

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

Sec. C.

—INSTRUCTION TO CERTIFIED MEASURERS—

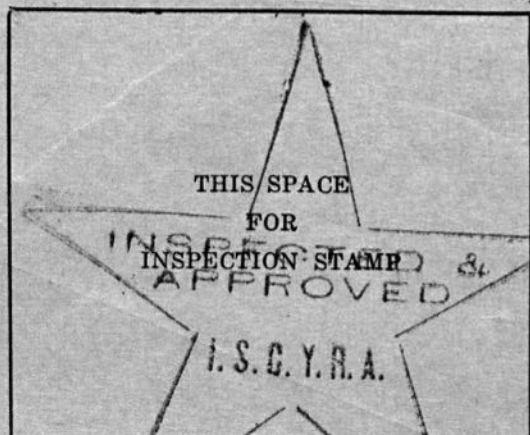
1. The duties of a Certified Measurer are confined to measuring yachts and reporting facts. He has no authority to grant or reject certificates or interpret rules. Complete instructions as to how to measure will be sent to him by the Measuring Committee after his appointment.
2. This Form must be made 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 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 for 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 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 Edward V. Ketchum Jr. 9/10/45
Chairman International Measurement Committee.

7-2-58

Heights.

Stations	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
Contour	1-7-1	1-1-7	0-9-4	0-6-2	0-4-4	0-3-6	0-4-6	0-7-2	0-11-2	1-3-3
Chine			10-1			0-9-1		0-11-6		1-5-7
Side			1-8-0			1-8-3		1-4-6		

Half Breadths

Stations	3.	6.	8	Stern
Deck	2-0-1	2-10-1	2-7-0	1-7-2
Chine	1-4-2	2-2-5	2-0-5	1-4-0

I.S.C. ★ Y.R.A.

Yacht No. 2127
L.O.A. 22-8-5 ✓
Mast from B 31-9-0 ✓
Boom Length 14-7-0 ✓
Jib Stay fr. B 22-7-6 ✓
Dimension "A" 7-5-0 to 8-4-0
"B" 3-10-4 46 1/2 ✓
"C" 4-4-4 52 1/2 ✓
"E" 7-3-0 87 ✓
"G" 4-1-4 49 1/2 ✓
"K" 2-5-7 29 3/8 ✓
"M" 0-1-0 ?
"N" 0-8-5 ?
"O" 0-11-5 11 5/8 ✓
"P" 0-11-7 ✓
"R" 6-8-6 80 3/4 ✓

Rudder.
Width
Depth

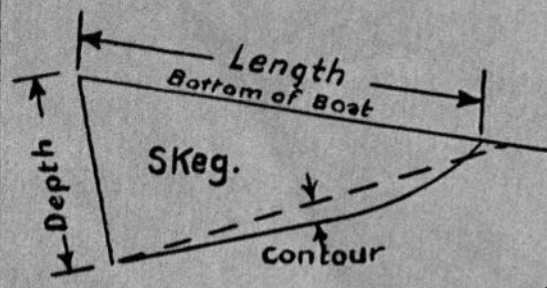
1-5-6
2-0-4
17 3/4
32 1/2
Min 18" - 1/4
Max 32 1/4 + 1/4
2-8-2

