

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.

THIS SPACE
FOR
INSPECTION STAMP

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 EJC
Chairman International Measurement Committee.

2120

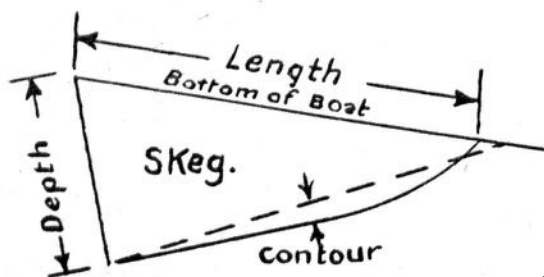
	Heights.									
Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Contour										
Chine										
Side										

	Half Breadths			
Stations	3.	6.	8	Stern
Deck				
Chine				

Rudder.
Width _____
Depth _____

Skeg
Length _____
Depth _____
Contour _____

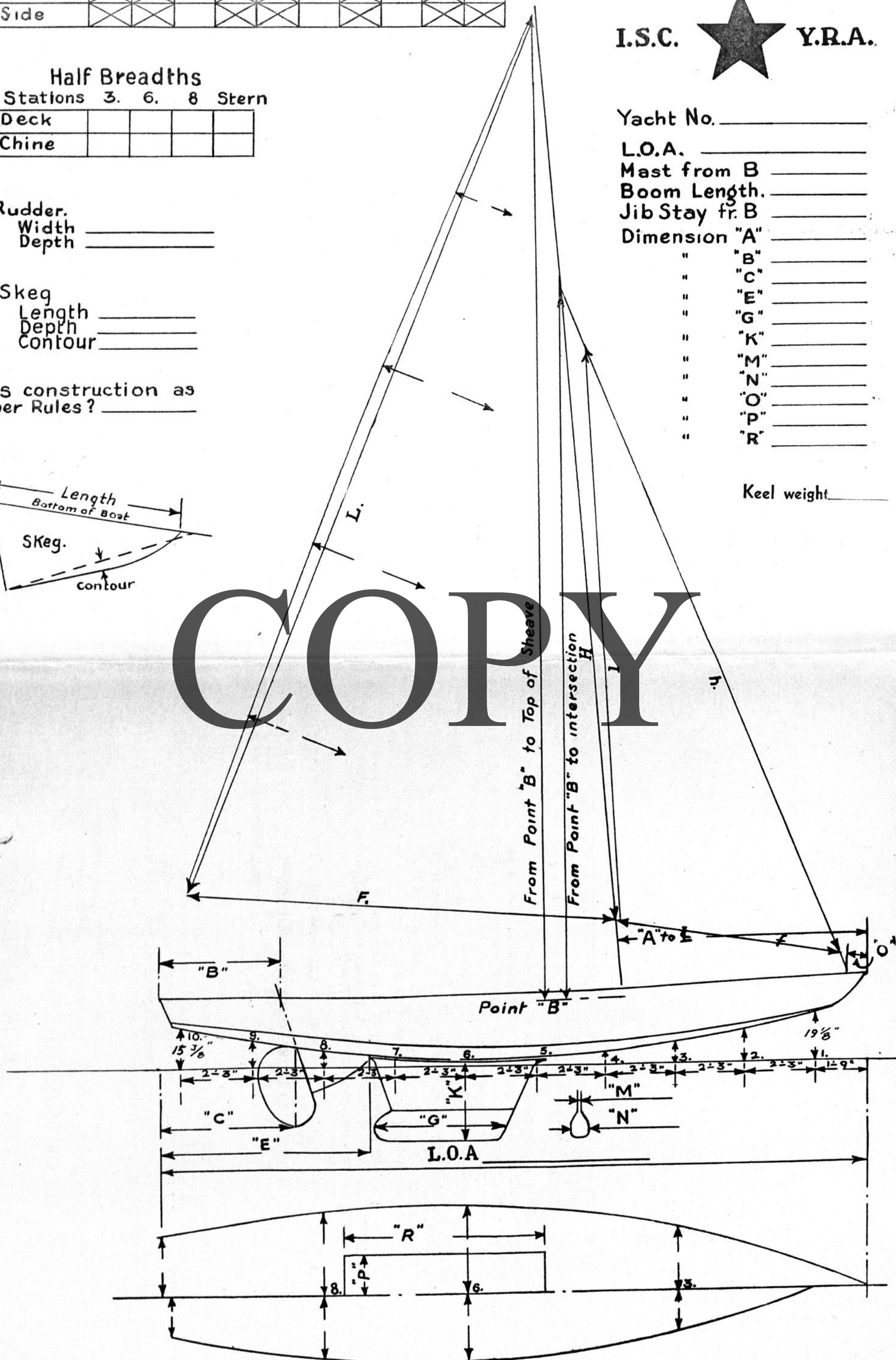
Is construction as
per Rules? _____



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

Yacht No. _____
L.O.A. _____
Mast from B _____
Boom Length. _____
Jib Stay fr. B _____
Dimension "A" _____
"B" _____
"C" _____
"E" _____
"G" _____
"K" _____
"M" _____
"N" _____
"O" _____
"P" _____
"R" _____

Keel weight _____



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?.....
2. Was this number cut or burned into keelson as required above?
3. Yacht's name "....." 4. Year built?
5. By whom built?
6. Owner's name?
7. Address
8. Fleet 9. Remarks

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..... Signed.....
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 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.

May 20, 1947

Mr. Bengt Melin
Assogatan 144
Stockholm, Sweden

Dear Mr. Melin,

I am pleased to enclose herewith approved certificates for Stars #2119 and 2120, regarding which we have had considerable correspondence.

