

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 S. Tilling*
Chairman International Measurement Committee.

Date *Jan 12, 1954*

3396

ALSO MEASURE
STATIONS 1-S AND 10-S

STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	19 1/8	23 1/8	9 1/8	5 1/8	3 1/8	3 13/16	4 13/16	7 3/4	10 13/16	15 3/4
CHINE			12 3/16			8 5/8		11 3/8		17 3/4
SIDE	13 3/8		20			21		17 1/4		10 3/16

* MEASURED ALONG SURFACE OF PLANKING

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

RUDDER
WIDTH 18"
DEPTH 31" TO ϕ OF POST

SKEG
DEPTH 17"
CONTOUR 3/4"
LENGTH ALONG CURVE 30 3/8"

IS CONSTRUCTION AS PER
RULES & PLAN? Yes

I.S.C.



Y.R.A.

YACHT NO. 3396

L.O.A. 22' 8 3/4"

MAST FROM B 31' 9"

BOOM LENGTH 14' 7"

JIB STAY FR. B 22' 9"

DIMENSION "A" 92 3/8"

"B" 45 3/4"

"C" 51 1/16"

"E" 84 1/2"

"G" 49 5/8"

"K" 30 3/4"

"M" 28"

"N" 8 1/2"

"O" 8 7/8"

"P" 12 3/16"

"R" 80 1/2"

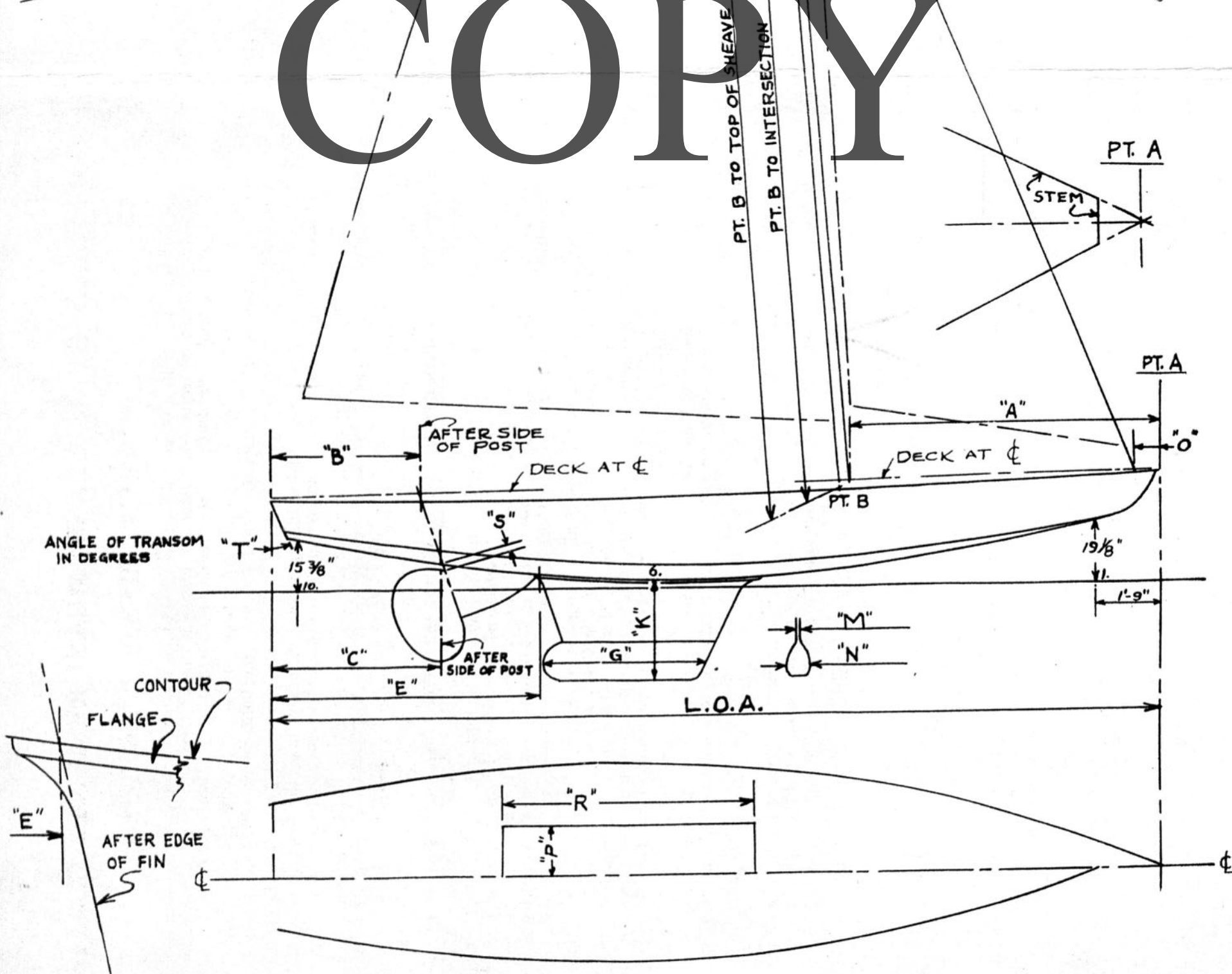
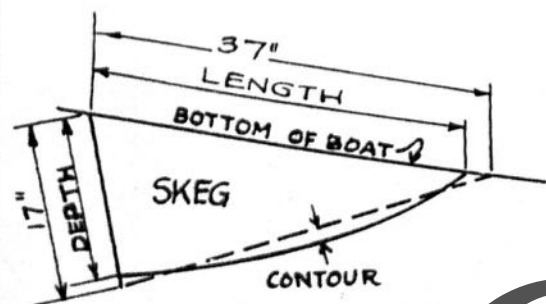
"S" 1' 15/16"

