

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 Paul H. Smart
Chairman International Measurement Committee.

Date June 25, 1953

STATIONS	1	2	3	4	5	6	7	8	9	10
HEIGHTS										
CONTOUR	19 1/8	14 1/16	9 1/2	6 1/4	4 3/16	4	5 1/4	7 7/8	11 1/8	15 3/8
CHINE			7 1/8			8 3/4		12 1/4		17 1/16
SIDE *			20 7/8			20 9/16		17 15/16		

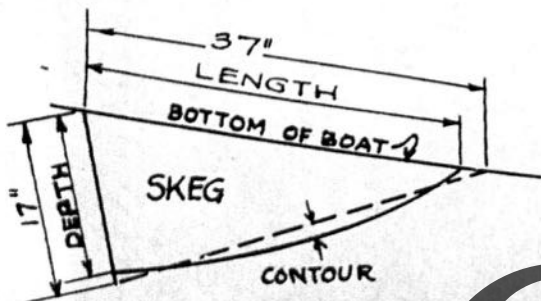
* MEASURED ALONG SURFACE OF PLANKING

STATIONS	3	6	8	STERN
HALF BREADTHS				
DECK	24 1/8	33 1/16	30 1/16	19 7/16
CHINE	15 13/16	27	24 5/8	16 3/8

RUDDER
WIDTH 17 3/4" TO ϕ OF POST OK
DEPTH 30 1/2"

SKEG
DEPTH 16 1/4"
CONTOUR + 1/8"
LENGTH ALONG CURVE 35"

IS CONSTRUCTION AS PER RULES & PLAN? yes



I.S.C.



Y.R.A.

YACHT NO. 3367

L.O.A. 22'-9"

MAST FROM B 31'-8 3/8"

BOOM LENGTH 14'-7"

JIB STAY FR. B 22'-6"

DIMENSION "A" 89 7/8"

"B" 45 3/4"

"C" 51 5/16"

"E" 88 3/8"

"G" 49"

"K" 30 1/4"

"M" 8 1/32"

"N" 8 7/16"

"O" 9"

"P" 12 1/8"

"R" 79 1/4"

"S" 15 1/16"

