

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.

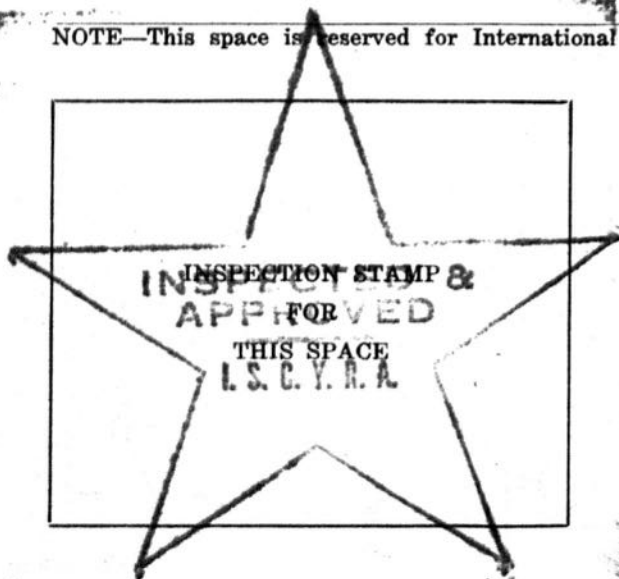
SEC. D.**—CONDITIONS UNDER WHICH CERTIFICATE OR RENEWAL IS ISSUED—**

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 S. Little*
Chairman International Measurement Committee.

Date *Nov 15, 1953*

2935

	HEIGHTS									
STATIONS	1	2	3	4	5	6	7	8	9	10
CONTOUR	1.7.1	1.1.7	0.9.5	0.6.2	0.4.3	0.4.1	0.5.2	0.7.7	0.11.3	1.3.3
CHINE			10.5			09.1		0.11.7		1.5.7
SIDE *			18.1			19.4		1.5.5		

