

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? 42022. Was this number cut or burned into keelson as required above? Cut Yes3. Yacht's name "Growler" 4. Year built 19605. By whom built? Old Greenwich Boat Co. 46 John Street, Stamford, Conn.6. Owner's Name H. Lyon Day and Gary Tiscornia7. Address 4 Auto Specialties Mfg Co. St Joseph, Michigan8. Fleet Paw Paw Lake9. Remarks Keel Fairied In**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 15th day of April, 1960, 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 18th 1960Signed [Signature]

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.

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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, 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 [Signature]
Chairman International Measurement Committee.Date April 21, 1960

* MEASURED ALONG SURFACE OF PLANKING

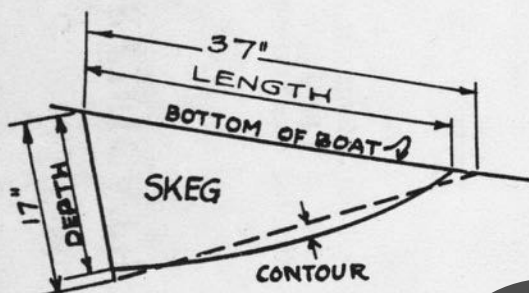
RUDDER
 WIDTH $17\frac{3}{4}$ ✓
 DEPTH $30\frac{1}{2}$ ✓

SKEG

DEPTH
CONTOUR

LENGTH ALONG CURVE 30 ✓

IS CONSTRUCTION AS PER RULES & PLAN? Yes ✓



I.S.C.



Y.R.A.

YACHT NO. 4202

L.O.A. 22'9

MAST FROM B 31' 9"

BOOM LENGTH 14' 2"

JIB STAY FR. B 22'9"

DIMENSION "A" 92 1/8"

" "B" 45 3/8

" "C" 51 1/2"

" "E" 84"

" "G" 49

" "K" 30 5/8

" "M" 7/8"

