

**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  
Asst to - Chairman International Measurement Committee.

Date July 12, 1953

3355

| STATIONS | 1      | 2        | 3       | 4      | 5      | 6       | 7      | 8       | 9      | 10     |
|----------|--------|----------|---------|--------|--------|---------|--------|---------|--------|--------|
| HEIGHTS  |        |          |         |        |        |         |        |         |        |        |
| CONTOUR  | 49 1/8 | 13 15/16 | 9 1/2   | 2 5/16 | 4 5/16 | 4       | 5 3/16 | 4 3/4   | 11 3/8 | 15 3/8 |
| CHINE    |        |          | 12 1/16 |        |        | 8 15/16 |        | 12 1/16 |        | 17 3/4 |
| SIDE *   |        |          | 21      |        |        | 21 5/8  |        | 17 3/4  |        |        |

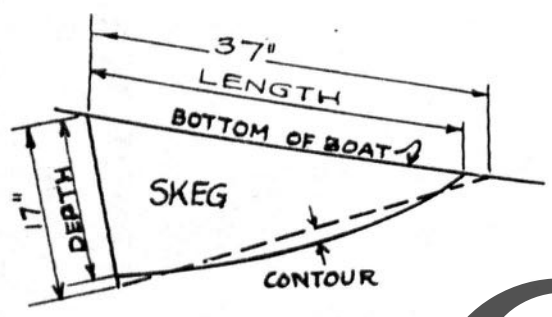
\* MEASURED ALONG SURFACE OF PLANKING

| HALF BREADTHS | STATIONS | 3       | 6       | 8       | STERN  |
|---------------|----------|---------|---------|---------|--------|
| DECK          |          | 24 5/16 | 33 1/16 | 30 7/16 | 19 1/3 |
| CHINE         |          | 16 1/16 | 26 7/8  | 24 7/8  | 16 1/4 |

RUDDER  
WIDTH 17 3/4"  
DEPTH 31" TO  $\phi$  OF POST OK

SKEG  
DEPTH 16 7/8"  
CONTOUR 1 1/2"  
LENGTH ALONG CURVE 35 1/2" OK

IS CONSTRUCTION AS PER RULES & PLAN? Yes OK



I.S.C. ★ Y.R.A.

- YACHT NO. 3355
- L.O.A. 22'-9" ✓
- MAST FROM B 31'-8 1/4" ✓
- BOOM LENGTH 14'-7" ✓
- JIB STAY FR. B 22'-8" ✓
- DIMENSION "A" 89 1/2" ✓
- "B" 46 3/8" ✓
- "C" 51 3/16" ✓
- "E" 87 7/16" ✓
- "G" 49" ✓
- "K" 30 1/4" ✓
- "M" 15 1/16" ✓
- "N" 8 1/16" ✓
- "O" 9" ✓
- "P" 12" ✓
- "R" 79 1/4" ✓
- "S" 15 1/16" ✓
- "T" 18° ✓

