

OFFICIAL STAR CLASS MEASUREMENT CERTIFICATE

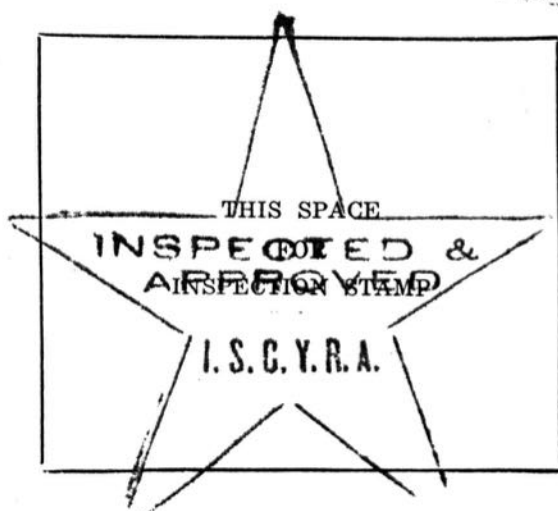
Sec. C.—INSTRUCTION TO CERTIFIED MEASURERS—

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 - 5 1950
2979

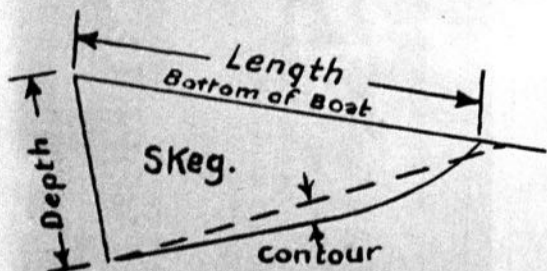
Stations	1.	2	3.	4.	5.	6.	7.	8.	9.	10.
Heights. mm										
Contour	486	346	234	140	78	60	79	162	264	391
Chine			278			182		264		433
Side			527			538		438		

Half Breadths mm	Stations	3.	6.	8	Stern
Deck		602	867	798	500
Chine		409	684	630	411

Rudder.
Width 0,459 m
Depth 0,795 m

Skeg
Length 0,85 m
Depth 0,402 m
Contour 0,020 m

Is construction as
per Rules? ja



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

Yacht No. 2979

L.O.A. 6,909 m

Mast from B 9,655 "

Boom Length 4,444 "

Jib Stay fr. B 6,789 "

Dimension "A" 2,40 "

"B" 1,217 " 1.1.55

"C" 1,295 "

"E" 2,005 " 1.2.54

"G" 1,25 "

"K" 0,756 "

"M" 0,026 "

