

**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 and checked against award of number royalty receipt (Form R-2), otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 45872. Was this number cut or burned into keelson as required above? Yes Cut3. Yacht's name " " 4. Year built 19625. By whom built? Old Greenwich Boat Co. Southfield Avenue, Stamford Conn6. Owner's Name Frederick Biel7. Address Midford Conn.8. Fleet Mid Conn. 9. Remarks.**CERTIFIED MEASURER'S AFFIDAVIT**

I hereby certify under oath that I personally measured the yacht herein described on the 11 day of July, 1962, 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 12 July 1962 Signed John H. Carlson  
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.

**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.

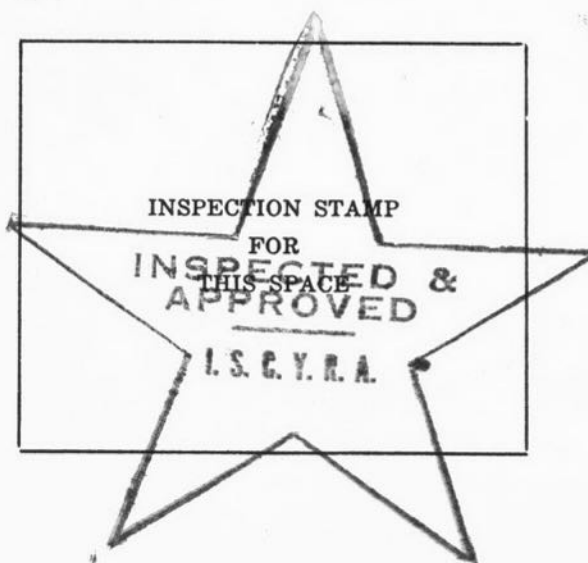
**SEC. D. —CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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 John H. Carlson  
Chairman International Measurement Committee.

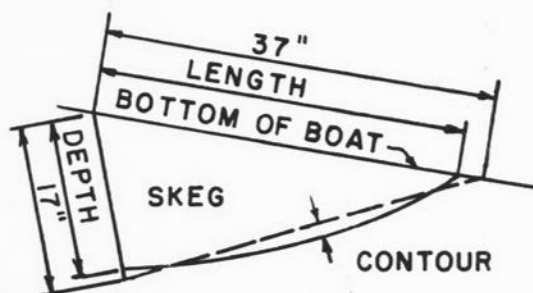
Date July 18, 1962

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

\* MEASURED ALONG SURFACE OF PLANKING

|               | 1      | 3      | 6       | 8       | STERN    |
|---------------|--------|--------|---------|---------|----------|
| STATIONS      | 1      | 3      | 6       | 8       | STERN    |
| HALF BREADTHS |        |        |         |         |          |
| DECK          | 8 5/16 | 24 1/8 | 33 3/16 | 31      | 19 1/8   |
| CHINE         | 3 1/16 | 16 1/8 | 26 3/8  | 24 9/16 | 15 15/16 |

RUDDER  
WIDTH 17 1/2 TO  $\phi$  OF POST  
DEPTH 30 1/2



SKEG  
DEPTH 17  
CONTOUR 1 1/8  
LENGTH ALONG CURVE 31 1/4

K1 46 5/16  
K2 48 7/8  
K3 2 3/8  
K4 55 1/8  
K5 7/8  
K6 30 3/4  
K7 8 1/2  
K8 11 7/8

WEIGHT 885

I.S.C.



