

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

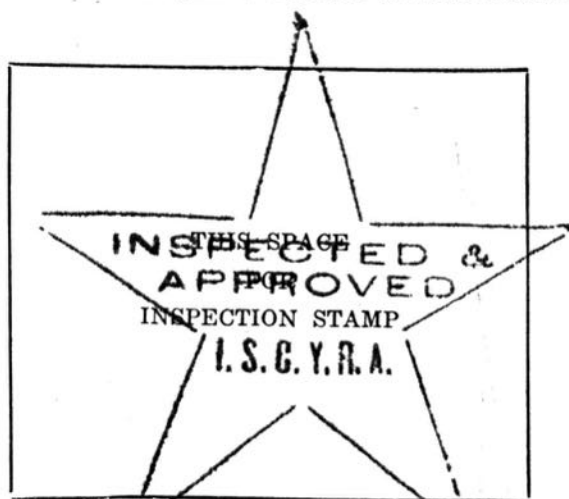
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made 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 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 IS ISSUED—

1. This Certificate is not valid unless it bear 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. Sails excepted, the holder of this Certificate shall not be subject to protest on measurements unless an order to remeasure is obtained from the International Measurement or Governing Committee, after the protesting party has submitted evidence to show that there are reasonable grounds to suspect subsequent alterations or other justifiable cause.
3. Copies of this Certificate may be obtained from the International Measurement Committee for \$1.00. A new Certificate may be obtained after all renewal affidavits on Page 2 are exhausted without charge. A duplicate of every Certificate granted will be kept on file by the International Measurement Committee and a list of newly granted Certificates will be published from time to time.

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

Henry M. Devereux
Chairman International Measurement Committee.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

AUG - 3 1950

*Re-approved 8/3/50,
to supersede approval
of 6/15/31*

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 a least 3" figures into upper side of keelson, otherwise Measurer is instructed NOT TO MEASURE the yacht.

1. YACHT'S NUMBER? 843
2. Was this number cut or burned into keelson as required above? ja
3. Yacht's name "Baranden" 4. Year built? 1931 ***
5. By whom built? Mattiesen & Paulsen, Arnis, Germany ***
6. Owner's name? Kieler-Yacht-Club
7. Address Kiel Hindenburgufer 110-112
8. Fleet Norddeutsche 9. Remarks Der Kiel ist nicht eingelassen, daher bei Station 6" das Maß ermittelt ohne Lochbohrung

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the..... day of.....19.....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 19. Juni 1950

Signed

Certified Star Measurer

Schiffb.-Ob.-Ing. i. R.

Groß-Ebbenkamp 11

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 each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

Sec. B.

RENEWAL OF AFFIDAVITS 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.

SOLD OR TRANSFERRED TO..... of.....

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

SOLD OR TRANSFERRED TO..... of.....

I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date..... Signed..... former owner.

NOTE—After last renewal space if filled, apply for new certificate.

*** This information provided by the
International Measurement Committee

Translation: Station 6 measured without boring the hole. Keel is recessed.

COPY

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

— INSTRUCTIONS TO CERTIFIED MEASURES —

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 Measuring Committee after his appointment.
2. This Form must be made out by the Certified Measurer IN DUPLICATE. He must answer all questions on page 2, sec. A, and fill in all dimensions called for on diagram. Then file **both** copies with Measurement Committee.
3. Sails and spars 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 or spars. Sail and spar measurements do not have to be included in certificate, but if sails are, they must be marked by Certified Measurer for identification.
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 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 International Executive 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. Sails and spars excepted, the holder of this Certificate shall not be subject to protest on measurements unless an order to remeasure is obtained from the International Executive or Measurement Committee, after the protesting party has submitted evidence to show that there are reasonable grounds to suspect subsequent alterations or other justifiable cause.
3. Copies of this Certificate may be obtained from the International Measurement Committee for \$1.00. A new Certificate may be obtained after all renewal affidavits on Page 2 are exhausted without charge. A duplicate of every Certificate granted will be kept on file by the International Measurement Committee and a list of newly granted Certificates will be published from time to time.

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

Joseph H. Watkins
Chairman International Measurement Committee.

843

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

Yacht No.	843.
L.O.A.	22' 7 1/4"
Mast height	31' 9"
Boom Length	14' 7"
Dimension "A"	7' 9"
" " "B"	3' 11"
" " "C"	4' 4"
" " "E"	7' 2 3/8"
" " "G"	4' 2"
" " "K"	2' 6 1/2"
" " "M"	0' 0 7/8"
" " "N"	0' 8 1/4"
" " "O"	0' 9"
" " "P"	1' 0 1/8"
" " "R"	6' 5 3/4"

SAILS.