"T" 18' 0"

KEEL WEIGHT 890^{lb}

IS KEEL WEIGHT CERT.
ATTACHED? Yes

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? 3396
2. Was this number cut or burned into keelson as required above? Cut
3. Yacht's name "Glider" 4. Year built 1954
5. By whom built? Old French Boat Co.
6. Owner's Name R. J. Stearns
7. Address Chicago, 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 3rd day of January, 1954, 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 Jan 2nd 1954 Signed J. Stearns
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.

May 26, 1953

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.
CANCELLATION OF ORDERS PLACED WITH AND ACCEPTED BY US CAN BE MADE ONLY WITH OUR CONSENT.

SOLD TO - OLD GREENWICH BOAT COMPANY
DATE SHIPPED May 26, 1953
SHIPPING MARK NO. 2587
CERTIFIED DELIVERED WEIGHT 890 lbs

THE WATSON MACHINE COMPANY

Jas O Byrne

3396



OLD GREENWICH BOAT CO.

OLD GREENWICH, CONN.

Jan. 10, 1954

Mr. John Titterington
Central Office

Re: 3396

Dear John:

Dean Beery came down again and we set up the wire. Keel 2 measured $13\frac{11}{16}$ " and Keel 3 also increased to $9\frac{5}{16}$ ", but the discrepancy tapered off to zero around 6. Thus there was no typographical error or bump in the profile, but rather the point is close.

The shift occurs as follows: We generally have the boats measured on a wooden cradle, which causes the boats to look down hill slightly. This is a nuisance to correct, but it affects these dimensions adversely as well as decreases dimension "E". We shall have to turn the boat over to the measurer in better condition in the future.

The recheck was done on the trailer which permitted the boat to be levelled up. You will probably have to visualize the wize and profile set-up to follow the above. You also may want to verify ~~from~~ ^{with} Beery, in which case you can get him at his office. Edith Glass has his number.

COPY *Regards,
Skip Etchell*