

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.

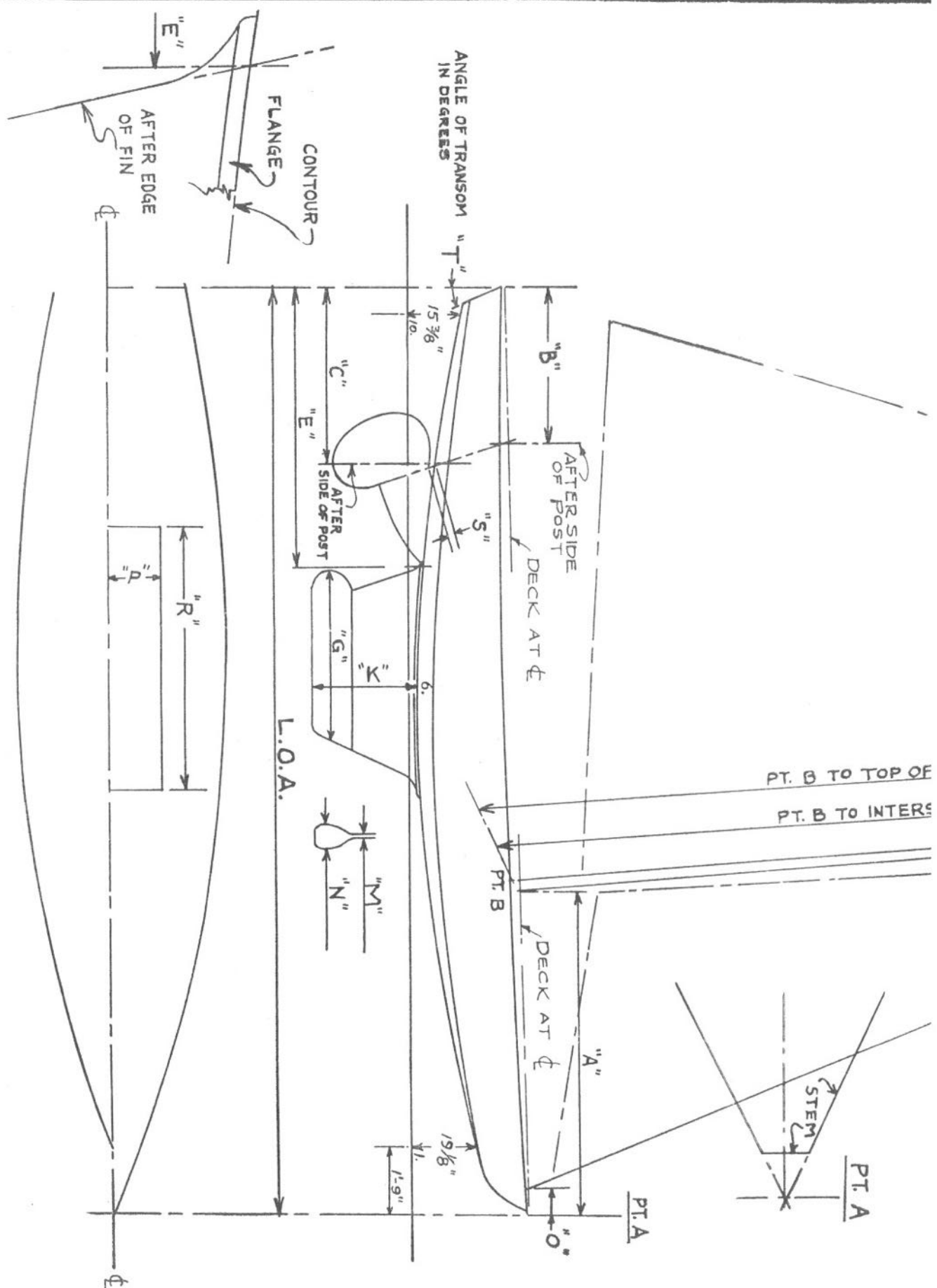


The International Measurement Committee, having examined all facts and figures certified to herein, finds that the yacht herein described conforms with the plans and specifications of the Star Class within the limitations of the measuring rules, and therefore, grants this Certificate to the said yacht 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. Little
Chairman International Measurement Committee.

Date Sept 6, 1951

3554



1/8 too low.