" "N" $\frac{8\frac{1}{2}''}{0.31''}$

" "O" $\frac{8 \frac{3}{4}"}{10 \frac{1}{2}"} =$

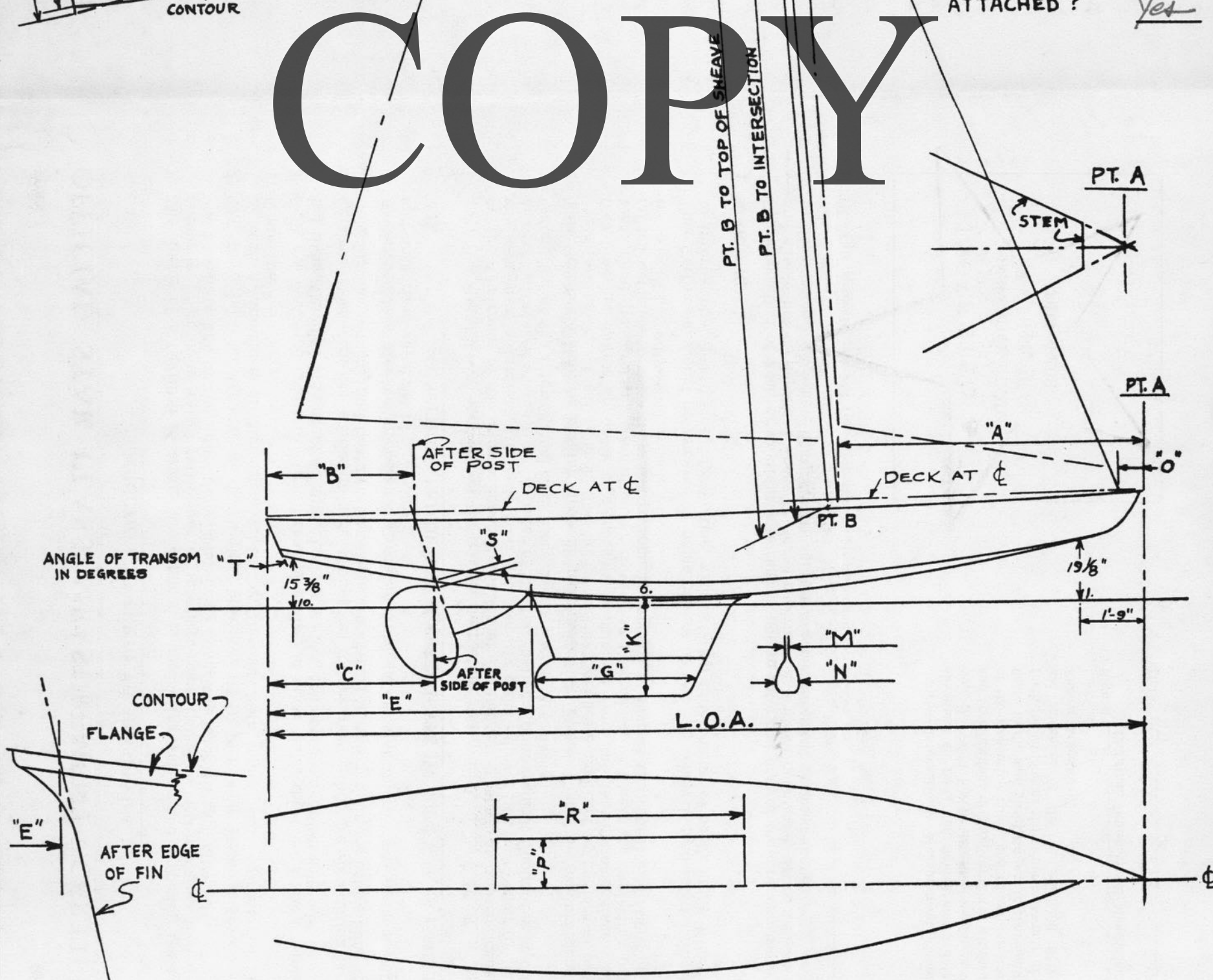
" "P" 12/8
" " " 509/1

" "R" 80716
" "C" 3/11

" S " $\frac{94}{150}$
" T "

KEEL WEIGHT 900# ✓

IS KEEL WEIGHT CERT.
ATTACHED? *Yes*



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.

Jan 27, 1960

KNOWN 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 GREENICH BOAT COMPANY

DATE SHIPPED Feb 1st 1960

SHIPPING MARK NO. 345

CERTIFIED DELIVERY WEIGHT 900 lb

COPY

THE WATSON MACHINE COMPANY

James J. O'Brien

4202

BOAT #

4202

BELONGS TO THE DETROIT RIVER FLEET BUT IN DISREPAIR.

Per Detroit River
June Monthly Report
for 1996

COPY

BOAT #
BOAT # 4202

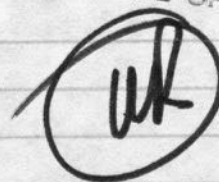
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Per Detroit River
June monthly Report
for 1996
COPY

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

FEB 8 - 1980

CENTRAL OFFICE



Structural Alterations to

Star No. 4202

1979-1980

Cut off front and bottom of
rudder and add to top and
rear edges to conform within
limits shown on latest Star
(I.S.C.Y.R.A.) Templates

COPY

M. E. Wilhelmsen

Dec. 17, 1979

Note:

Hope to have work completed
by Spring, 1980.

Will show template and
rudder to Fleet Secretary
when work is completed.

JUL 09 1979

CENTRAL OFFICE

Structural Alterations to be made to yacht
No. 4202

1. Install new metal mast step to accommodate Crane type boom vang.
2. Reinforce deck (add glue blocks at cockpit sides).
3. Reinforce deck at sides of mast partner to eliminate failure resulting from high loads of crane type boom vang. (Add (2) deck beams).
4. Add mounting blocks for controls at cockpit sides and front.
5. Add adjustable jib fairlead controls and barber hauler.
6. Update contour of rudder to fall within (+) or (-) limitations of new official rudder template.