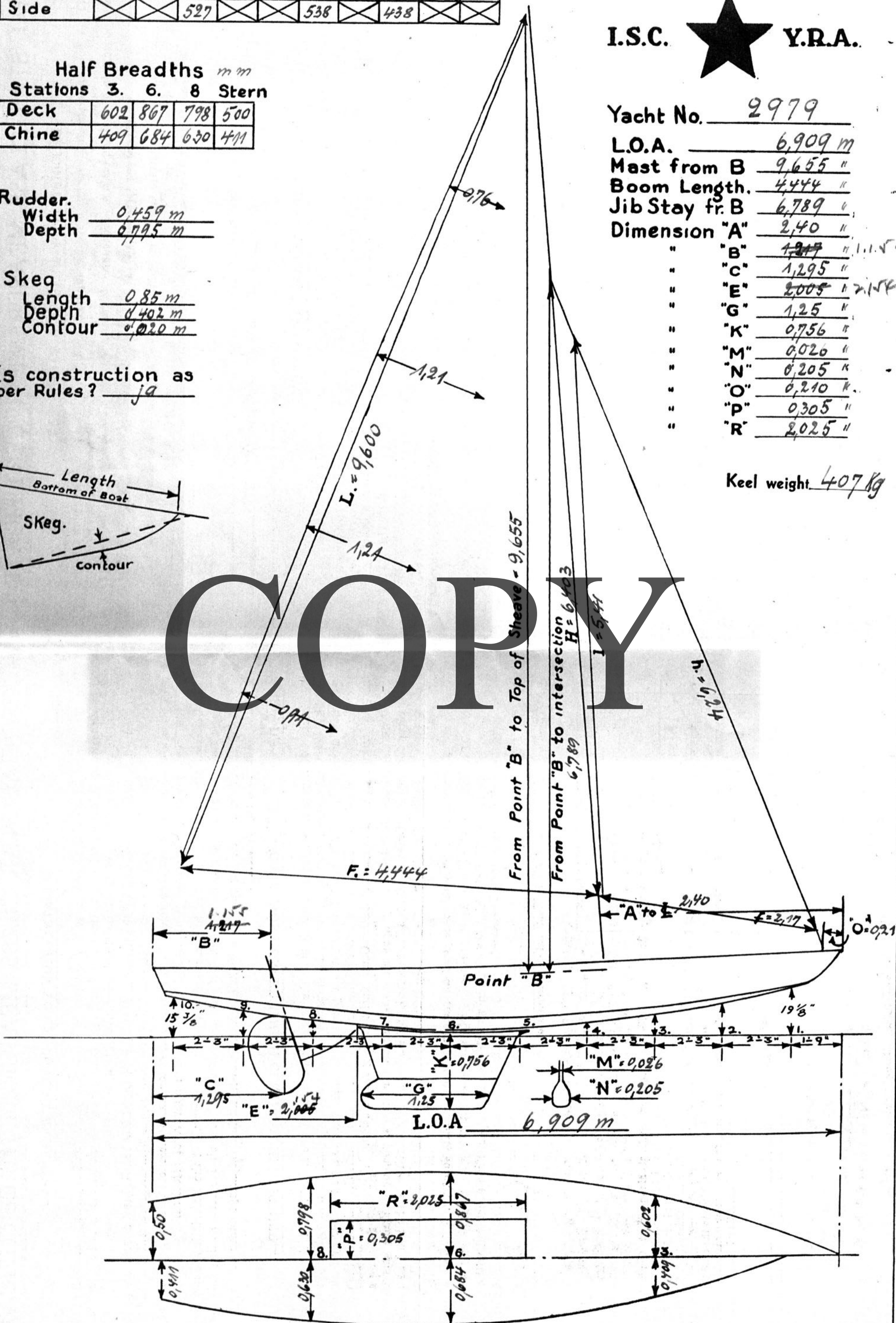
"N" 0,205 "

"O" 0,210 "

"P" 0,305 "

"R" 2,025 "

Keel weight 407 Kg



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? 2979
2. Was this number cut or burned into keelson as required above? ja
3. Yacht's name "Söte Deern III" 4. Year built? 1950
5. By whom built? Yachtwerft Rathje, Kiel-Pries
6. Owner's name? Klaus Grimm
7. Address Kiel-Holtenau, Kanalstr. 67
8. Fleet Norddeutsche 9. Remarks Siehe Beilagen

CERTIFIED MEASURER'S AFFIDAVIT

I hereby certify under oath that I personally measured the yacht herein described on the..... day of 22. III. 22. IV. 10. V. 1950 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. Mai 1950

Signed.....

Adolf Herm
Certified Star Measurer
Schiffb.-Ob.-Ing. i. R.

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.

7332 K Stadt Kiel — Waage Kraussstraße		Lieferant	Rathje
Kilo	Wag. Nr.	Empfänger	Dito
Brutto	Inhalt neu	Gebühr mit	RM. 50 00 bezahlt
Tara	Datum 1. April		Hansen vereid. Wäger
Netto	31.3.30		

COPY

Adolf Harms

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

(24b) Kiel-Dorf

Groß-Ebbenkamp 1¹¹

Kiel-D/dorf, d. 31. August 1950

Mr. Henry M. Devereux
88 City Island Ave.
City Island
New York 64, N.Y.

