

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.

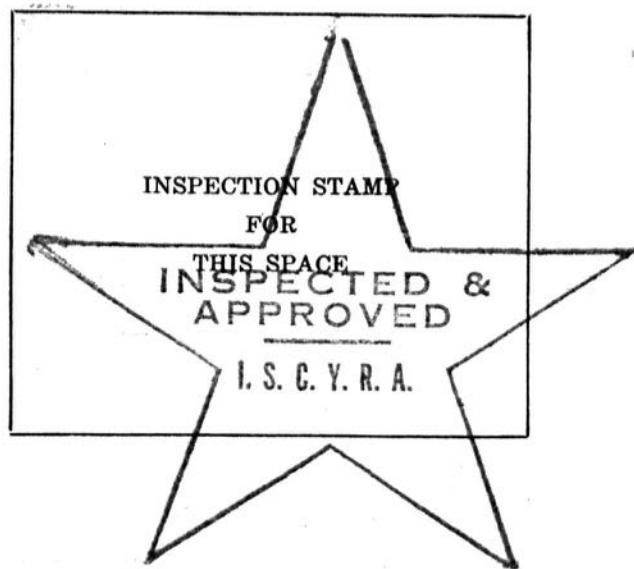
SEC. D.**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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. Mant
 asst to Chairman International Measurement Committee.

Date

May 13, 1953

3330

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

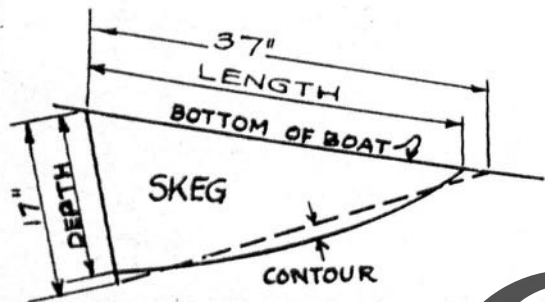
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	8 1/4	24	34	31 19 3/16
CHINE	3 1/16	15 3/8	26 1/2	24 1/2 1/6

RUDDER
WIDTH 18" ✓
DEPTH 31" ✓ TO ϕ OF POST OK

SKEG
DEPTH 17" ✓
CONTOUR 58 ✓
LENGTH ALONG CURVE 30 1/2 ✓

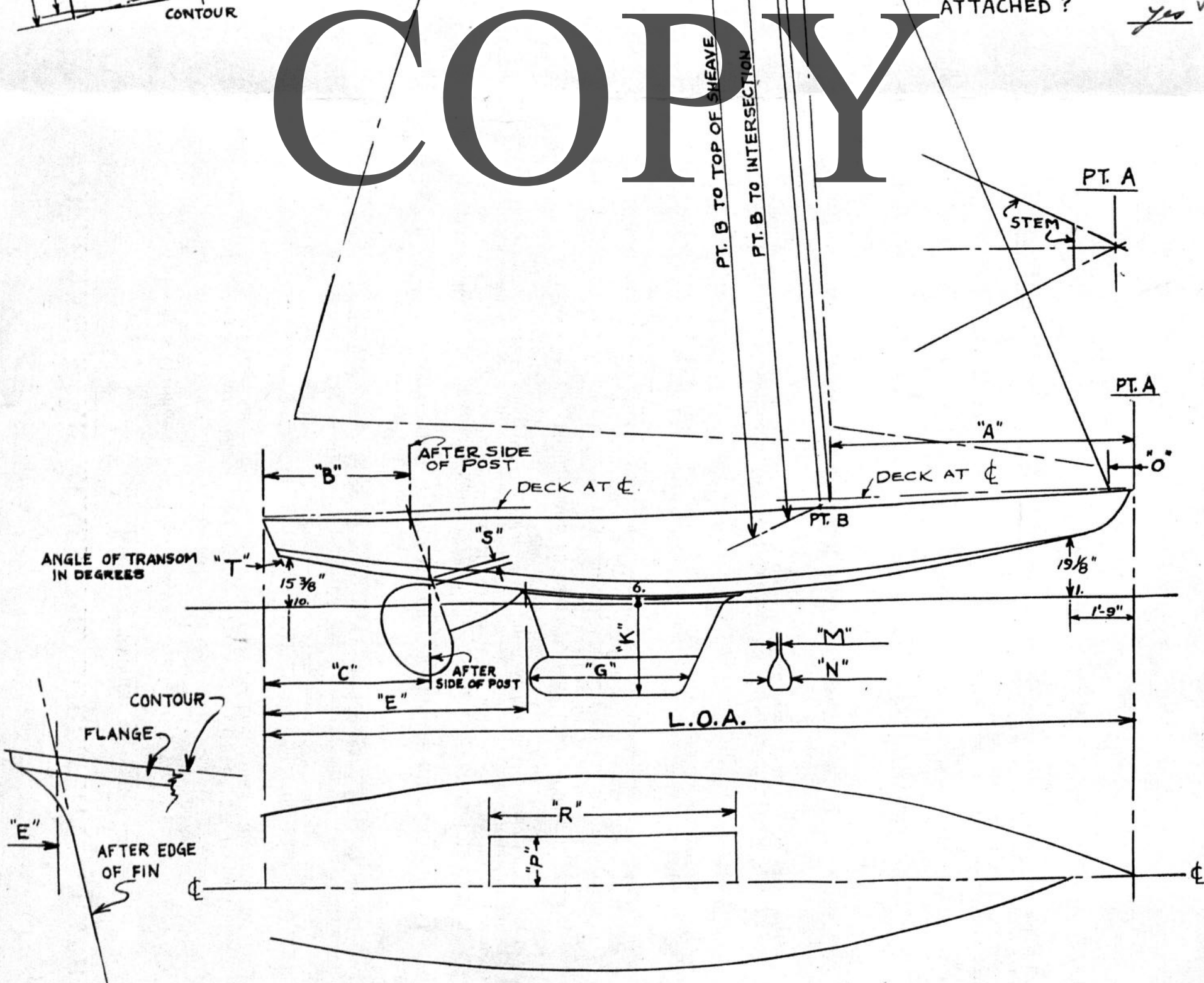
IS CONSTRUCTION AS PER
RULES & PLAN? Yes ✓