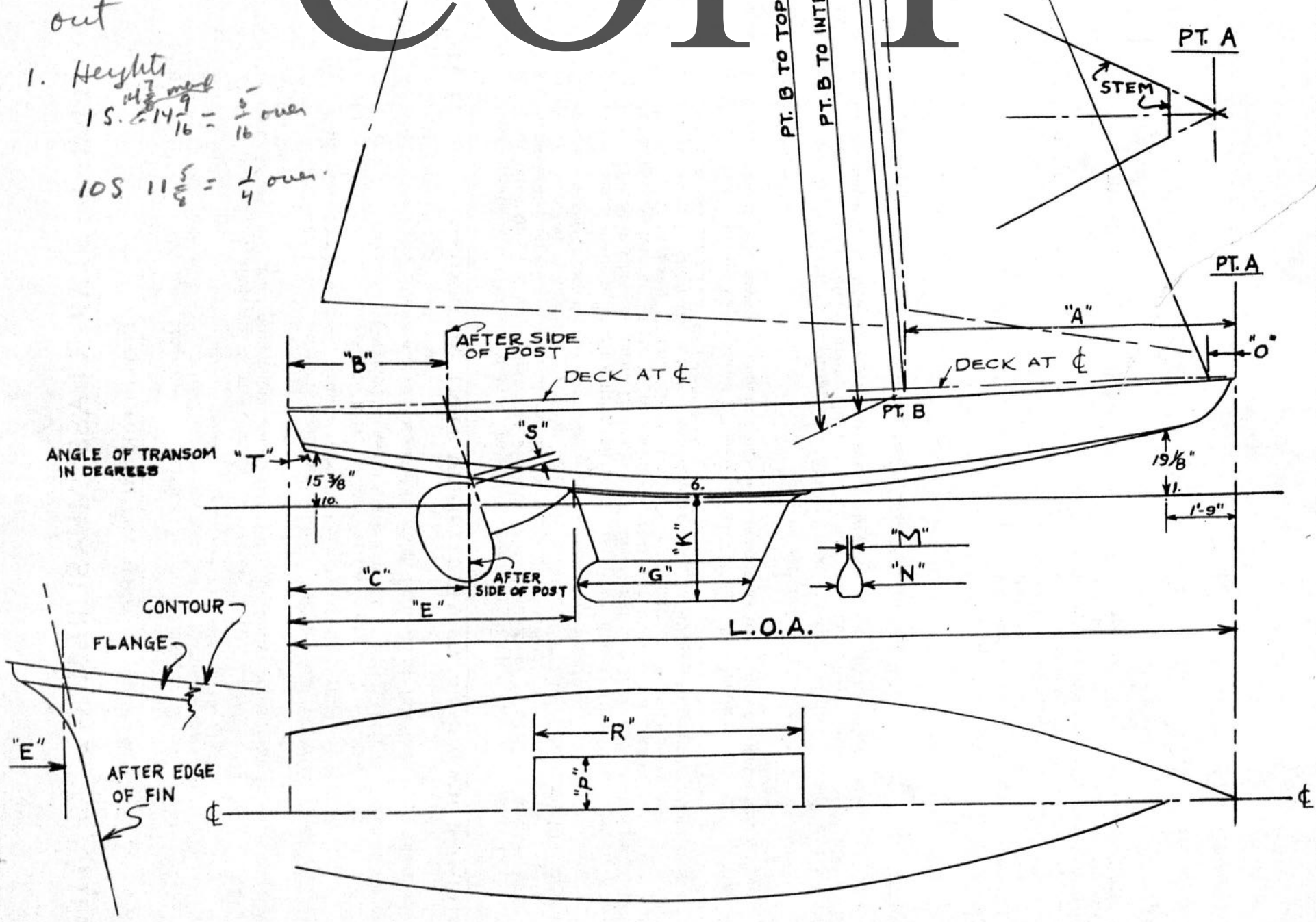
KEEL WEIGHT 899# ✓

IS KEEL WEIGHT CERT. ATTACHED? yes ✓

COPY

out

1. Heights  
 $15 \frac{14 \frac{7}{8} \text{ mod } 9}{16} = \frac{5}{16} \text{ over}$   
 $105 \frac{11 \frac{5}{8}}{8} = \frac{1}{4} \text{ over}$



**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? 3355
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name " " 4. Year built 1953
5. By whom built? Jul Hansen, Brooklyn, N.Y.
6. Owner's Name Kenneth R. Smith
7. Address Brooklyn, N.Y.
8. Fleet Huntington 9. Remarks

**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 23rd 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 25, 1953

Signed

Stanley H. Warner Jr.  
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.

7/6/53

Chairman of Measurement Com.  
ISCYRA.

This is to certify that I measured  
Star # 3355 on July 3, 1953 as  
follows.

Side Heights  
Station

| Port              | Stbd             | Av.                |
|-------------------|------------------|--------------------|
| $14\frac{9}{16}"$ | $14\frac{1}{2}"$ | $14\frac{17}{32}"$ |
| $11\frac{3}{8}"$  | $11\frac{3}{8}"$ | $11\frac{3}{8}"$   |

COPY

Maxwell M. Small.

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

Report from International Measurement Committee

Star No. 3355

Owner Kenneth R. Smith

Builder Jul Hansen

Measurer Stanley Barnes Jr.

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

15 mm 14 9/16 OK  
105 " 11 3/8 OK

Heights 1 S and 10 S over. 1 S is 14 7/8 (14 9/16 maximum) This is 5/16 over. OK

10 S - 11 5/8 (11 3/8 maximum) 1/4 over. OK

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

# 3351

HINRICHS FOUNDRY, INC.  
262 MONITOR STREET  
BROOKLYN 22, N. Y.

DATE  
Dec. 30, 1952

RECEIVED FROM HINRICHS FOUNDRY, INC.

FOR

We certify this Cast Iron Keel to weigh:

899 lbs.

HINRICHS FOUNDRY, Inc.

CHARGE TO:

*J. Janet.*

APPROVED:

SIGNED

1M 1-52 L.C.

#3355

COPY