other grain of the same kind and grade without respect to ownership; Provided that this shall not apply to a point of final delivery if it is otherwise expressly noted hereon, unless the grain is not promptly unloaded after written notice of arrival has been sent or given to the person named herein. Grain so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 6.—Goods not removed by the party entitled to receive them within forty-eight hours (exclusive of legal holidays), or, in the case of bonded goods, within seventy-two hours (exclusive of legal holidays), after written notice has been sent or given, may be kept in car, station, or place of delivery or warehouse of the Carrier, subject to a reasonable charge for storage and to the Carrier's responsibility as warehouseman only, or may at the option of the Carrier (after written notice of the Carrier's intention to do so has been sent or given), be removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the risk of the owner and without liability on the part of the Carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

Goods in carloads shipped from a private siding or a station, wharf, or landing where there is no duly authorized agent, shall be at the risk of the owner until the car is lifted or bill of lading is issued by the Carrier, and thereafter shall be at the risk of the Carrier. Goods in carloads destined to a private siding, or station, wharf, or landing where there is no duly authorized agent, shall be at the risk of the Carrier until placed on the delivery siding.

All goods shall be subject to necessary cooerage and baling at owner's cost.

SEC. 7.—No Carrier shall be bound to carry any documents, specie, or any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so (the duty of obtaining such special agreement to be on the Carrier when the nature of such goods is disclosed herein) and a stipulated value of the articles are endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the Carrier shall not be liable for any loss or damage thereto.

SEC. 8.—The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges shall be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

SEC. 9.—Except in case of diversion from rail to water route, which is provided for in section 4 hereof, and except as provided hereafter, if all or any part of said goods is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statute or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lake, sea, or other waters; or from explosion, bursting of boilers, or breakage of shafts not arising from the negligence of the Carrier, or from any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation or from prolongation of the voyage. And any vessel carrying any or all of the goods herein described shall be at liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or goods.

The term "water carriage" in this section shall not be construed as including lighterage or car ferriage across rivers, or in lake or other harbours, and the liability for such lighterage or car ferriage shall be governed by the other sections hereof.

If the goods are being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the provisions of the tariff, which shall be treated as incorporated into the conditions of this bill of lading.

SEC. 10.—Every party, whether principal or agent, shipping explosives or dangerous goods without previous full written disclosure to the Carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

SEC. 11.—Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

May 12, 1953

Dr. Joseph Zambella
36 Villa Ave.
Winthrop 52, Mass.

Dear Doc -

At last! Here is your Certificate for 3211.

On May 6th, I sent you the keel weight certificate to give to Measurer. On May 4th, he sent to Maxwell Small, the former but now "ex" Measurement Chairman, the new measurements. It just came in from Small to us this morning. Fred Goeller said he did not have the keel weight certificate, that is understandable as I did not send it to you until two days after his letter. Now, will you send back to the office keel weight certificate to be attached to the original measurement certificate we hold here. Then everything will be complete and in proper order for you to win every race you go in, and keep the mugs so garnered.

Sincerely yours,

PAUL H. SMART
Executive President

PES/eg

DESIGNED By

FRED W. GOELLER
NAVAL ARCHITECT
QUINCY, MASS.
THE MARK OF DISTINCTION

May 4, 1953.

Mr. Maxwell Small, Chairman,
Internat'l Measurement Committee, I.S.C.Y.R.A.
Otis Lane, Bellport, New York.

Dear Mr. Small:

Enclosed please find two copies of measurements I made of certain features of STAR No. 3211, "ESTRELITTA", owned by Dr. Zambella of Winthrop, Mass., in accordance with a form he received from your Committee.

in regard to this I would like to call to your attention that the depth of the keel "K" that I measured was not that of the original keel but a new one supplied by ETCHELS and since added to the boat by James Smollett, of Quincy.

Etchels has never supplied Dr. Zambella with a weight certificate but promised the latter that he would send it direct to you.

I don't know whether I am being unduly concerned in this matter but it is my first experience in such a situation and I hesitated to comply with Dr. Zambella's request until assured that it was a common practice and that Paul Smart, your President, had assured Dr. Zambella, it was O.K.

Sincerely yours,


Fred W. Goeller.

OK { P.S. I have not received either the 1952 or '53 LOG and sometimes I receive STARLIGHTS and sometimes I don't. Have not received one for some time. If I miss something I should know please put it down to information I have never received but am supposed to know.

F. W. G.

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

Report from International Measurement Committee

January 8, 1953

Star No. 3211

Owner Dr. Joseph Zambella

Builder Marriott's Cove Yacht Bldrs.