Upon taking up this matter again recently, in an attempt to solve our misunderstanding, I have noticed that the measurer did not set up his baseline in accordance with the specified values at Station 1 and 10 (0.4857 and 0.3905 respectively) thereby arriving at different values for all of the contour heights than would normally be reported. We have now corrected our figures taking the above into consideration and find the boats quite in order.

Recently, I mailed directly to the various measurers new and detailed instructions for their guidance and think they will prevent another situation like this has been.

Wishing your fleet every success, I am,

Very truly yours,

E. V. Ketcham, Jr.
Chairman
Intn'l Meas. Comm.

EVK:ds
Enc.



Stockholms Starbåtsflottilj
SWEDEN

STOCKHOLM 4 februari 1947

POSTGIRO 15 99 95

TEL. SEKR.....

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

Mr. E.V. Ketcham, Jr.
38 - 61 11th Street,
Long Island City, N.Y.
U.S.A.

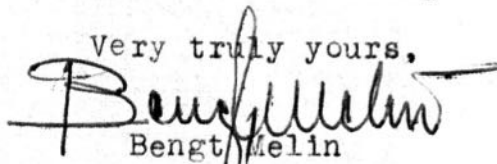
Dear Mr. Ketcham,

Certificates nr. 2119 and 2120.

After showing Mr. Lund your letter regarding these boats I must tell you that he can't understand that these stars not measure in. He has written a keel-contour showing maximum and minimum sizes, who I send you for control.

The contour tells you everything about the stations 1 - 6 and as I can see our boats are measuring in very good.

Very truly yours,


Bengt Melin
secretary

enc. 1

November 2, 1946

Mr. Bengt Melin
Assogatan 144
Stockholm, Sweden

Dear Sir:

I acknowledge your letter of October 1st relative to Certificates #2119 and #2120.

I am enclosing herewith a blueprint sketch and notes, which we usually sell for one dollar (\$1.00) upon application, but which I believe you should have. After studying these papers I think the following should be clear to you, with regard to the Certificates.