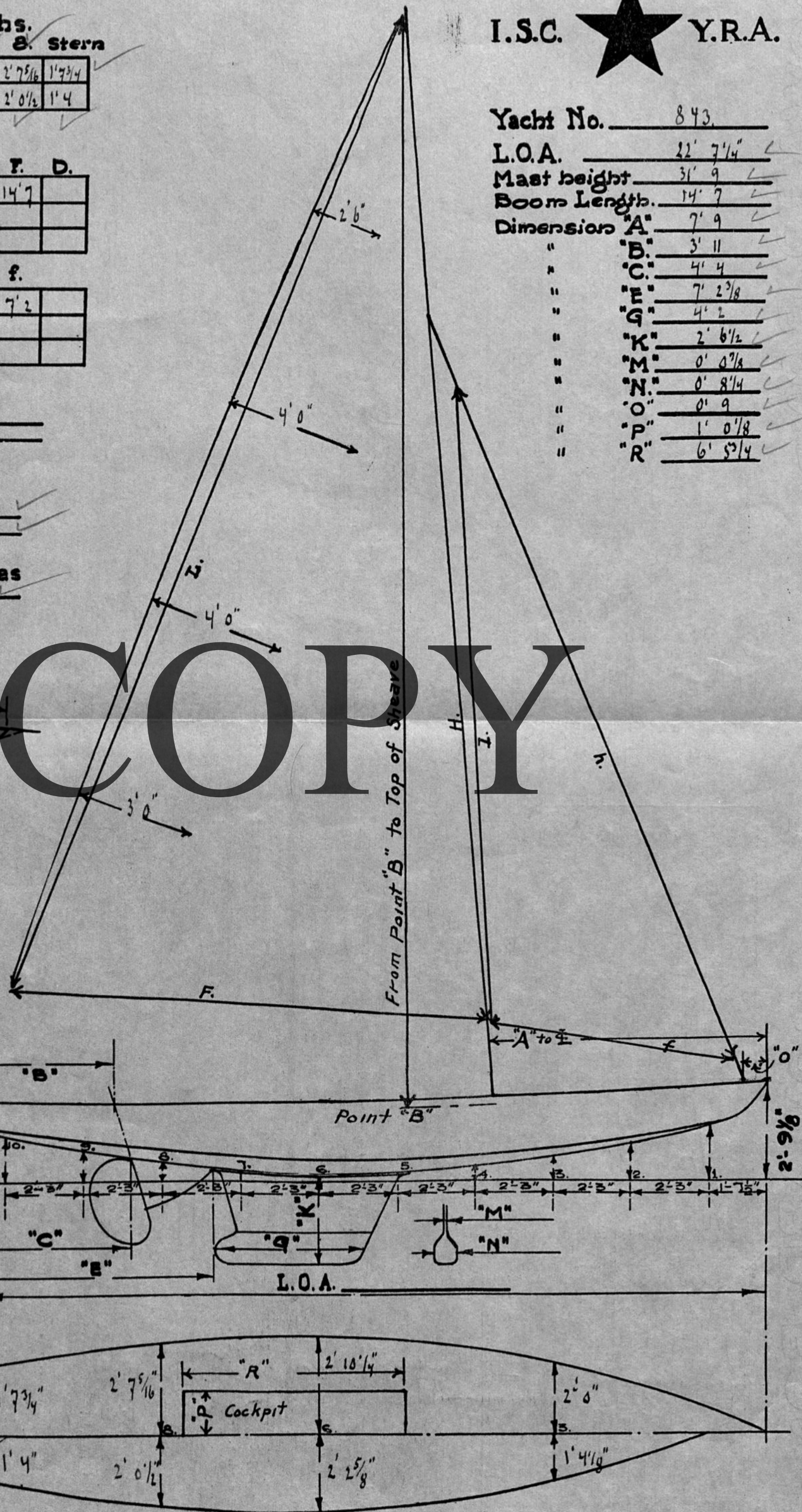
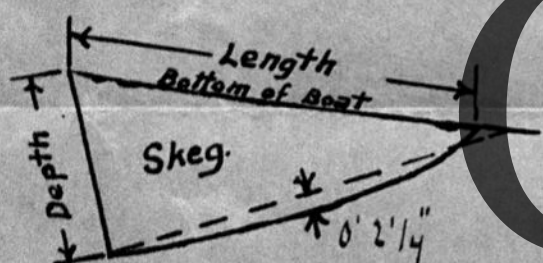
Jib	h.	l.	f.
1st. Suit	20' 6	17' 10	7' 2
2nd. "			
3rd. "			

Rudder:
Width 1' 6 1/2
Depth 2 7 1/2

Skeg.