Dear Sir;

Answering your letter from 5. Aug. 50 I write following:

Star 2979 a) Dimension "B" is repeated proved from myself and is now 1,155 m.

b) Dimension "E" is also proved from myself and is now 2,154 m.

c) Measure "O" is 0,210 m, will be changed in 0,235 m.

Mr. Grimm likes having a certificate over new measures in measurement certificate, or can I change the measures in measurement certificate? Star 843 Measure Statimn 6 is so You have Written. Measure "E" acts up to your reflections.

Star 1257 Frames 30 x 20 (transverse) are not built in 1257, should I propose from myself.

I have designed 954 yachts, boats and motorboats and very often after " Germanischer Lloyd " B. There is proceeded that distance of frames is only 10- 12 time Thickness of planks. By Stars is distance of frames 18 time thickness of planks.

By Star 1259 are only built in near Mast two frames in bottom transverse.

I have written in English as well as I can. Please excuse perhaps mistakes or faults. German Text is standard (authoritative) Measurement certificate 2980 is following.

With best wishes,

Sincerely,

Adolf Harms

Yacht Konstrukteur

yes See copy of answer with # 2980

COPY

Adolf Harms

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

(24b) Kiel-Dorf

Groß-Ebbenkamp 1^{II}

Kiel-D/dorf, den 31. Aug. 50.

Sehr geehrter Herr Devereux !

In Beantwortung Ihrer Post v. 5.8.50 teile ich Ihnen folgendes mit:

- Star 2979 a) Dimens. " B" ist nochmals gemessen und beträgt 1,155 m
b) " " E" ist nachgemessen von mir, ist 2,154 m
c) Das Mass " O" ist 0,210 m, wird geändert in 0,235 m

Herr Grimm würde gern über die 3 Masse eine Bescheinigung haben, wie von mir jetzt berichtet, lauten, oder darf ich die 3 Masse im Messbrief berichtigen?

Star 843 Das Kiellmass ist so, wie Sie angegeben haben (Stat. 6)

Das Mass "E" entspricht Ihren Überlegungen.

Star 1257 Die eingebogenen Spanten 30 x 20 sind dort nicht eingebaut, das sollte ein Vorschlag von mir sein. Ich selbst habe 954 Yachten, Boote oder Motorboote entworfen und meistens immer den " Germanischen Lloyd " berücksichtigt.

Da dürfen die Querspanten nur 10 - 12 fache Plankendicke entfernt sein. Beim Star ist die Entfernung der Spanten gleich der 18 fachen Plankendicke.

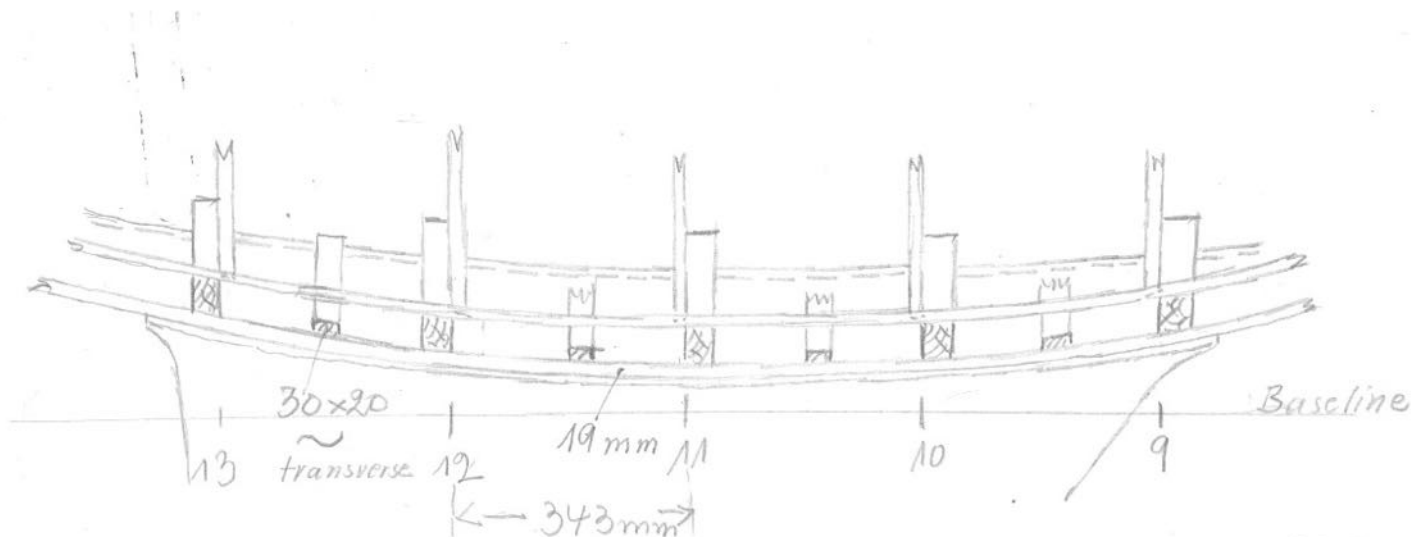
Beim Star 1257 sind nur an Mast 2 Querspanten im Boden extra eingebaut.