STATIONS 1. 2 3 4 5 6 7 8 9 10

HEIGHTS 2 1/4 1/5

CONTOUR	19 1/4	13 7/8	9 1/4	5 1/4	4 1/4	3 1/4	5 1/4	7 3/4	10 1/4	15 3/4
CHINE										
SIDE *	13 3/4		20 1/4					11 3/4	17 1/4	12 1/4

* MEASURED ALONG SURFACE OF PLANKING

HALF BREADTHS

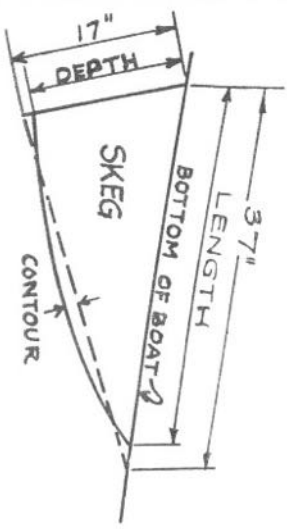
STATIONS 1 3 6 8 STERN

DECK	8 1/4	24 1/2	34	31	19 3/4
CHINE	3 1/2	16 1/2	26 1/2	24 1/2	15 3/8

RUDDER WIDTH 18" TO E OF POST DEPTH 31"

SKEG DEPTH 17" CONTOUR 31" LENGTH ALONG CURVE 31"

IS CONSTRUCTION AS PER RULES & PLAN? YES



YACHT NO. 3-554

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

MAST FROM B 31'-9"

BOOM LENGTH 14'-7"

JIB STAY FR. B 22'-9"

DIMENSION "A" 8'9"

"B" 45'-9 1/4"

"C" 51'-3/4"

"E" 84'-1 1/4"

"G" 49'

"K" 30'-3/4"

"M" 7'11"

"N" 8'-1/2"

"O" 8'-3/4"

"P" 12'-1/4"

"R" 80'-3/4"

"S" 1'-1 1/4"

"T" 15'-0"

KEEL WEIGHT 890

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? 3534
2. Was this number cut or burned into keelson as required above? est
3. Yacht's name " " 4. Year built 1955
5. By whom built? Old Greenwich Boat Co.
6. Owner's Name Robert Kirkland
7. Address South Weymouth Mass
8. Fleet Boston Harbor 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 26th day of February, 1955, 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 18 1955 Signed J. Dean Berry
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

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

CORDAGE, ELECTRICAL WIRE AND CABLE
AND WIRE ROPE MACHINERY

CABLE ADDRESS
WATSON PATERSON

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

May 19, 1954

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 19, 1954

SHIPPING MEMO NO. 415-1

CERTIFIED DELIVERED WEIGHT 890 lbs

THE WATSON MACHINE COMPANY

James J. O'Byrne

KIRKLAND
3554



THE INGALLS SHIPBUILDING CORPORATION

EXECUTIVE OFFICES; BIRMINGHAM, ALA.

1 EAST 42ND STREET

NEW YORK 17, N. Y.

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

September 6, 1955

International Star Class Yacht Racing Association
51 East 42nd Street
New York 17, New York

Attention: Chairman, International
Measurement Committee

Subject: Yacht #3554
Owner: Robert Kirkland
South Weymouth, Mass.

Gentlemen:

Yacht #3554 measured by the writer on 2/26/55 has been questioned as to the measurement of keel profile at station #2.

In order to satisfy the measurement committee on this point, the yacht was remeasured on September 4, 1955 at Old Greenwich, Connecticut, and station #2 keel profile was found to measure 13-13/16".

Very truly yours,


T. Dean Beery
Official Measurer

CC Old Greenwich Boat Co., Mr. Etchells
Robert Kirkland

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

Report from International Measurement Committee

Star No. 3554 Owner KIRKLAND
Builder OLD GREENWICH Measurer BEERY

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

CONTOUR HT STAT. γ - $13\frac{1}{16}$ " MIN. $13\frac{13}{16}$ "

Please correct the "Jis" J.F.

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.

OR ☐ 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

August 18, 1955

Mr. E. W. Etchells
Old Greenwich Boat Co.
Old Greenwich, Conn.

Re: STAR #3554

Dear Skip:

Apparently Kirkland has let his Fleet know that his boat has a slight discrepancy in its measurements attributable to a measurer's error. The Fleet members do not seem concerned about this.

Please have Kirkland drop by your shop on the way to the North American's to have this rechecked. I will act upon it immediately in order that his boat be O.K. for this Series.

Sincerely yours,

JOHN S. TITTERINGTON, Chairman
International Measurement Committee

JST/eg
CC - R. Kirkland



OLD GREENWICH BOAT CO.

OLD GREENWICH, CONN.

July 29, 1955

Mr. John Titterington
ISCYRA
51 East 42nd St.
New York 17, N. Y.

Dear John:

With reference to your memo on 3554, I mentioned this to Dean Beery. He claims you waived a discrepancy of this quantity on a previous boat.

As you know a measurer's tendency in measuring keel profile at the ends is to tilt more normal to the profile and slightly out of the vertical when lifting these points by the expedient or by eye method. While these points are close, we have found when rechecking keel ^{5 ft} two or three ~~times~~ with extreme care that the heights can be reduced by a sixteenth or so.

If you can find suitable precedent, it would be nice if you could also waive this point in order not to embarrass Kirk-lad in his own fleet since he has won his eliminations. No doubt he will be down this way in the fall, and we can recheck for the records.

We have already compensated for this difficulty, but the profile seems to drift back. We shall take care of this in the next batch of frames.

Regards,

E. W. Etchells