Measurer T. D. Beery

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

Rudder Depth measures $32 \frac{1}{4}$ " - Maximum at this point is 32" - $31 \frac{7}{8}$ " now - on new blank
Dimension "K" measures $28 \frac{3}{8}$ " - Minimum is $29 \frac{1}{4}$ " - $30 \frac{5}{8}$ "

(We would also like to have measurements for "Mast from B", "Boom Length" & "Jib Stay from B".)

$\frac{1}{22'6''}$

$\frac{1}{31'7''}$

$\frac{1}{14'5\frac{7}{8}}$

COPY

now O.K. as remeasured
P.H.S.
May 2nd 1953

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

May 6th, 1953

Dr. Joseph Zambella
36 Villa Avenue
Winthrop 52, Mass.

Dear Doc:

I have just gotten out of Etchells the keel certificate for No. 3211 and enclose it herewith showing 890 lbs. certified delivered weight.

My understanding is that you were going to have your boat re-measured or at least those parts necessary as shown by the Measurement Committee blank, dated January 6, 1953. On the certificate I note there is no measurement for 10 side at heights which is now required but this point was not mentioned in the measurement blank of January 6th. It should have been.

Sincerely,

Executive President, I.S.C.Y.R.A.

Enc.
PHS:MW

April 30th, 1953

E. W. Etchells, Esq.
Rocky Point Road
Old Greenwich, Conn.

Dear Skip:

The Measurement Committee has been processing certificates and has in its files that of #3211, Dr. Zambella of Boston, which cannot be processed until it receives a keel weight certificate. I took this up with Dr. Zambella at the Star Class Smoker when he was down from Boston and he said the keel was an Old Greenwich keel and that he had never received a weight certificate for it.

I wonder if you could send to me the certificate so that we can attach it to the Measurement Certificate which is on file in the office.

Sincerely,

PHS:MW

*Received
May 6-53*

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.

INSPECTION STAMP
FOR
THIS SPACE

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

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR										
CHINE										
SIDE *										

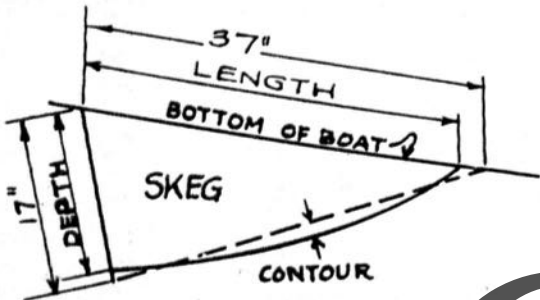
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS			
STATIONS	3	6	8	STERN
DECK				
CHINE				