Length	2' 10 1/8
Depth	1 7

Is construction as per Rules? 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? 843.
2. Was this number cut or burned into keelson as required above? yes.
3. Yacht's name "Mia VIII" 4. Year built? 1931.
5. By whom built? Masthieson & Paulsen.
6. Owner's name? Dr. Anderson.
7. Address Kiel Wylenhog 30.
8. Fleet KYC. 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 21-23 day of May 1931 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 Bremen 24 May 1931. Signed Prof. G. G. G. G. G.
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 alterations or repairs are made (Except to sails or spars) the yacht must be remeasured. If in doubt, obtain ruling from International Measurement Committee. This Certificate becomes void unless each owner upon the sale or transfer of the yacht signs the Renewal Affidavit below.

Sec. B

RENEWAL AFFIDAVITS 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.

SOLD OR TRANSFERRED TO _____ of _____
I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

SOLD OR TRANSFERRED TO _____ of _____
I hereby certify under oath that no alterations have been made to the said yacht since I became the owner on date above shown, unless a rider covering remeasurement is affixed to this Certificate.

Date _____ Signed _____ former owner.

NOTE—After last renewal space is filled, apply for new certificate.

88 City Island Ave.
City Island
New York, 64, N. Y.
August 3, 1950

Star No. 843

The Kieler Yacht Club
Kiel
Hindenburgufer 110-112
Germany

Dear Sirs;

Herewith I am enclosing the approved certificate for your Star No. 843. I wish to apologize for the long delay in sending this. A serious family illness has retarded me in all my activities.

We have an old measurement certificate for No. 843, originally approved on June 15, 1931. The new enclosed certificate is to supercede the old one.

I have made one correction, on Dimension "E", where there is evidently an error in the written figures. This is being explained in a separate letter to the measurer, Mr. Adolf Harms.

You will note I have added a note about the keel weight, which is not reported. When this boat was first approved we did not require keel weights to be reported; and I shall not require it of you. However, if at some time you should be able to weigh the keel, please advise me of the correct weight.

With best wishes for good racing,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

Copy to Mr. Adolf Harms.

August 3, 1950

STAR NO. 843
ADDITIONAL NOTES:

The "Rudder Width" is shown as 480 mm on the report.
The maximum allowable is 470 mm. Please have the rudder cut to proper width as soon as convenient.

HENRY M. DEVEREUX

COPY

88 City Island Ave.
City Island
New York, 64, N. Y.
August 5, 1950

Mr. Adolf Harms
(24b) Kiel-D'dorf
Gross-Ebbenkamp 1"
Germany

Star No. 843

Dear Mr. Harms;

You will probably receive my other letters before this one. After considering the measurements of Star 843, I believe some words of explanation are in order.

In the measurement report form you stated that the measurement at Station No. 6 was made without boring the hole, and that the keel is recessed. I wish you would try to bore the hole next time you measure a boat with a recessed keel.

I have taken your figures for the Contour Heights, and corrected them at Stations No. 5, 6 and 7, to allow for the thickness of the keel flange. I am sure this must be done for Station No. 6. Perhaps it should also be done for Stations No. 5 and 7, since they would also have to be corrected to allow for the recessing of the keel flange.

However, even if I should not have done this for Stations No. 5 and 7; the measurements you reported for them are within the limits.

The attached sketch will probably make this more clear.

With best wishes,

Sincerely,

HENRY M. DEVEREUX
Chairman
International Measurement Committee

88 City Island Ave.
City Island
New York, 64, N. Y.
August 3, 1950

Mr. Adolf Harms
(24b) Kiel-D'dorf
Gross-Ebbenkamp 1"
Germany

Star No. 843

Dear Mr. Harms;

You will see from my letter to the Kieler Yacht Club that there is some question about the Dimension "E". I believe it is too technical to bring to their attention in detail, and hence am writing you this letter.

Your report shows "E" to be 2,050 m. This too small to allow the boat to be approved. It is so small that I studied the boat to find why "E" is so small. You will see what I have done from the attached sketch.