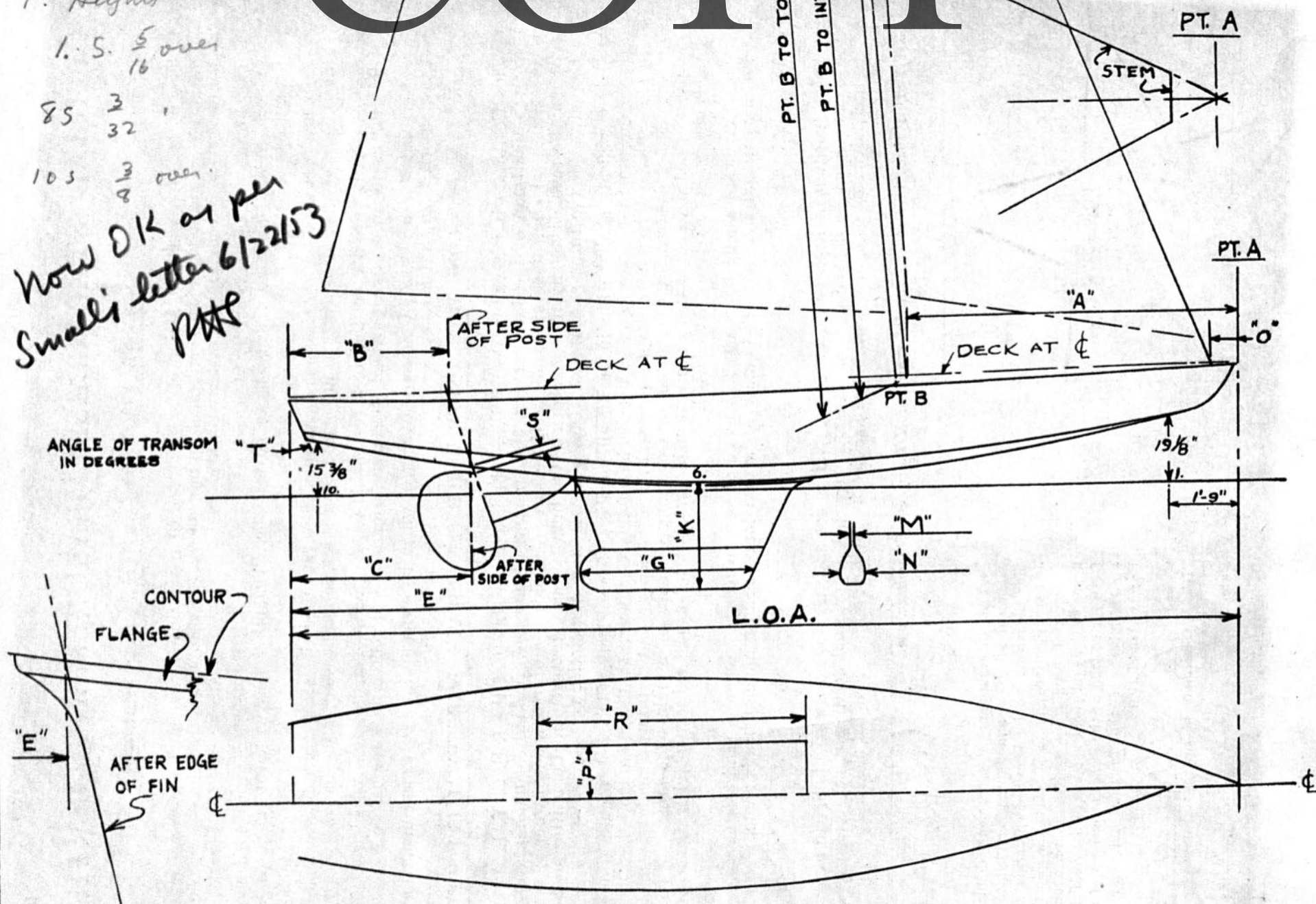
"T" 190

KEEL WEIGHT 897#

IS KEEL WEIGHT CERT. ATTACHED? yes

COPY

1. Heights.
1. S. $\frac{5}{16}$ over
85 $\frac{3}{32}$
105 $\frac{3}{8}$ over.
Now OK as per
Small's letter 6/22/53
P.H.P.



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? 3367
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
6. Owner's Name Edward A. Liniker
7. Address Hanatch, N.Y.
8. Fleet Bellport 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. Barner 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.

6/22/53

Chairman Measurement Committee

ISCYRA. 51 E 42nd St, N.Y. 17, N.Y.

This is to certify that I re-measured
Star #3367, belonging to Edward Linker to
check Side Heights at Stations 1, 8 and 10.
These came out as follows:

Station	Stbd.	Port	Average
1	✓ 14 $\frac{9}{16}$ "	14 $\frac{1}{2}$ "	14 $\frac{17}{32}$ "
8	17 $\frac{3}{4}$ "	17 $\frac{13}{16}$ "	17 $\frac{25}{32}$ "
10	11 $\frac{1}{2}$ "	11 $\frac{3}{8}$ "	11 $\frac{7}{16}$ "

Wapwell Lm. Small

7 Otis Lane

Bellevue, N.Y.

Address
Linker
Mar 8 - 2760

July 15, 1953

Dear Whit:

Hansen boats - we approved 3378 and 3355 which latter you said was a borderline case, and might be passed this year. We disapproved 3333 as you said $3/8$ taken off at station 1 was too much. We wrote Hansen explaining why two got by and the other didn't. He may holler. After doing this, I reread Small's letter of 7/6/53 in which he explained that all these three measured in but he outlined the manner in which they had been corrected. In this letter, he mentioned Linker's boat which he had measured the week before. That is 3367 and he said that had the same treatment.

But when we received on 6/22/53 Small's remeasurements of Linker's boat, he told us nothing about the treatment that corrected it, hence on June 25th, 1953, we approved and sent Measurement Certificate to Linker only knowing that Small's remeasurements said it was now correct. Linker's boat originally showed 1 S as $14 \frac{7}{8}$ and 10 as $11 \frac{3}{4}$. The two measurements were brought down to $14 \frac{9}{16}$ and $11 \frac{3}{8}$ respectively. Hence, they had planed off on 1 S $\frac{5}{16}$ and 10 S $\frac{3}{8}$. Pearsall's boat 3333 which we rejected was 0.12 at 10 S originally but was 15 at 1 S and had as you state $\frac{3}{8}$ planed off. It actually was $\frac{7}{16}$ planed off. Linker had $\frac{5}{16}$ planed off at this point and we let him through. I am simply going on record for our files that although Linker's situation approached Pearsall's #3333 nevertheless it was not quite as bad.

Sincerely,

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

Report from International Measurement Committee

Star No. 3367

Owner Edward Linker

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:

Heights 1 S equals $14 \frac{7}{8}$ ($14 \frac{9}{16}$ is maximum) $\frac{5}{16}$ over.

$14 \frac{9}{16}$ now

8 Side - $17 \frac{15}{16}$ ($17 \frac{27}{32}$ maximum) $\frac{3}{32}$ over.

$17 \frac{3}{4}$ now

10 Side - $11 \frac{3}{4}$ ($11 \frac{3}{8}$ maximum) $\frac{3}{8}$ over.

$11 \frac{3}{8}$ now

See Small

letter

6/22/53

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

3367

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

DATE _____

RECEIVED FROM HINRICHS FOUNDRY, INC.

Dec. 30, 1952

FOR _____

We certify this Cast Iron Keel to weigh:

897 lbs.

HINRICHS FOUNDRY, Inc.

CHARGE TO: _____

D. Janit.

APPROVED: _____

SIGNED _____

1M 1-52 L.C.

3367

COPY