Skeg

Length 2-10-3 34 3/8 ✓
Depth 1-4-7 16 7/8 ✓
Contour 0-0-4 1/2" ✓

Is construction as per Rules? _____

Corrected dimensions per Ellis Taylor after alterations were made Etc

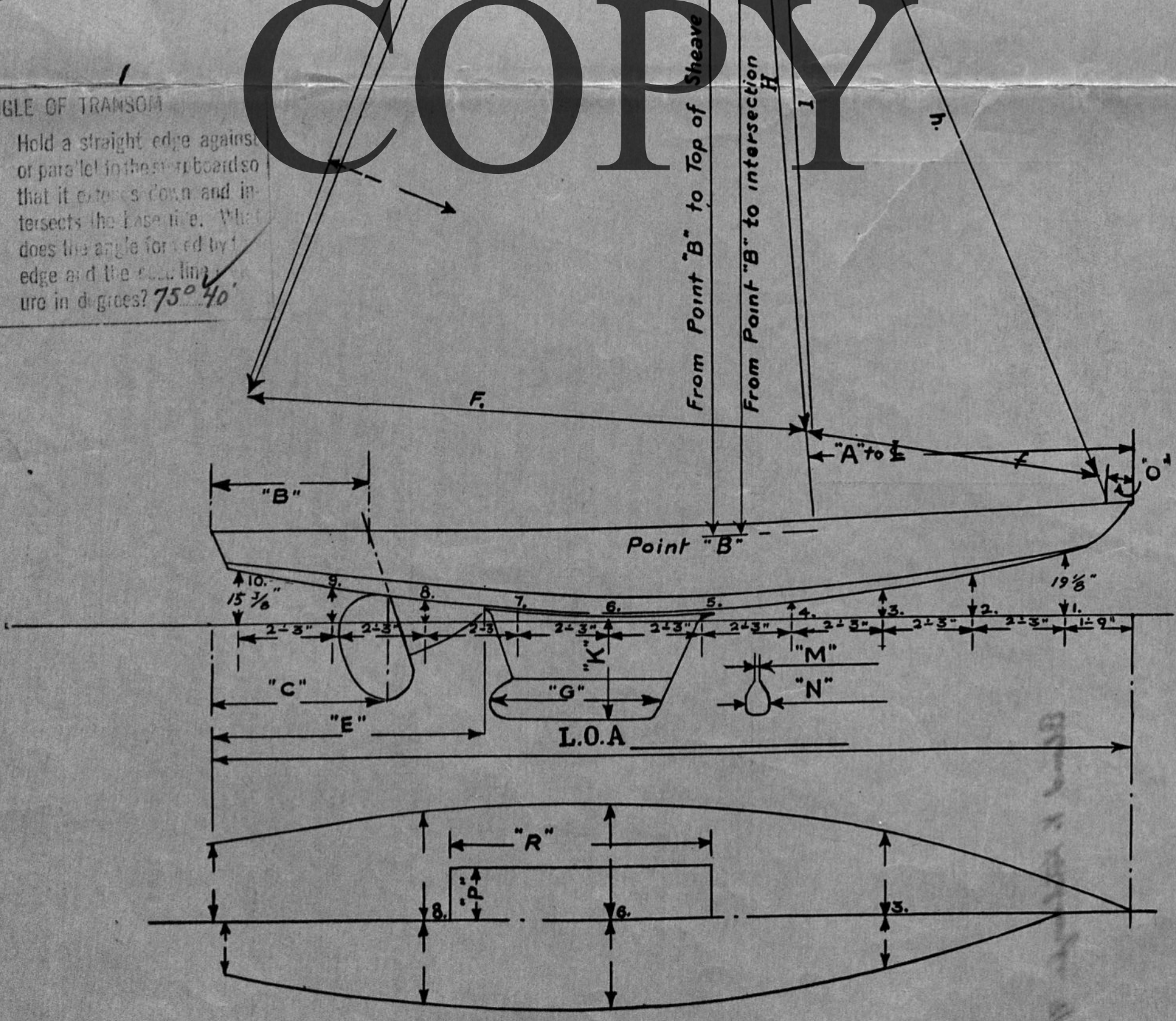


ANGLE OF TRANSOM

Hold a straight edge against or parallel to the transom board so that it extends down and intersects the base line. What does the angle formed by the edge and the base line measure in degrees? 75° 40'

COPY

Keel weight 890 lbs



2127

FORM-J

Revised 1938

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? 2127
2. Was this number cut or burned into keelson as required above? Yes
3. Yacht's name "HELLS ANGEL" 4. Year built? 1942
5. By whom built? W. W. KELLY, LONG BEACH, CALIF.
6. Owner's name? W. W. KELLY
7. Address 1924 Cedar Ave. Long Beach 6, California
8. Fleet Los Angeles Harbor 9. Remarks

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 30th day of May 1945 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-31-1945 Signed Milton Hesselberger
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.