RUDDER
 WIDTH 31 7/8" TO ϕ OF POST
 DEPTH _____

SKEG
 DEPTH _____
 CONTOUR _____
 LENGTH ALONG CURVE _____

IS CONSTRUCTION AS PER RULES & PLAN? _____



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

YACHT NO. 3211

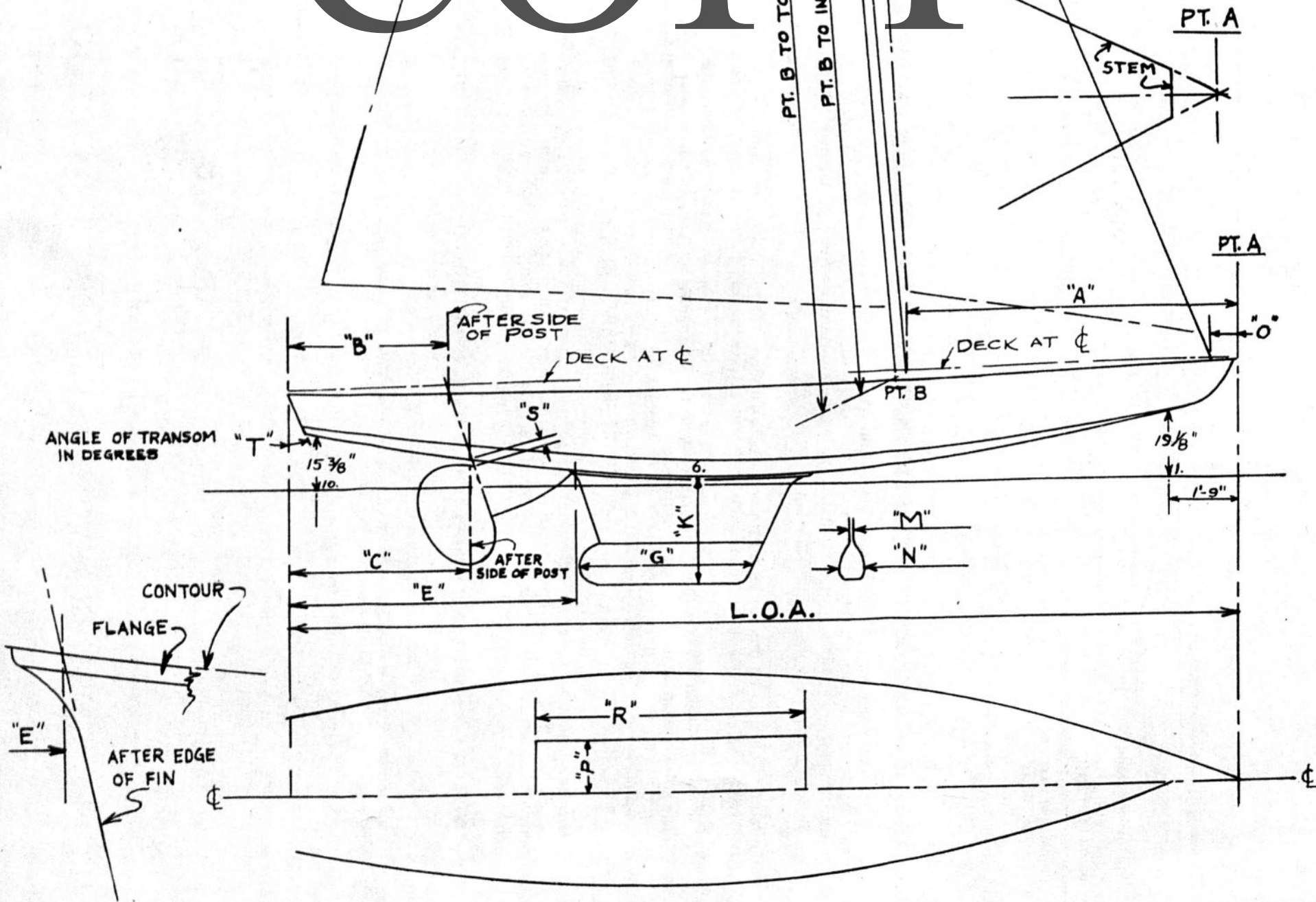
L.O.A. _____
 MAST FROM B 31'-7"
 BOOM LENGTH 14'-5 7/8"
 JIB STAY FR. B 22'-6"
 DIMENSION "A" _____
 "B" _____
 "C" _____
 "E" _____
 "G" _____
 "K" 30 5/8"
 "M" _____
 "N" _____
 "O" _____
 "P" _____
 "R" _____
 "S" _____
 "T" _____

KEEL WEIGHT * _____

IS KEEL WEIGHT CERT. ATTACHED? * _____

*see letter attached.
F.W.G.

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? 3211
2. Was this number cut or burned into keelson as required above? _____
3. Yacht's name "ESTRELITTA." 4. Year built 1952
5. By whom built? Marriott's Cove Yacht Bldrs.
6. Owner's Name Dr. Joseph Zambella,
7. Address 36 Villa Ave., Winthrop, Mass.
8. Fleet Boston Harbor 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 2nd day of May, 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 May 4, 1953 Signed Fred H. Goeller
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.

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.

INSPECTION STAMP
FOR
THIS SPACE

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 _____

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR										
CHINE										
SIDE *										

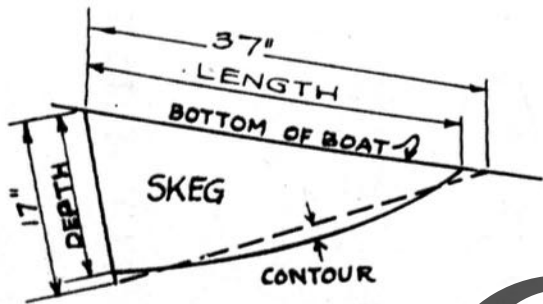
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS			
STATIONS	3	6	8	STERN
DECK				
CHINE				