I have added "C" to "Skeg Length", for a comparison with "E". I have disregarded the diameter of the rudder post, since "C" is measured in a different plane from the "Skeg Length". With or without the rudder post diameter, I find that "E" is within the allowed limits. Hence I have changed the "E" on the certificate to read 2,145 m.

A supply of measurement report forms is being sent to you by a slower mail.

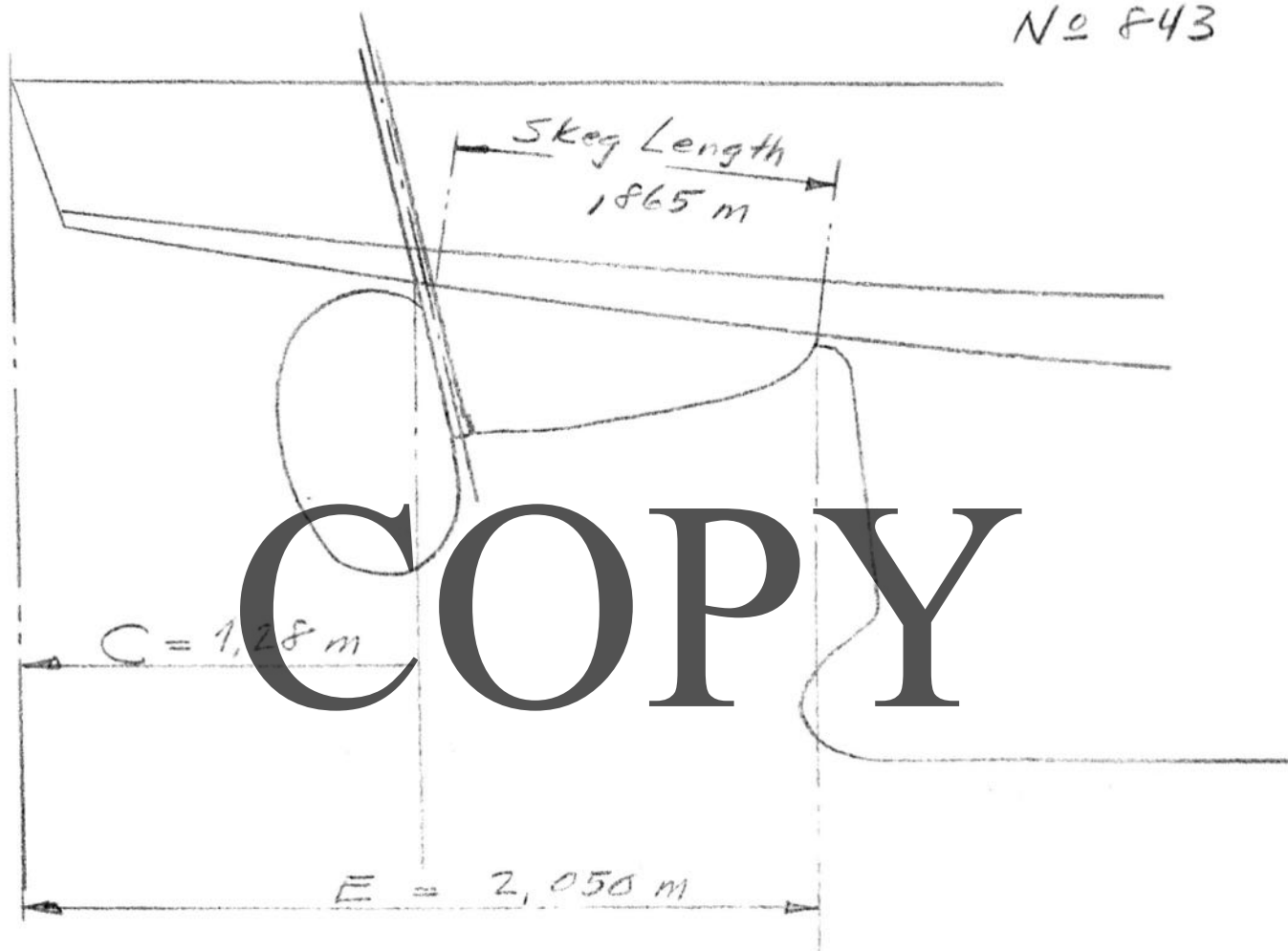
With best wishes in your work,

Sincerely,

HENRY M. DEVEREUX
Chairman

International Measurement Committee

STAR
No 843



$$C = 1,28 \text{ m}$$
$$\text{Skeg length} = \frac{1,865}{2,145 \text{ m}}$$

$$E = 2,050 \text{ m}$$

E is reported as ,095 m too small

E, if 2,145 m, is correct.