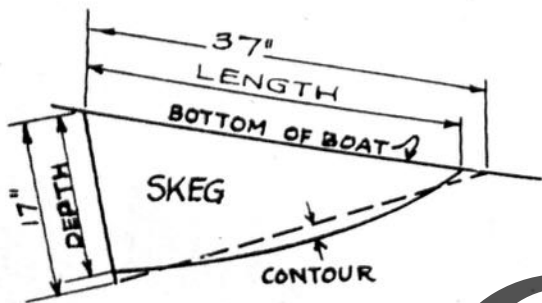
* MEASURED ALONG SURFACE OF PLANKING

	HALF BREADTHS			
STATIONS	3	6	8	STERN
DECK	2.0.3	2.10.4	2.7.0	1.7.4
CHINE	1.4.2	2.2.4	2.0.3	1.3.4

RUDDER
WIDTH 1.6.3 TO ϕ OF POST
DEPTH 2.7.3

SKEG
DEPTH 1.4.0
CONTOUR 0.0.4
LENGTH ALONG CURVE 2.9.2

IS CONSTRUCTION AS PER
RULES & PLAN? yes



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

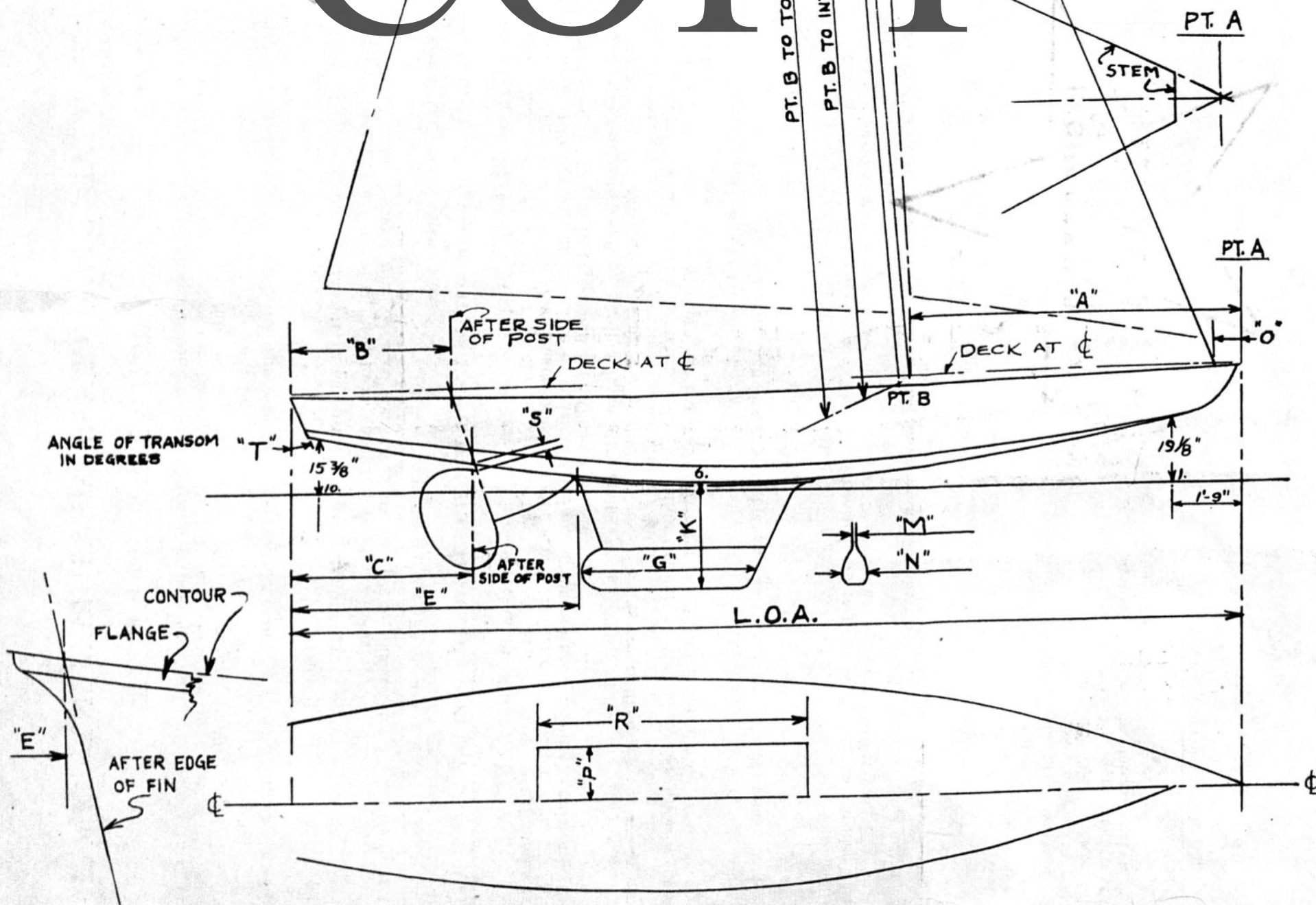
YACHT NO. 2937

L.O.A. 22.8.5
 MAST FROM B 31.9.0
 BOOM LENGTH 14.7.0
 JIB STAY FR. B 22.9.0
 DIMENSION "A" 8.0.6
 "B" 3.9.4
 "C" 4.4.1
 "E" 7.1.4
 "G" 4.1.0
 "K" 2.6.4
 "M" 0.1.0
 "N" 0.8.1
 "O" 0.10.6
 "P" 0.11.7
 "R" 6.7.1
 "S" 0.1.0
 "T" 16 degrees

KEEL WEIGHT 883

IS KEEL WEIGHT CERT.
ATTACHED? yes

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? 2935 2037 2935
2. Was this number cut or burned into keelson as required above? yes
3. Yacht's name "AKELA" 4. Year built 1949
5. By whom built? CHABERT Marseille
6. Owner's Name Docteur VELASQUE
7. Address Saint-Barnabé - MARSEILLE
8. Fleet Marseille 9. Remarks no

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the 10th day of Novembre, 1949, 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 10 Mars 1952

Signed

André MAURIC

Certified Star Measurer

Expert près les Tribunaux

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.

DR. 4802

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.

July 16, 1953

Docteur Pierre Velasque
34 Chemin Saint Barnabe
Marseille, France

Dear Dr. Velasque:

The Certificate for your boat is completed and now correct after submission of new measurements but was held up and sidetracked because of a peculiar situation with regard to the number. The Certificate lists the boat 2937 and all correspondence refers to it as such whereas we find there is another boat issued under this number to Dario Salata in Italy. This number 2937 is now owned by Mondelli of Italy and is so listed in the LOG, as being an Italian boat. Our records show 2935 was issued for "Akela" and it is listed in the LOG under your name. Upon receipt of word from you that the number cut into the keelson is 2935 and not 2937 and that you are using sails with 2935, we will issue this certificate covering your boat as 2935.

Sincerely yours,

PAUL H. SMART
Executive President

ANDRE MAURIC
ARCHITECTE NAVAL
EXPERT PRES LES TRIBUNAUX
48, BOUL. NOTRE DAME
MARSEILLE
TÉLÉPH. D. 48-32

29375 *meanings*
Marseille, le 29 Janvier 1953

MAXWELL SMALL
Otis Lane
BELLPORT N.Y.
U.S.A.

2935
STAR 2937
AKELA
Propriétaire Docteur VELASQUE
Constructeur Ed; CHABERT

Cher Monsieur M. SMALL

J'ai bien reçu les observations du comité
International de mesurage en date du 12 Aout 1952.

I had to wait
J'ai dû attendre que le star soit mis à terre
pour l'hivernage pour faire effectuer les modifications nécessaires.
These having been accomplished
Celles-ci étant effectuées les dimensions sont
maintenant:

Half-Braedth station 3 at chine = 16 inches 1/8

après modification
La dimension avant modification étant = 16 inches 1/4

damage
La modification a été faite sans porter atteinte à l'épaisseur du bordé.

the thickness of the edge
Toutes les autres dimensions du bateau sont
sans changement.

