

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 *John D. Pitt*
Chairman International Measurement Committee.

Date *May 17, 1953*

3301

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

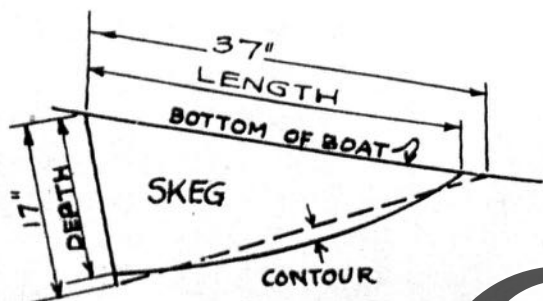
* MEASURED ALONG SURFACE OF PLANKING

	STATIONS	3	6	8	STERN
HALF BREADTHS					
DECK		23 3/4	34 3/8	31 1/16	19 1/16
CHINE		15 5/8	27	24 5/8	16 3/4

RUDDER
WIDTH 18 1/4
DEPTH 31 1/2 TO ϕ OF POST OK

SKEG
DEPTH 16 1/2 $\checkmark$
CONTOUR 1 $\checkmark$
LENGTH ALONG CURVE 33 $\checkmark$ OK

IS CONSTRUCTION AS PER
RULES & PLAN? YES



I.S.C.



Y.R.A.

YACHT NO. 3301

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

MAST FROM B 31'-8 1/2" $\checkmark$

BOOM LENGTH 14'-6 1/2" $\checkmark$

JIB STAY FR. B 22'-5 3/8" $\checkmark$

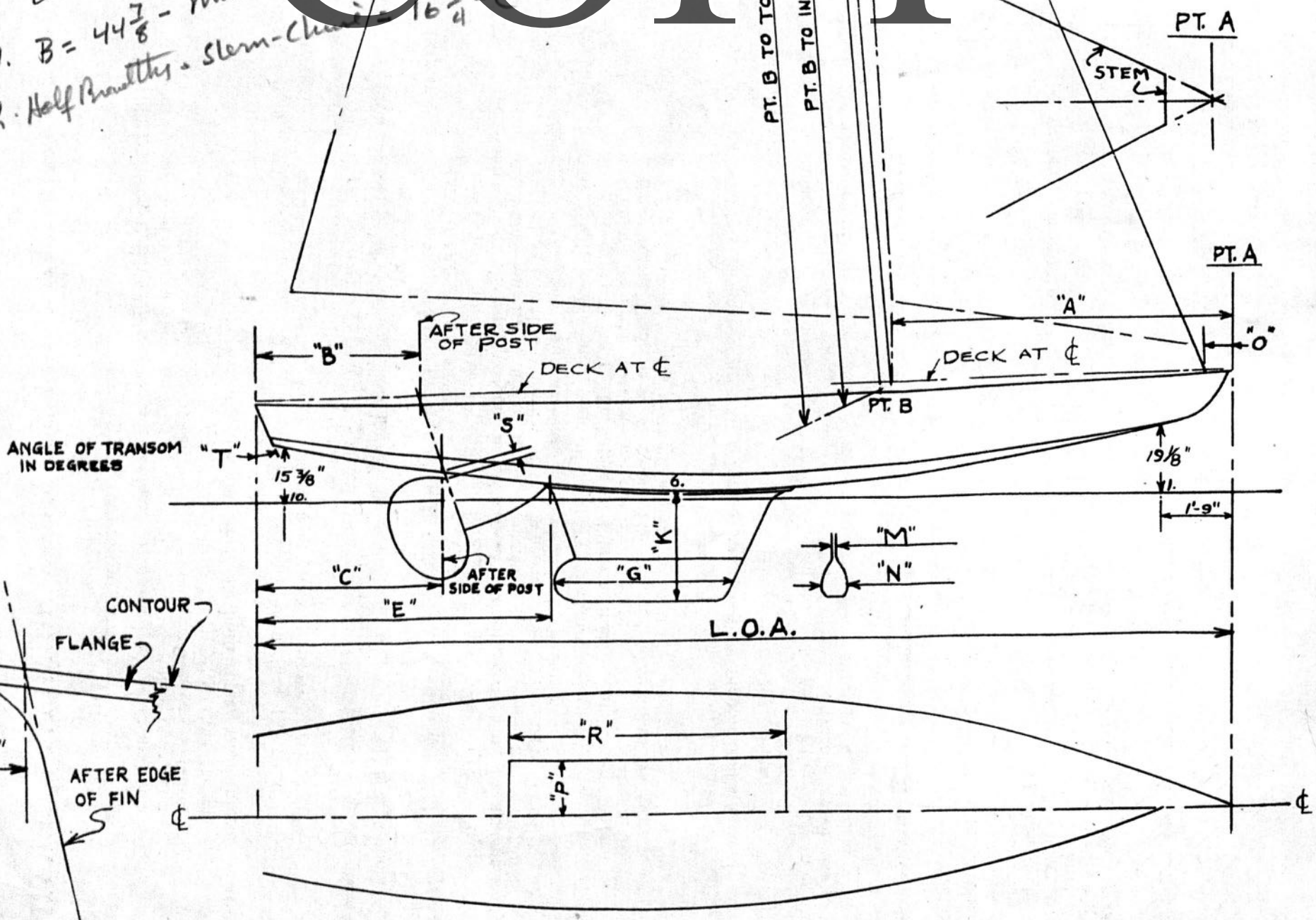
DIMENSION	"A"	8'	
"	"B"	45 1/8"	45" min
"	"C"	51 1/8"	1/8" under
"	"E"	87"	✓
"	"G"	48 5/8"	✓
"	"K"	30 3/8"	✓
"	"M"	1" 8"	✓
"	"N"	8 1/2"	✓
"	"O"	12 3/4"	✓
"	"P"	12 1/2"	✓
"	"R"	79 3/8"	✓
"	"S"	1"	✓
"	"T"	19°	✓