1. Correcting actual base line to measurement committee base line--

Station 6 - Actual dimension -	.0780
" " - Standard " -	.0555
" " - Excess above standard -	.0225
1/2 of this excess -	.0112
Amount to raise base line -	.0112

2. Station 2 - Actual dimension -	.3340
" " - Less correction -	.0112
" " - Corrected dimension -	.3228
Standard Station 2 - .3524	± .0254
" " - .3778 Max.	
" " - .3270 Min. less .3228 equals .0042	
below minimum limit	

3. Station 3 - Actual dimension -	.2180
" " - Less correction -	.0112
" " - Corrected dimension -	.2068
Standard Station 3 - .2349	± .0254
" " - .2603 Max.	
" " - .2095 Min. less .2068 = .0027	
below minimum limit.	

029
029
050

(cont.)

Mr. Bengt Melin

-2-

November 2, 1946

To summarize these figures, the boats are alright at Station 6, but the keel contour is too low at Stations 2 and 3.

Please forward the enclosed Measuring Instructions to Mr. Lund and I suggest that you ask him to review this letter. It may be that some error was made in measuring Station 6, which can effect the other figures. For example, if Station 6 is measured about .069 then Station 2 and 3 would measure in.

If the measurements are correct, then the hulls must be changed in order to be accepted by the Association.

I would also like to point out that side height dimensions are taken directly on the side of the hull between deck and chine. I have corrected the height from base line figures for this that were submitted and find that their positions are very close to being too high.

It is never pleasant to have situations like this arise, but you can understand that we must adhere to our standards for the protection of other owners. I trust you find this letter and enclosures understandable and will be happy to answer any further questions.

Very truly yours,

E. V. Ketcham, Jr.
Chairman
Int'l Meas. Comm.

EVK:ds
Enc.



Stockholms Starbåtsflottilj
SWEDEN

STOCKHOLM 1 okt. 1946.

POSTGIRO 15 99 95
TEL. SEKR. 405312

Mr. E.V. Ketcham, Jr.
38 - 61 11th Street,
Long Island City, N.Y.
U.S.A.

Dear Sir:

I have to acknowledge receipt of your letter of August 27 th re unapproved Certificates nr 2119 and 2120.

In reply I beg to inform you that I forwarded contents of your remarks to the controller concerned, who answers av follows:

" To Mr. Ketcham's letter with certain remarks with regard to measurements of star boats nr 2119 and 2120 the undersigned gives herewith the following answer.

Dimension "E" is a pure miswriting and should be 2.180 m.

Regards dimensions of stations 3 and 6 the normal dimensions are

station 3 = 0.92 = 0.235 m ± 1 " = ± 0.0254
= 0.260 max
0.210 min

0.218 actual dimension

station 6 = 0.21 = 0.054 m ± 1 " = ± 0.0254
= 0.079 max
0.029 min

0.078 actual dimension

As the actual dimensions are within tolerances I annot agree they should be wrong.

Reference other measurements being same for both boats as well as further three ones, Number 2117, 2118 and 2122, are built at one of our most eminent ship-yards performing each single work with great accuracy, and after having taken some control measures which were all exactly alike I took the remaining measures from the screeve board.

August 27, 1946

Bengt Melin
Asogatan 144
Stockholm

Dear Sir:

I am returning Certificates Numbers 2119 and 2120
unapproved.

If the contour at Station Six is 0.078 then Station
Three must not be less than 0.221. Dimension "E" must
not be less than 2.119 from point where aft edge of keel
fin intersects bottom of hull to point below top of
stern board.

It is so unusual to have two boats identical in
every measurement, that I wonder if they have both been
measured carefully.

I enclose the latest Specs for your information.

Very truly yours,

E. V. Ketcham, Jr.
Chairman
Int'l Meas. Comm.

	3	6	8
EVK:ds	276	192	270
Enc.	449	485	370
	725	677	640
	276	192	270
	471	526	420
	767	718	690



Stockholms Starbåtsflottilj
SWEDEN

STOCKHOLM 1 oktober 1946.

POSTGIRO 15 99 95

TEL. SEKR.....

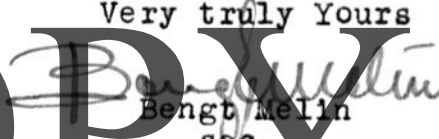
Mr. E.V. Ketcham, Jr. U.S.A.