Dans ces conditions je pense que plus rien ne
s'oppose à remettre au Docteur VELASQUE le certificat de jauge de
son bateau.

Dans cette attente agréez, Cher Monsieur, mes
sincères salutations.

André Mauric

Monsieur, le 25 Janvier 1952

MAXWELL SMITH
60th Lane
BELLPORT N.Y.
U.S.A.

ANDRE MAURICE
1000 10th Avenue
New York 17, N.Y.
U.S.A.

STAN 2937
AIRMAIL
Proprietary Interest
Correspondence: CHANGING

Cher Monsieur M. SMITH

J'ai bien reçu les observations du comité
International de mesure en date du 15 Août 1952.

J'ai dû attendre que le site soit prêt à partir
pour l'hiver pour faire les modifications nécessaires.
Les dimensions sont

La dimension est de 1/4
et la dimension est de 1/4

La modification a été faite sans retard et
la dimension est de 1/4

Toutes les autres dimensions du bateau sont

sans changement.

Dans ces conditions je pense que rien ne
s'oppose à remettre au Bateau VILLAGE le certificat de jauge de
son bateau.

Avec cette lettre j'envoie, Cher Monsieur, mes
sincères salutations.

ANDRE MAURIC
ARCHITECTE NAVAL
EXPERT PRES LES TRIBUNAUX
48, BOUL? NOTRE DAME
MARSEILLE
TÉLÉPH. D. 48-32

Marseille, le 27 Juin 1952

MAXWELL SMALL
Otis Lane
BELLPORT N.Y.
U. S. A.

STAR 2937
AKELA
Propriétaire Dr VELASQUE
Constructeur Ed. CHABERT

Cher Monsieur M. SMALL,

J'ai bien reçu en son temps les observations
du comité international de mesurage relatives au STAR AKELA.

J'ai profité d'un passage sur slip de ce star
pour procéder à un nouveau mesurage qui a donné les résultats sui-
vants:

- 1°) Demi-largeur station 3 au pont 24 inches 9/32
2°) Demi-largeur-station 3-Chine 16 inches 9/32

Avec mes meilleurs sentiments

Andre Mauric

orig
4/32 8/32 9/32

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

AUG 12, 1952

Report from International Measurement Committee

Star No. 2927

Owner Joe ...

Builder ...

Measurer ...

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

*At ... on ...
Strake 3 is 16 1/2" in diameter at this
point is 16 1/2"*

*Now 16 1/8 as per
letter of
Anders Maurer
Jan 29, 1953*

COPY

The following action is suggested as indicated by check marks:

- ☐ The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
- ☐ The boat must be rebuilt to conform to the Specifications and then completely remeasured by a Certified Measurer.
- ☒ The remeasurement of the points in question shows that this boat does not conform to the Specifications, so that correction is required as indicated above.
- ☐ The points in question must be corrected and a letter submitted to the Measurement Committee stating how, when and by whom the corrections were made. These points are subject to remeasurement at all sanctioned events and by local regatta committees.
- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

4/6/52

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

Report from International Measurement Committee

Star No. 2937

Owner DOCTOR VELASQUE

Builder CHABERT

Measurer AUDRE MAURIC

The Measurement Certificate for this boat cannot be approved due to the following points which do not comply with the Specifications:

HALF BREADTH - STATION 3 AT DECK MEASURES
24 $\frac{3}{8}$ INCHES - MAXIMUM AT THIS POINT IS
24 $\frac{5}{16}$ INCHES

HALF BREADTH - STATION 3 AT CHINE MEASURES
16 $\frac{1}{4}$ INCHES - MAXIMUM AT THIS POINT IS 16 $\frac{1}{8}$ INCHES

COPY

The following action is suggested as indicated by check marks:

- ☒ The points in question must be remeasured by a Certified Measurer and the results submitted to the Measurement Committee.
- ☐ The points in question must be altered to conform to the Specifications and then remeasured by a Certified Measurer and submitted to the Measurement Committee.
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- ☐ The Certificates submitted are unsatisfactory for the reasons noted, and complete remeasurement is required.

International Measurement Committee

DOCTEUR P. VÉLASQUE

CARDIOLOGIE

34, CHEMIN DE SAINT-BARNABÉ
MARSEILLE
TÉL. GA. 05-02

Dear Sir,

I have received in due time your letter dated July 16 and I have to apologize as I have not replééd before.

I beg to confirm that the number cut into the keelson of my boat is 2935 and not 2937 and that I am usingsails with 2935.

I should like ti receive the certificate covering my boat as soon as possible and,

Thanking you in anticipation, I remain, Dear Sir,

Sincerely Yours,



Oct. 16

COPY