September 10, 1945

Mr. W. W. Kelly
1924 Cedar Avenue
Long Beach 6, Calif.

Dear Mr. Kelly:

I am pleased to enclose approved certificate for
your Star #2127.

Wishing you good luck and good sailing, I am

Yours very truly,

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

EVK:FG
cc: Ellis Wing Taylor

ELLIS WING TAYLOR

Consulting Structural Engineer

803 WEST THIRD STREET
LOS ANGELES, CALIFORNIA
TRINITY 7231

September 6, 1945

Mr. Edward V. Ketcham, Jr.
Chairman, International Measurement Comm.
38-61 11th St.
Long Island City, New York

Re: Remeasurement of Star No. 2127

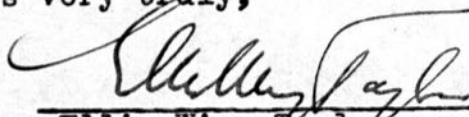
Dear Mr. Ketcham:

Thanks for your letter of September 4th. As you assumed, I added the quarter inch difference in the corrected chine height at 6 instead of subtracting it. Enclosed please find the certificate showing chine height at 6 to be 8-7/8".

The corrections were made by Mr. Kelly in a very workmanlike manner. The piece added to the bottom at 6 was so faired out both fore and aft and athwart ships that no concave curves were found in any lateral section or at the forward and after ends of the piece. This was tested with a straight edge at all points and in all directions where the new member faired into the hull.

With kindest personal regards, I am

Yours very truly,


Ellis Wing Taylor
Measurer

EWT:AL

ENC.

AIRMAIL

September 4, 1945

Mr. Ellis Wing Taylor
803 West Third Street
Los Angeles, Calif.

Dear Mr. Taylor:

I am returning #2127 to you as I believe you may have slipped up on the chine height at Station 6 dimension. The boat was too high at that point before and now appears to be $1/4$ " still higher. However, this is contradicted by the side height measurement which is now O.K.

Let me know about this as I believe the boat as corrected can be approved. The affidavit is quite satisfactory but I would appreciate it if, when you write again, you state that no concave curves were found at any lateral section.

With best regards, I am

Very truly yours,

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

EVK:FG

ELLIS WING TAYLOR

Consulting Structural Engineer

803 WEST THIRD STREET
LOS ANGELES, CALIFORNIA
TRINITY 7231

August 30, 1945

Mr. Edward V. Ketcham, Jr.
Chairman, International Measurement Comm.
38-61 11th St.
Long Island City, New York

Dear Mr. Ketcham:

Enclosed is Star No. 2127 corrected certificate which was returned to me by Mr. Kelly. Please note I have indicated the corrections in ink on the face of the certificate in such a manner that it shows the record of the original measurements. I have also attached a new affidavit covering the remeasurement.

In the event this is not the proper way to handle such a situation, please advise. It was my thought that you could copy the corrections on your office copy and attach the enclosed affidavit of remeasurement which would tell the whole story.

Yours very truly,


Ellis Wing Taylor

EWT:AL

Enc.

July 2, 1945

Mr. W. W. Kelly
1924 Cedar Avenue
Long Beach 6, Calif.

Dear Mr. Kelly:

It is with regret that I have to inform you that the measurement certificate for your Star #2127 as submitted by Milton Hesselberger, May 31st, 1945 has not been approved. Accordingly, your boat is not eligible to enter Star Class competition.