KEEL WEIGHT 900 $\checkmark$

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

COPY

- Out in 2 places
1. B = 44 7/8 - min. = 45 1/8 inches
2. Half Breadths - Stern-Chine = 16 3/4 (16 3/8 not = 16 3/4)



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? 3301
2. Was this number cut or burned into keelson as required above? Cut.
3. Yacht's name "Moontaker" 4. Year built 1952-53.
5. By whom built? Gordon Inglis
6. Owner's Name Gordon Inglis.
7. Address 539 Linden Ave. Victoria B.C. CANADA.
8. Fleet Vancouver Island Fleet. 9. Remarks _____

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 19 day of April, 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 April 20/53. Signed [Signature]
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.

#3301

36477

THE CORPORATION OF THE CITY
OF VICTORIA. B. C.

Corporation of the
City of Victoria
Public Market Scales.

Victoria B.C. March 21/53

Weighted for.

Description

Gross weight

Tare

Net

Price

4560

3660

900 ✓

30⁰⁰

G. Ingles

Star Reel.

Truck License No C 7567

A Russell

Scales checked.

By L. P. Baylton
(Comptroller of Weights)

COPY

3784 Mystic Lane
Victoria B.C.
Canada
May 11, 1954

Int. Measurement Committee
I. S. C. of B. C.
New York.

Dear Sirs,

I have remeasured the stern
chine half breadths on Gordon Inglis
Star # 3301 which did not measure
in at this point. He did not plane
down his stern as directed by
you, because he found that it
was already less than the maximum
that you gave him. I have measured
this point and have found the chine
half breadth at the stern to be $15 \frac{15}{16}$."

(2)

In taking this measurement there was some doubt in my mind as to whether by stern you mean station # 10 or the actual transom. But I presume you mean the actual transom.

Mr. Inglis was also out on dimension B. but I believe you were going to accept this. He has however been able to move the rudder post forward slightly. I have measured this and found dimension B. to be $44\frac{1}{8}"$

Mr Inglis has also made a new mast and boom. I have measured these.

Pt B to top of sheave	$31' 8\frac{1}{2}"$
Boom length	$14' 7"$
Pt B to jib stay intersection	$22' 9\frac{3}{4}"$

Yours truly
John L. Woodward. P.S. OVER

P.S.

In measuring Mr Inghis jib stay height the I used the angle of the jib stay from your plan to find the theoretical intersection of the jib stay and the front of the mast.

J. I. W.

COPY