RUDDER
 WIDTH _____
 DEPTH 31 1/8" TO ϵ OF POST

SKEG
 DEPTH _____
 CONTOUR _____
 LENGTH ALONG CURVE _____

IS CONSTRUCTION AS PER RULES & PLAN? _____



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

YACHT NO. 3211

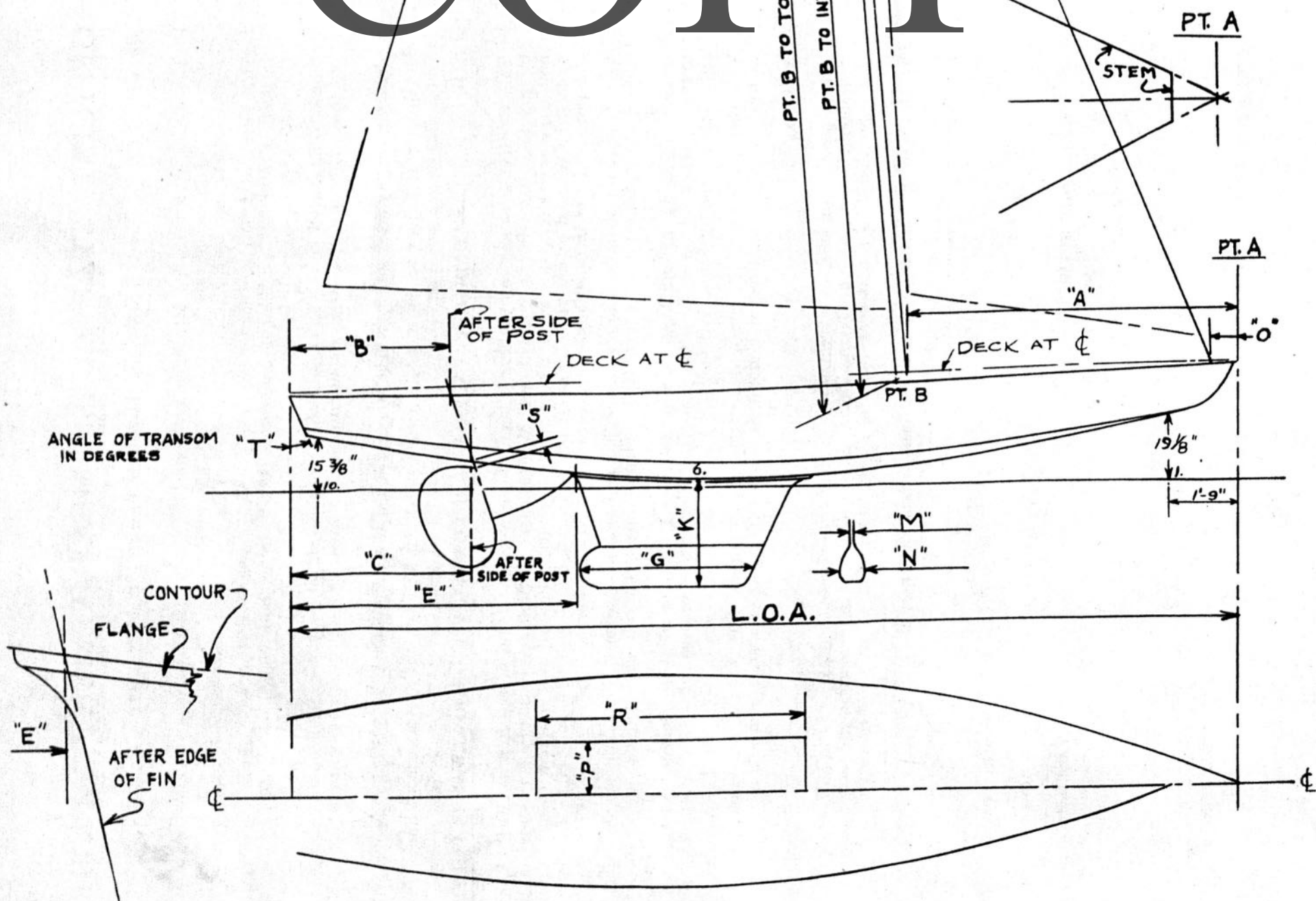
L.O.A. _____
 MAST FROM B 31'-7"
 BOOM LENGTH 14'-5 7/8"
 JIB STAY FR. B 22'-6"
 DIMENSION "A" _____
 "B" _____
 "C" _____
 "E" _____
 "G" _____
 "K" 30 3/8"
 "M" _____
 "N" _____
 "O" _____
 "P" _____
 "R" _____
 "S" _____
 "T" _____

KEEL WEIGHT * _____

IS KEEL WEIGHT CERT. ATTACHED? * _____

* See letter attached.
F.W.G.

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? 3211
2. Was this number cut or burned into keelson as required above?
3. Yacht's name "ESTRELITTA" 4. Year built 1952.
5. By whom built? Marriott's Cove Yacht Bldrs.
6. Owner's Name Dr. Joseph Zambella,
7. Address 36 Villa Ave, Winthrop, Mass.
8. Fleet Boston Harbor, 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 2nd day of May, 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 May 4, 1953 Signed Fred A. Goeller
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

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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.

32111 Dr. Zambella

This is going to be reassessed

Has been
done
May 2nd 53

when Keel certificate is

received from Etchells as an

Etchells Keel put on after this

~~was~~ Keel just sent was sent in

How about 10 S in addition

To other requirements?

COPY