For your information, this rejection is made for the following reasons:

1. Chine height at Station Six, stated as $9-1/8"$, corrected to $8-5/16"$, maximum allowed $8-1/8"$; dimension is $3/16"$ over allowable variation.
2. Side height at Station Six, stated as $20-3/8"$, minimum allowed $20-1/2"$; dimension is $1/8"$ under allowable variation.
3. Chine half breadth at Station 3, stated as $16-1/4"$, maximum allowed $16-1/8"$; dimension is $1/8"$ over allowable variation.
4. Dimension "C" (dimension from stern to rudder post at bottom) stated as $52-1/2"$, maximum allowed $52-1/8"$, dimension exceeds allowable variation by $3/8"$.
Should be 51 5/8 which is OK
5. Rudder depth stated as $32-1/2"$, maximum allowed is $32-1/4"$, dimension is $1/4"$ over allowable variation.

In order to qualify your boat, the above corrections must be attended to and then the hull remeasured and a new certificate submitted.

Your copy of the unapproved certificate is enclosed herewith, together with a copy of the Official Specifications.

Yours very truly,

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

EVK:FG
CC: Ellis Wing Taylor
W. R. Severance, Sec'y

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally re-measured the yacht herein described on the 25th day of August, 1945 according to instructions issued by the International Measurement Committee and that I have correctly and truthfully recorded the yacht's dimensions which were disapproved by the Chairman of the International Measurement Committee in accordance with his letter to the owner of July 2, 1945 and have recorded the corrected dimensions on the reverse side of this original certificate and that the above information is true and correct to the best of my knowledge and belief.

Date signed and refiled- August 29, 1945

Signed:

Ellis Wing Taylor

Ellis Wing Taylor
Certified Star Measurer

2127

Station 6 → 0-3-6"

Standard 0-2-1

Difference 2 (0-1-5 (excess))

1/2 Excess 0-0-13/16

Revised measurements per 13/16" to Committee Base

COPY

	1	2	3	4	5	6	7	8	9	10
Contents	18 5/16 ✓	13 1/16	8 11/16 ✓	5 7/16	3 1/16	2 15/16 ✓	5 5/16	6 7/16 ✓	10 7/16 ✓	14 9/16 ✓
Chairs	X	X	11 5/16 ✓	X	X	8 5/16 ✓	X	10 15/16 ✓	X	17 1/16 ✓
Sides	X	X	20 ✓	X	X	20 3/8 ✓	X	16 3/4 ✓	X	X

Max 16 1/8
+ 1/8

Half Breadths

	3	6	8	Stem
Deck	24 1/8	34 1/8	31 ✓	19 1/4 ✓
Chairs	16 1/4	26 5/8	24 5/8	16 ✓

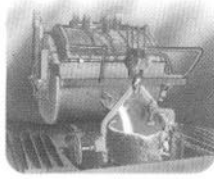
Max. 8 1/8
+ 3/16

Min 20 1/2
- 1/8

TIEGIE

ATLAS FOUNDRY & MACHINE CO.

MANUFACTURERS OF IRON, STEEL AND BRONZE CASTINGS



TELEPHONE GARLAND 4466

50. TACOMA WAY AT WILKESON ST.

TACOMA, WASHINGTON

January 16, 1942

Mr. W. W. Kelly
Box 253
Mercer Island,
Washington

Dear Mr. Kelly:

ALL QUOTATIONS AND AGREEMENTS ARE CONTINGENT UPON FIRES, STRIKES, ACCIDENTS OR OTHER CONDITIONS BEYOND OUR CONTROL AND SUBJECT TO THE TERMS AND CONDITIONS SET FORTH ON BACK OF THIS LETTER WHICH ARE MADE A PART HEREOF.

We hereby certify that the Cast Iron Star-boat Keel we cast for you this week weighed 890#.

Yours very truly,

ATLAS FOUNDRY & MACHINE CO.

#2127

By *Joe L. Long, Jr.*

Joe L. Long, Jr.
Secretary-Treasurer

COPY

Subscribed and sworn to before me this

16th

day of January, 1942

Joe L. Long, Jr.

Notary Public in and for the State of
Washington, residing at Tacoma.

78 25/16
2 15/16
5 3/8

JLL, Jr:MR