I may also give the information that all the above named star boats are built in accordance with the measures in the Certificates and that those measures have not developed after finishing.

sgd. S. Gunnar Lund
The controller in Stockholm of
The Swedish Yachtman Association

On account of the above statement I take the liberty to return the certificates concerned, which enclosed please find, asking for your attention once more to this matter.

Very truly Yours


Bengt Melin
sec.

COPY

COPY

560
650
180
110
000
1440
180
032400

117
192
525
515
2625
1050
2625
225625
2256400
308025
555
105/580
405/555
405/555

784
612
172
344
1204
172
029584
458

695
270
425
425
3125
850
1700
180625
029584
210209
16
85/502
425
408/7809
408/6349
1850
7264

609
401
207
207
1449
414
042849

D-C = 770
270
494
494
1966
4446
1966
243026
042849
285875
5
103/358
309
1064/4975
4256
534
26
316



Stockholms Starbåtsflottilj
SWEDEN

STOCKHOLM 9 Juli 1946.

POSTGIRO 15 99 95

TEL. SEKR.....

International Star Yacht Racing Association,
51 East 42 nd Street,
New York 17,
U.S.A.

Dear Sirs,

We have the pleasure to send you measurement certificates
in duplicates for the Star yachts nr 2119 and nr 2120
and beg you after acceptancing give us the originals back,
and remain,

Yours very truly,
STOCKHOLMS STARBÅTSFLOTTILJ
Bengt Melin
Bengt Melin
secretary

adress: Bengt Melin
Åsögatan 144,
Stockholm.

Stations	1	2	3	4	5	6	7	8	9	10
Heights.										
Contour	480	334	218	137	87	78	105	170	263	377
Chine			276			192		270		432
Side			770			717		695		

Half Breadths	Stations	3	6	8	Stern
Deck		605	866	784	578
Chine		491	680	612	404

Rudder.
Width 482 ✓
Depth 805 ✓

Skeg
Length 760
Depth 430 ✓
Contour 25 ✓

Is construction as
per Rules? yes

I.S.C.

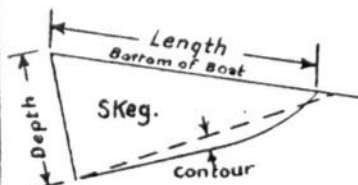


Y.R.A.