HENRY M. DEVEREUX
88 CITY ISLAND AVE.
CITY ISLAND
NEW YORK 64, N. Y.

AUG - 3 1950

COUPON D—Measurement Committee Record.

Has Yacht Star Measurement Certificate?.....yes.....

Is Yacht of old or new rig?.....new.....

Do you certify that no structural alterations have been made to Yacht (excluding spars or sails) since Certificate was granted?.....yes.....

How many sails did you purchase during the past year?.....

Name of Sailmaker.....

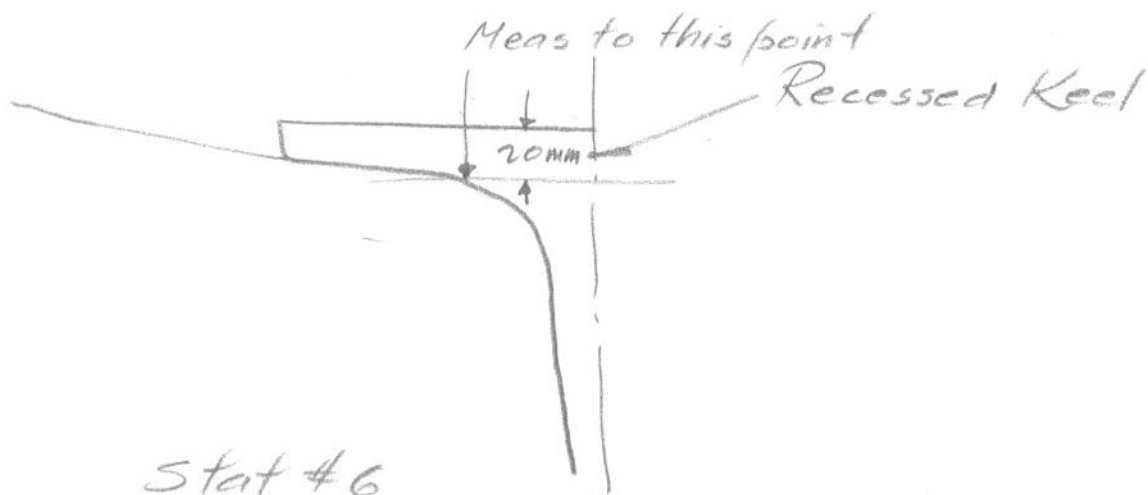
Yacht's Number?.....843.....

Owner's Name.....Kaiserlicher Yachtclub.....

Address.....represent. H.J. Bertelsmann.....

Kiel, Esmarchstr. 16.

COPY



#843
8/3/50

Stat #6

then:

Reported = 50 mm

Add = 20 mm

Correct Height = 70 mm = $2 \frac{3}{4}$ "

Allow

Allow same @ Stat #7

Reported = 65 mm

Add = 20 mm

Correct Height = 85 mm

Station #5

Reported = 69 mm

Add = 20 mm

Correct Ht. = 89 mm

ADOLF HARMS
YACHT-KONSTRUKTEUR

Fernsprech-Anschluß: G 5 Südring 4195

Bank-Konto: Commerz- und Privat-Bank
Depositenkasse QR

Adolf Harms

Schiffb.-Ob.-Ing. i. R.

(24 B) **Hindenburg**

Gros.-Ebbenkamp 111

Kiel
Berlin-Tempelhof, 21. Juni 1950
Blumenthalstr. 2

Sehr geehrter Herr Devereux.

Beifolgend 2 Messbriefe über eine Neuvermessung
Star 843, Barandon."

Wollen Sie bitte nach Vollzug einen Messbrief senden,
Kieler Yacht-Club, Kiel, Hindenburgufer 110-112 an
mir ein paar Formulare.

Yours very truly

Adolf Harms
Star-Vermesser

COPY

STAR NO. 843
August 3, 1950

Synopsis of German translation
Letter from Adolf Harms, of June 21, 1950

Herewith are enclosed duplicate copies of the report.
Please send one copy of the certificate direct to the
Kieler Yacht Club. Please send me some blank forms for
measurements.

ADOLF HARMS

*See also letter to Harms - 8/5/50
filed "Measurements"*

COPY