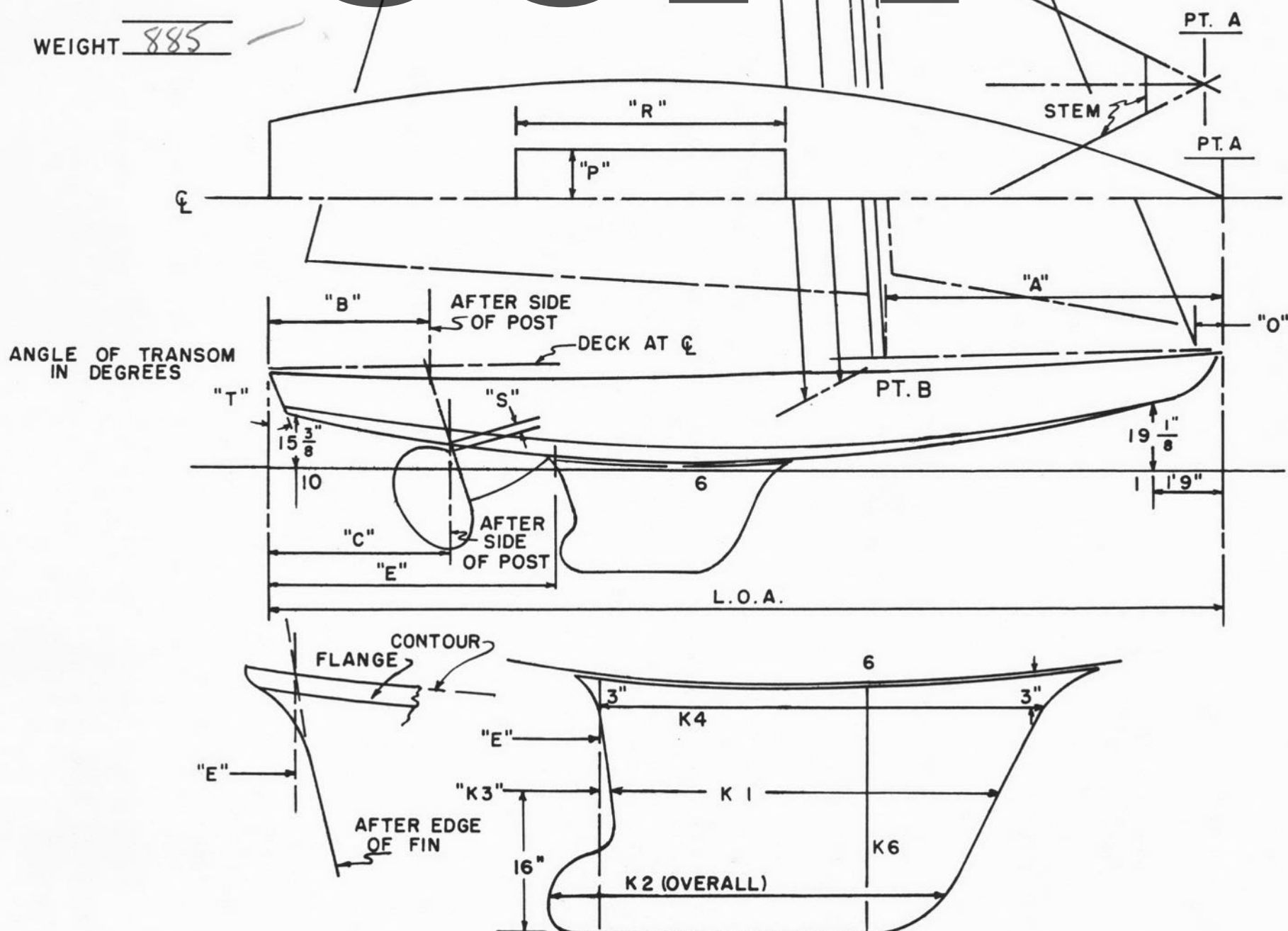
Y.R.A.

YACHT NO. 4587  
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"  
"B" 45 3/8"  
"C" 51 5/8"  
"E" 84 1/2"  
"O" 8' 13/16"  
"P" 12' 4"  
"R" 80 3/4"  
"S" 3/4"  
"T" 15°

IS CONSTRUCTION AS PER RULES AND PLANS? Yes

IS KEEL WEIGHT CERTIFICATE ATTACHED? Yes

"SIDE FLATNESS" OK  
See Note



**WATSON**

**THE WATSON MACHINE COMPANY**

ESTABLISHED 1845

**ENGINEERS - FOUNDERS - MACHINISTS**

MANUFACTURERS OF

**CORDAGE, ELECTRICAL WIRE AND CABLE  
AND WIRE ROPE MACHINERY**

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

PLEASE ADDRESS  
ALL COMMUNICATIONS  
TO THE COMPANY

CABLE ADDRESS  
WATSON PATERSON

May 28, 1962

**KERL 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  
UNDER NO CONDITIONS ARE WORKING DETAIL DRAWINGS SUPPLIED

**COPY**

SOLD TO OLD GREENWICH BOAT COMPANY

DATE SHIPPED May 28, 1962

SHIPPING MEMO NO. 886

CERTIFIED DELIVERY WEIGHT 885

**THE WATSON MACHINE COMPANY**

James J. O'Brien

4587

The Straight Edge was applied against the side, in the plane of the stations, from station 2 to the stern, port and starboard. There was a departure from an absolute straight line at almost every section, ranging from  $1/8''$  at station two, down to what I would guess to be less than  $1/100''$ . The amount of deviation appears to vary with the depth of the side. Station 2 was, by far, the largest deviation, station 3 dropping down to about a  $1/32''$ , and so on.

*Wm. H. Carpenter*

COPY