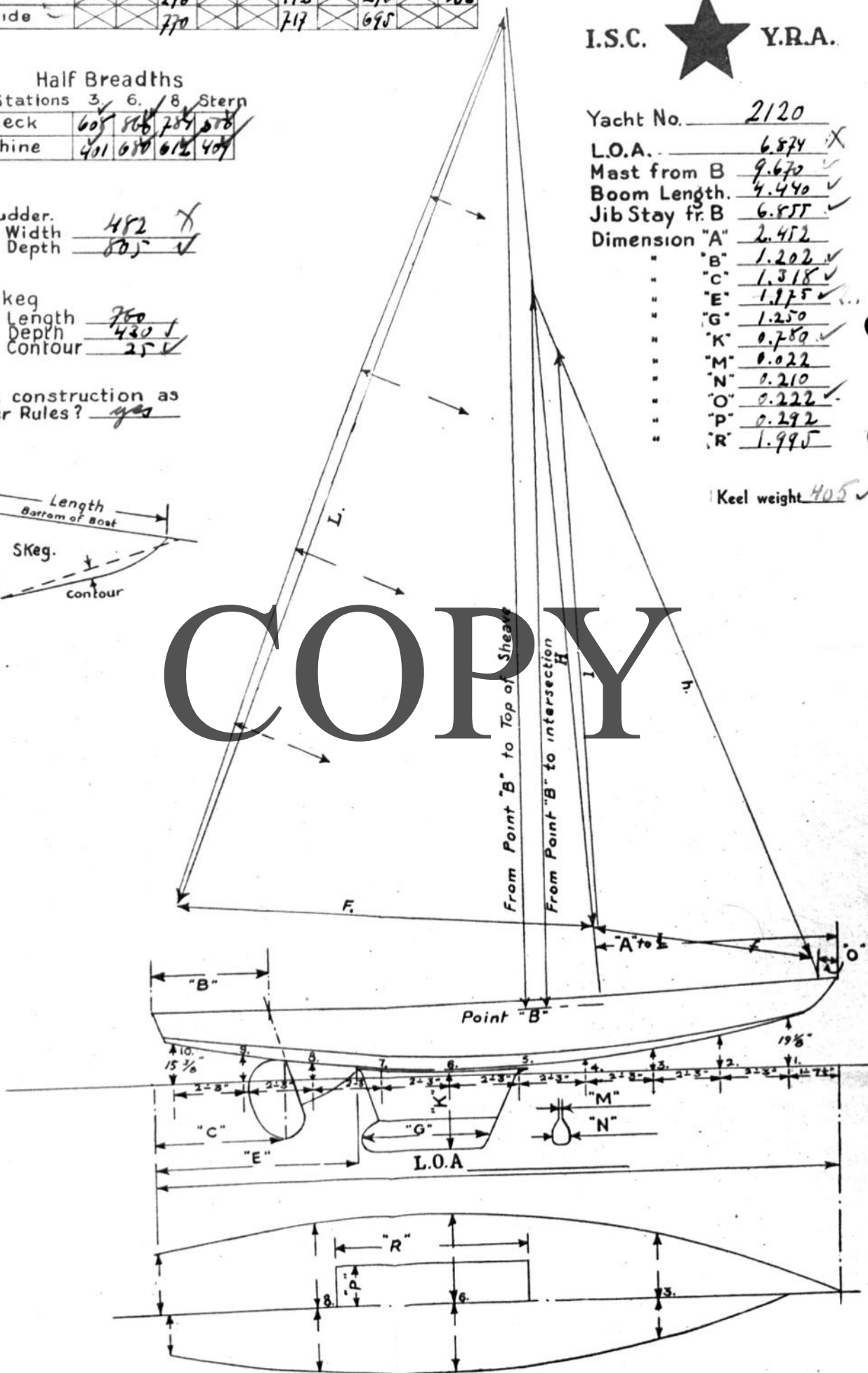
Yacht No. 2120

L.O.A. 6.874 ✓
Mast from B 9.670 ✓
Boom Length 4.440 ✓
Jib Stay fr. B 6.855 ✓
Dimension "A" 2.452
"B" 1.202 ✓
"C" 1.318 ✓
"E" 1.775 ✓
"G" 1.250
"K" 0.789 ✓
"M" 0.022
"N" 0.210
"O" 0.222 ✓
"P" 0.292
"R" 1.995

Keel weight 405 ✓



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? 2120
2. Was this number cut or burned into keelson as required above? cut
3. Yacht's name " " 4. Year built? 1942
5. By whom built? A/B NEGLINGEVARVET SALTSJÖBADEN
6. Owners name? Kgl. Marinförvaltningen
7. Address Stockholm
8. Fleet
9. Remarks

CERTIFIED MEASURERS AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 2 day of May 19 42 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 27 May 1942 Signed [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.

INSPECTED &
APPROVED

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

E. V. Hitchens Jr. 5/19/42
Chairman, Int'l Meas. Comm.

STOCKHOLMS STARBÅTSFLOTTILJ

Ritning öfver de köllkonturen för en Starbåt
i stationerna 1 t. o. m. 6.

--- = max. o. min. toleranserna.

--- = visar normalkonturen.

Visar n:r:is 2119 o. 2120 köllkonturer.

Skala 1:10



Stat. 6.

--- = MEASURER'S BASELINE (STAT 1 = .425)
--- = COMMITTEE BASELINE (STAT 10 = .390)

Stat. 5.

Stat. 4.

ESTABLISHED 0.011 ABOVE MEASURER'S BASELINE

COPY

Stat. 3.

Stat. 2

Stat. 1.

Stockholm, Jan 1947
P. M. M. M. M.