I.S.C. ★ Y.R.A.

YACHT NO.	3330
L.O.A.	22'-8 1/2" ✓
MAST FROM B	31'-9" ✓
BOOM LENGTH	14'-7" ✓
JIB STAY FR. B	22'-9" ✓
DIMENSION "A"	9' 1/4" ✓
"B"	45 1/2" ✓
"C"	51 7/16" ✓
"E"	83 3/4" ✓
"G"	49 1/2" ✓
"K"	30 9/16" ✓
"M"	78" ✓
"N"	8 1/2" ✓
"O"	8 3/4" ✓
"P"	12 1/4" ✓
"R"	80 3/4" ✓
"S"	1' 5 1/16" ✓
"T"	15" ✓

KEEL WEIGHT 898 ✓
IS KEEL WEIGHT CERT.
ATTACHED? Yes ✓



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? 3330
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name " " 4. Year built 1953
5. By whom built? Old Greenwich Boat Co.
6. Owner's Name Phillip J. Griffin
7. Address 1019 13th St. Wilmette, Ill.
8. Fleet W. H. 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 12th 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 2, 1953 Signed J. Alan 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 INGALLS SHIPBUILDING CORPORATION

EXECUTIVE OFFICES: BIRMINGHAM, ALA.

ADDRESS YOUR REPLY TO
1 EAST 42ND STREET
NEW YORK, N. Y.

SHIP YARDS:
PASCAGOULA, MISS.
(ON THE GULF)
DECATUR, ALA.
(ON THE TENNESSEE RIVER)

April 22, 1953

Mr Paul H. Smart, Executive President
International Star Class Yacht Racing Association
51 East 42nd Street
New York 17, N. Y.

Dear Mr. Smart:

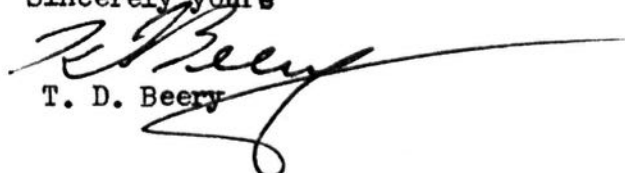
Thank You for your letter of the 16th explaining the new measurement regulations as published in March 1952.

I must confess that while I read the new regulations over at the time I received them last march, I did overlook the reference to 10s. There is not much that can be done now on the boats already measured as they are scattered in many lands and points in this country; however, in the future I will follow this requirement.

I might suggest that for the benefit of other measurers the measurement certificate be altered to include these new points.

Re: #3330, that boat is no longer available to me as it is in the Chicago district. All of the Etchells' boats since Shannon have the same mold and are similar within a small fraction of an inch and therefore any new reading I give on future boats could have my word that they could also apply to the boats measured in the past after March, 1952.

Sincerely yours


T. D. Beery

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

Report from International Measurement Committee

Star No. 3330

Owner Phillip J. Griffin

Builder Old Grammer Boat W

Measurer T. Dean Beery

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

*No measurement taken at Height 10 side.
This measurement has been required since March 1952
but was omitted from this certificate although
1 side was taken.*

*See letter attached from Beery
April 22 53
This will be accepted
PHS.*

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

WATSON

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AND WIRE ROPE MACHINERY

PATERSON, N.J., U.S.A.

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

CABLE ADDRESS
WATSON PATERSON

KEEL 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

SHIPPING MEMO NO.

CERTIFIED DELIVERED WEIGHT

COPY

July 1st 1952

3117

898 lbs

THE WATSON MACHINE COMPANY

James OByrne

3370

COPY

Philly's J. Griffin
1019 Thirteenth St.
Wilmette, Ill.

Fleet - W.H.

No name,