Ich habe so gut ich kann in Englisch geschrieben. Entschuldigen Sie bitte evtl. Irrtümer oder Fehler. Der deutsche Text ist massgebend.

Measurement Certificate 2980 folgt.

Mit sportlichem Gruss !
Ihr ergebener

Adolf Harms



$18 \times 19 \sim 343$, in Germany $12 \times 19 \sim 2218$

That is a propose from myself for later built.

The same under mast (transverse)

Older Stars make water in bottom bei sailing

Adolf Harms

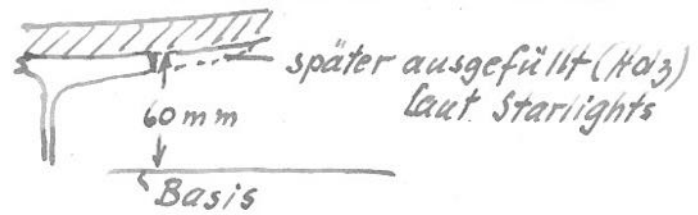
Schiffb.-Ob.-Ing. i. R.

(241) Rost-Dr. Orf

Groß-Ebberkamp 11

COPY

Höhen-Vermessung Station 6



Adolf Harms

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

(24 b) Kiel-D'dorf

Groß-Ebbenkamp 1^{II}

Adolf Harms

10/E-50

This is O.K. 1/7/50

COPY



Kiel-D'dorf, d. 11. Mai 1950

Sehr geehrter Herr Devereux!

Beifolgend erhalten Sie 2 Messbriefe für Star 2979, 1 Blatt für Vermessung Station 6, 1 Gerichtsbescheinigung und 1 Bescheinigung des Bootspauers über Anbau des betreffenden Kiels. Falls der Messbrief in Ordnung ist, wollen Sie ihn direkt an den Eigner Herrn Klaus Grimm senden.

Yours truly

Adolf Harms

Vermesser des Star-Verbandes

COPY

Adolf Harms
Schiffs-Ob.-Ing. i. R.
(24) Kiel-D'dorf
Groß-Ebbenkamp 1^{II}

Paul Rathje, Kiel-Pries

YACHT- UND MOTORBOOTSWERFT

Neubau und Reparatur von Sport- und Gebrauchsfahrzeugen

Bankkonto:

Kieler Spar- und Leihkasse, Nebenstelle VII

Fernsprecher: 6183

KIEL-PRIES, den 24.4.1950 195

B e s c h e i n i g u n g

Hiermit bescheinige ich, daß der untergebaute
Kiel an dem Starboot "Söte Deern" Nr. 2979 der-
selbe ist, der laut beiliegendem Wiegezettel an-
gegeben wurde.

COPY

Yacht- und Motorbootswerft
Paul Rathje
Kiel-Pries, Kieler Förde
Reichsbetriebs-Nr. 1/403/0044